

Application for support

1.1 General

Project name: CABUMS - Capacity Building in MidtSkandia

Application id: 465431

Case id:

Application call: 2.3 Sustainable mobility

Responsible organisation: Interreg Aurora

1.2 Lead partner EU

Name: MidtSkandia

Västra Strandvägen 11

92531 TÄRNABY

Sverige

Org. No: 895400-8762

Employees: 4

Workplace

Name: MidtSkandia

Postal address:

Västra Strandvägen 11

92531 Tärnaby

Workplace No.: 30257406

Visitors address:

Västra Strandvägen 11

92531 Tärnaby

Region: Storuman

Name of legal representative

Hans-Peter Carlson

Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?

No

Lead partner motivation and contribution

MidtSkandia is one of 12 CrossBorder Committees within the Nordic Council of Ministers. We are an enabler and knowledge carrier for decision- and policy-makers on cross-border issues in the region of Västerbotten and Nordland. We initiate, start and manage projects aligning with our mission of strengthening the region. MidtSkandia works according to the document "Botnia Atlantica - Traffic strategy for the E12 region", on which the project application is based. Developing this strategy in the light of the new geopolitical situation is essential. Both civil (private and business) as well as military logistics and transports need to be sustainable and efficient in a new situation. The capacity must answer to the needs of our region in the new era of green transition, geopolitical instability and environmental requirements. As lead partner MidtSkandia does reporting and communication to Interreg Aurora/EU-funding. Furthermore, MidtSkandia is responsible for reporting to other financiers.

1.3 Project partner EU

Name: BLÅ VÄGEN/E12

Org. No: 995400-2979

Employees: 0

Postal address:

921 81 LYCKSELE

Sverige

Workplace

Name:

Workplace no: 64478738

Postal address:
921 81 LYCKSELE

Visitors address:
STORGATAN 22
921 31 LYCKSELE
Region: Lycksele

Name of legal representative

Roland Sjögren

Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?

No

Partner motivation and contribution

Blå Vägen has been working with the development of the communication in the E12 transport corridor for many years. It is also the cooperation platform for the five municipalities along the corridor on the Swedish side: Umeå, Vännäs, Vindeln, Lycksele and Storuman. The experience and the knowledge Blå vägen can provide are essential for a prosperous project. Blå Vägen also has the advantage of being a shortcut to the respective municipality and therefor provides an excellent means of communication with policy- and decision makers.

1.4 Lead partner Norway

Name: Midtskandia
C/0 Rana Utviklingsselskap, Postboks 343
8601 Mo i Rana
Norge

Org. No: 993839922
Employees: 4

Workplace

Name: Midtskandia
Postal address:
Box 343
NO-8601 Mo i Rana

Workplace No.: 0
Visitors address:
Torggaten
NO-8601 Mo i Rana
Region: Rana

1

Name of legal representative

Allan Berg

Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?

No

Lead partner motivation and contribution

MidtSkandia is one of 12 CrossBorder Committees within the Nordic Council of Ministers. We are an enabler and knowledge carrier for decision- and policy-makers on cross-border issues in the region of Västerbotten and Nordland. We initiate, start and manage projects aligning with our mission of strengthening the region. MidtSkandia works according to the document "Botnia Atlantica - Traffic strategy for the E12 region", on which the project application is based. Developing this strategy in the light of the new geopolitical situation is essential. Both civil (private and business) as well as military logistics and transports need to be sustainable and efficient in a new situation. The capacity must answer to the needs of our region in the new era of green transition, geopolitical instability and environmental requirements. As lead part MidtSkandia does reporting and

communication to Interreg Aurora/EU-funding. Furthermore, MidtSkandia is responsible for reporting to other financiers.

Project partner Norway

1.5 Payment information

Type of payment method: BIC/IBAN

Account number: SWEDSESS SE6980000842029233453415

1.6 Project information

Project title

ComCap - Communication Capacity in MidtSkandia

Project type

Small-scale project

Project start date

2024-03-01

Project end date

2024-08-31

Programme sub-area

Aurora

What are the common territorial challenge(s) that will be tackled by the project?

MidtSkandia is a huge region, stretching from the Atlantic ocean in Nordland, Norway through Västerbotten to the Kvarken Strait; over 490 kilometres from west to east. Cross-border, and cross-region, logistics, communications and transports in this region need to be well working not only in parts of the region but all the way from east to west and vice versa. The green transition is taking place right here, right now.

New industries, new value chains and new needs for well-functioning transports, communications and logistics will occur. This implies a common strategy and a common plan to work together in the process. We are also situated where the distance from an ice-free harbour in the Atlantic to a connection eastward to Finland is quite short. With the current geopolitical situation at hand, this also imposes new requirements for better, faster, safer and more efficient transports of both goods, people and information.

There are quite a few studies already done on the subject in the region. None has been done recently enough to encompass the green transition, the Swedish NATO-application (and membership, hopefully), and the geopolitical situation that is now prevailing. Studies from authorities, municipalities and regions are of course a base for this project. The most strategic is the traffic strategy from Botnia Atlantica Transport (BAT), dating back to 2018. This Interreg-funded strategy has been ratified by Sweden and Norway (and by Finland) but needs an update. There are perspectives that were not taken into account in BAT, and there has been technological progress that was not anticipated.

This new study is needed just because of that. The base and foundation of BAT, which is really good, needs an update with the new perspectives in this new situation. A very good start is to identify and assess all bottlenecks, needs for development and also to put forward possible solutions. This is exactly what this pre-study small scale project sets out to do.

Why is cross-border cooperation needed to achieve project objectives and results?

Identifying needs, bottlenecks and possible solutions for development in our common border-region infrastructure cannot be done efficiently on only one side of the border. The approach must be cross-border and cross-region in order to address the challenges and possibilities of the whole region.

As stated in several studies before, not the least BAT, the methods and planning processes are different in our two countries (and in Finland too). This calls for a joint perspective and a common strategy. That is what BAT was, and it now needs updating.

Further; the priorities of our respective national plans are not fully taking our cross-border needs into account. That emphasizes the need for joint work, cross-border.

The totally new geopolitical situation with the Swedish pending NATO-membership also puts things in a new perspective. Not only must civil transports of goods and people work, we must also be ready for the requirements of military mobility. This used to be a "no go zone" in cross-border cooperation but has now become one of the highest priorities. NATO requirements (among them the so called 7 baseline requirements) puts special demands on infrastructure and mobility issues. These issues do not stop at the border; they are the same all through the MidtSkandia region. To do this work separately in the two countries would not be effective. It would be like building a tunnel from two sides without coordinating the work.

There is clearly much to be gained from working with these matters in a cross-border manner; faster, more efficient and probably with more accurate results.

Select the project's main target group

Public sector

Specification of the target group and their involvement in project planning

This small scale project is predominantly aimed at the public sector. Specifically towards municipalities, region and fylke (Swedish and Norwegian entities), authorities on both sides of the border and other stakeholders in the development of our common infrastructure in MidtSkandia.

Discussions have been held with major stakeholders such as larger municipalities, region and fylke. They were all part of the former BAT-project. All agree that there is an urgent need for updating old strategies in the light of the new situation we are in. Green transition, NATO-membership for Sweden (hopefully) and totally new demands for development and prioritizing. All the major municipalities as well as Region Västerbotten and Nordland Fylkeskommune are represented in the board of MidtSkandia, which unanimously has decided to go forward with this project.

The secretariat of MidtSkandia has also had several separate meetings with municipalities, Region and Fylke. Blå vägen-föreningen, which is a partnership for municipalities along the E12 road in Sweden, has also been approached. They also express an interest in getting this going.

Summarized; all of our main stakeholders mainly also the same parties as the target group - have been involved in the development of this application.

Which synergies with past or current EU and other projects, initiatives, strategies and/or policies will the project make use of?

This small scale projects will certainly take use of previous work done in the field, and mostly from Botnia Atlantica Transport (Interreg Botnia Atlantica) which it aims to update. There are also synergies to be taken into account from work done in Kvarken Council EGTC, in the national plans and regional plans (on both sides of the border). As MidtSkandia, Vålå Vägen and Polarsirkelrådet represent most of the local and regional stakeholders there is a vast inflow of experience, knowledge and hands on practice from work both previously and ongoing.

Project overall objective

The main objective is to identify needs, bottlenecks and possible solutions to improve the transport corridor along the E12. Deliverables from the pre study will be:

- a report pointing out what need to be done in order to get green and sustainable communications in the region/corridor
- a partnership for a project to develop new and updated strategies for the corridor E12, to

Ecological sustainable development

The green transition, the re-industrialisation of the northern Nordics and the new geopolitical solution puts totally new demands in play for transports. Evidently, the E12-corridor is highly impacted.

Sweden, and Västerbotten, is now (or to be correct; soon) the land of transit for west-to-east transports for materials and troops of NATO. The green transition and the re-industrialisation of the northern Nordics also impact with demands for sustainable solutions for transports and logistics.

The existing infrastructure, and the strategies and plans for development, do not align with the objectives of a green and integrated Nordics. We need to accelerate the work and this project will supply ideas and measures that will support more environmentally sustainable transports.

Social sustainable development

More mobility has throughout the history of mankind been an accelerator for development. When we can travel and transport goods we need, prosperity grows. All people living along the corridor, whether in cities or in rural areas, will benefit from better and more efficient infrastructure. Labour market areas will grow, housing markets will be more attainable. Possibilities to live and work in the border region will be better and the growth will be stronger when the blood stream of the corridor gets better. That will, in turn, be the basis for a socially sustainable development in the area.

Economical sustainable development

Sweden and Norway are extremely dependant on trade for growth and development. Transports are essential for development of trade. The northern parts of the Nordics also need new competence both through education but mostly through new residents. Infrastructure, and efficient transports are base requirements for that to become reality. The new situation with green transition, NATO membership and re-industrialisation of the north also puts totally new requirements for transports in play. If we can accelerate development, the economic growth and sustainability will follow.

Exit strategy

All local municipalities will, directly or indirectly, be involved in the work. That secures the buy in from first hand stakeholders. The objective is to form a new partnership and prioritize for a larger project, which is the next step. The exit will this time not be a "non project exit", but a new

project exit, involving the same stakeholders and more, in a new partnership. This has been shown to be successful, not the least with Botnia Atlantica Transport.

Project summary

ComCap - communication capacity in MidtSkandia is a strategic pre study for development of infrastructure, transports and logistics in the MidtSkandia region: Helgeland in Norway and Västerbotten in Sweden.

This small scale study is needed to indentify needs, bottlenecks and possible soutions to develop the infrastructure along the E12 corridor. The approach is not new - quite the opposite. The main work will be carried out by consultants, collecting the facts and findings from ealrier work, indentifying needs, bottlenecks and possible solutions for development.

The results will be processed by major stakeholders along the corridor to prioritize and focus on especially important issues to be addressed in a larger strategic project. The small scale project also aims to form a partnership for the next step.

Finally the small scale project will deliver report, regular project partnership and application and various forms of communicated results through seminars, web, report and policy brief.

How will the project partnership be structured?

Being a small-scale project, it needs a small and effective overhead. MidtSkandia will take care of project management, procurement and communication. Polarsirkelen and Blå Vägen will participate in steering group and, if needed, in working group activities.

How will the financial management of the project be handled?

MidtSkandia (Sweden) will be responsible for all financial activities. Reporting, book keeping, payments and the likes will be handled from MidtSkandia offices, including payments to externally procured competence, such as consultants.

How will you communicate your project?

The project will be communicated:

-through all partners websites

-through a report form WP2, and a final report (spread as widely as possible, mainly through our members' organisations, municipalities, regions and also stakeholders for the next step, which is hopefully a larger project including a larger partnership)

-through seminar /webinar in our MidtSkandia seminar series "Business Meetpoint" and also partly in the WP3 in a workshop

1.7 Project activities

| Workpackages / Activities | Description | Start date – End date | Cost |
|---|--|------------------------------|-------------|
| 1 - WP 1 Project Management and communication | Overall management and administration of the project together with communication. This includes book keeping, reporting and procurement as | 2024-03-01 - 2024-08-31 | 5,000 |

| Workpackages / Activities | Description | Start date - End date | Cost |
|--|--|------------------------------|-------------|
| | well as workgroup meetings and steering group meetings. | | |
| 1.1 - Project management | Project management includes administration, book keeping and planning, work done by MidtSkandia. | 2024-03-01 - 2024-08-31 | 5,000 |
| 2 - WP 2 Investigating capacity | This WP will be handled by a procured consultant. The deliveries are a compilation of studies, data and facts up until now, a research of capacity needs, bottlenecks and possible solutions, a report of the said and a facilitated workshop. | 2024-04-01 - 2024-06-30 | 20,000 |
| 2.1 - Collecting data and facts | This phase includes gathering informations from all available and actual sources. Also earlier strategies, reports, statistics, projects and what might be available. Of course national plans, regional plans and eventual municipal plans will be used as well. | 2024-04-01 - 2024-06-30 | 15,000 |
| 2.2 - Report | Compilation of facts and findings from the previous activity, put together to a report that can be used individually for further work and spread of knowledge (and a policy brief - as well), and also the basis for further work in WP3. | 2024-04-01 - 2024-06-30 | 5,000 |
| 3 - WP 3 Workshop and focus for the future | WP 3 is dedicated to taking the results of WP 2 to create a basis for the next step: forming a partnership, an application and a joint focus for a deeper, larger project to develop new strategies and completing old ones, for instance the Botnia Atlantica Transport. This is needed due to the fact that the geopolitical situation, the green transition and the re-industrialisation of the northern Nordics puts the region in a totally new situation. WP3 will assess the findings, workshop to prioritize and define areas for further work and form the partnership. | 2024-05-01 - 2024-08-31 | 8,000 |
| 3.1 - Workshop | Workshop to assess the results from WP2, define and prioritize areas for further joint work to develop and renew strategies for the regional east-west transports | 2024-05-01 - 2024-08-31 | 5,500 |

| Workpackages / Activities | Description | Start date - End date | Cost |
|---|---|-------------------------|-------|
| | corridor: the E12. Workshop will be facilitated by external consultants, so all partners and invited stakeholders can focus on the results and the forming of future initiatives. | | |
| 3.2 - Project idea and partnership invitation | With the results from the workshop, the aim is to form a project idea and an invitation to partner in a new and larger project to develop strategies and renew old strategies in the prioritized areas. | 2024-05-01 - 2024-08-31 | 2,500 |
| 4 - WP4 Final report and dissemination | This WP is about compiling WP2 and WP3 to a report to be used for the next step, for other stakeholders and interested parties doing similar work in the same area but other geographies and for documentation. The use of it will be essential in the next step, and will form the basis for the larger project. | 2024-06-01 - 2024-08-31 | 7,000 |
| 4.1 - Report | Writing and designing the final report form the project. Joint work by consultants and project management / MidtSkandia | 2024-06-01 - 2024-08-31 | 5,000 |
| 4.2 - Business Meetpoint | MidtSkandia has a series of seminars/webinars called Business Meetpoint. The findings from the project will be communicated in a special edition of the series with invited panelists and key note speakers. | 2024-06-01 - 2024-08-31 | 2,000 |

1.8 Indicators

Output indicators

| | | |
|---|---|--|
| Jointly developed solutions | The project will result in a report on identifies need, bottlenecks and possible solutions for better communications in the E12-corridor. It will also, if successful, result in an application for a large project and a partnership for that. | Startvalue: N/A Targetvalue: 1 Unit: Solutions |
| Strategies and action plans jointly developed | The project will result in a partnership and application for an Interreg Aurora project to develop and complement the strategies that are already in place - taking the totally new geopolitical and re-industrialisation situation into account. | Startvalue: N/A Targetvalue: 1 Unit: Joint strategies/action plans |

| | | |
|---|--|---|
| Pilot actions developed jointly and implemented in projects | The project is not aiming to take action - it is a study. No action, no investments, nothing of the kind. The end goal is to assess which problems to investigate further, and how to develop new strategies and plans for the region. | Startvalue: <i>N/A</i> Targetvalue: 0 Unit: Pilot actions |
| Organisations cooperating across borders | MidtSkandia in Sweden, Blå Vägen i Sweden together with Polarsirkelrådet and MidtSkandia in Norway will be a tight partnership taking care of this project. The advantage is that these organizations have many members; among them Nordland Fylke, Region Västerbotten, all the municipalities along the E12 in both Norway and Sweden. This means that we have a number of at least ten organizations involved, condensed in these four. | Startvalue: <i>N/A</i> Targetvalue: 4 Unit: Organisations |

Result indicators

| | | |
|---|--|--|
| Joint strategies and action plans taken up by organisations | The report will be the basis for the next step: to apply for funding for a large project, and forming the partnership for that project. | Startvalue: Targetvalue: 1 Unit: Joint strategies/action plans |
| Organisations cooperating across borders after project completion | The four partners in this small scale project will continue working toward a large project on the theme based on the results. The partnership in such a project will be larger, but cannot be described here - that is partly what the small scale shall reveal. | Startvalue: Targetvalue: 4 Unit: Organisations |

1.9 Budget EU

Costs

| Cost categories | MidtSkandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|---|---------------|------------------|--|--|--|--|--|--|--|---------------|
| Staff cost: Project Communication, MidtSkandia Sweden | 1,000 | 0 | | | | | | | | 1,000 |
| Staff cost: Project reporting and administration, MidtSkandia Sweden | 1,000 | 0 | | | | | | | | 1,000 |
| Staff cost: Steering group and working group costs, Blå vägen | 0 | 500 | | | | | | | | 500 |
| Staff cost: Project management including procurement and workgroup, MidtSkandia Sweden | 2,500 | 0 | | | | | | | | 2,500 |
| Office and administrative costs 15% | 675 | 75 | | | | | | | | 750 |
| Travel and accommodation costs 15% | 675 | 75 | | | | | | | | 750 |
| External expertise and service costs: Consultants for analysis and research, including report | 13,500 | 0 | | | | | | | | 13,500 |
| Sum costs | 19,350 | 650 | | | | | | | | 20,000 |
| Deduction of project income | | | | | | | | | | |
| Total deduction | | | | | | | | | | |
| Total costs | 19,350 | 650 | | | | | | | | 20,000 |
| Sum total costs | 19,350 | 650 | | | | | | | | 20,000 |

Co-financing

| Financier | MidtSkandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|--|--------------|------------------|--|--|--|--|--|--|--|--------------|
| Public co-financing | | | | | | | | | | |
| Region Västerbotten: National co-funding through Region västerbotten | 4,000 | 0 | | | | | | | | 4,000 |
| Total public co-financing | 4,000 | 0 | | | | | | | | 4,000 |
| Total all public co-financing methods | 4,000 | 0 | | | | | | | | 4,000 |
| Private co-financing | | | | | | | | | | |

| Financier | Midtskandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|--|--------------|------------------|--|--|--|--|--|--|--|--------------|
| MidtSkandia: Project Lead and main beneficiary | 2,000 | 0 | | | | | | | | 2,000 |
| Blå Vägenföreningen: Swedich Project partner and financier | 1,000 | 0 | | | | | | | | 1,000 |
| Total private co-financing | 3,000 | 0 | | | | | | | | 3,000 |
| Total all private co-financing methods | 3,000 | 0 | | | | | | | | 3,000 |
| Total public and private co-financing | 7,000 | 0 | | | | | | | | 7,000 |

Support

| Financing | Midtskandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|-----------------|-------------|---------------|--|--|--|--|--|--|--|--------|
| Total financing | 12,350 | 650 | | | | | | | | 13,000 |

Support and financing

| | Midtskandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|-----------------|-------------|------------------|--|--|--|--|--|--|--|--------|
| Total financing | 19,350 | 650 | | | | | | | | 20,000 |

Compilation

| | Midtskandia | BLÅ VÄGEN/E12 | | | | | | | | Total |
|------------------|-------------|------------------|--|--|--|--|--|--|--|--------|
| Sum total costs | 19,350 | 650 | | | | | | | | 20,000 |
| Sum co-financing | 7,000 | 0 | | | | | | | | 7,000 |
| Applied support | 12,350 | 650 | | | | | | | | 13,000 |
| Support share | 63.82% | 100.00% | | | | | | | | 65.00% |

| | |
|---|--------|
| Support share of actual costs | 65.00% |
| Support share of total costs | 65.00% |
| Support share of financing base for support | 65.00% |
| Support share of total financing | 65.00% |
| Support share of other public co-financing | 20.00% |
| Support share of public co-financing | 85.00% |
| Support share of private co-financing | 15.00% |

| Financier | Midtskandia | | | | | | | | | Total |
|------------------------------------|-------------|--|--|--|--|--|--|--|--|-------|
| Total public and private financing | 8,000 | | | | | | | | | 8,000 |

Support

| Financing | Midtskandia | | | | | | | | | Total |
|-----------------|-------------|--|--|--|--|--|--|--|--|--------|
| Applied support | 12,000 | | | | | | | | | 12,000 |

Support and financing

| | Midtskandia | | | | | | | | | Total |
|-----------------|-------------|--|--|--|--|--|--|--|--|--------|
| Total financing | 20,000 | | | | | | | | | 20,000 |

Compilation

| | Midtskandia | | | | | | | | | Total |
|------------------|-------------|--|--|--|--|--|--|--|--|--------|
| Sum total costs | 20,000 | | | | | | | | | 20,000 |
| Sum co-financing | 8,000 | | | | | | | | | 8,000 |
| Applied support | 12,000 | | | | | | | | | 12,000 |
| Support share | 60.00% | | | | | | | | | 60.00% |

| | |
|---|--------|
| Support share of actual costs | 60.00% |
| Support share of total costs | 60.00% |
| Support share of financing base for support | 60.00% |
| Support share of total financing | 60.00% |
| Support share of other public co-financing | 20.00% |
| Support share of public co-financing | 80.00% |
| Support share of private co-financing | 20.00% |

1.11 Contacts

Name: Allan Berg
Organisation: Midtskandia
Phone: +4797985865
Mobile phone:
E-mail address: allan@ru.no
Role: Contact person

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Role: Contact person
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Projektbanken: Ja

1.12 Documents