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Chair: Peter Austin, City of Oslo

A) Contributions by City/Region

Oslo

Oslo emphasized integrated metropolitan planning that couples decarbonized mobility (electrified public transport, targeted modal shift in dense corridors) with climate resilience and land-use coordination. Experience with nature-based stormwater management and resilient transit operations underpins Oslo's approach to adaptation while maintaining accessibility. The city underscored the need to revisit macro-corridor priorities (e.g., Oslo–Hamburg) to ensure redundancy, security of supply, and reliable access to critical raw materials through both Baltic and North Sea gateways.

Helsinki

Helsinki highlighted cross-border rail interoperability and port–hinterland connectivity as levers for resilience amid post-2022 geopolitical shifts. The city shared examples of capacity-building and low-carbon system transformation, including the West Metro (Helsinki–Espoo) and the Jokeri Light Rail, both designed to reduce car dependency and improve regional accessibility. Helsinki's Climate Atlas and risk-screening methods inform the climate-proofing of infrastructure and district planning.
On resilience and strategic autonomy, Helsinki is piloting district-level energy systems (combining solar, geothermal, heat pumps, storage, and smart grid control) to lower

exposure to external energy shocks. With the former Helsinki–St. Petersburg axis deprioritized, the city supports strengthening westward and southbound connections—particularly Helsinki–Warsaw—and elevating the role of Vuosaari Port as a logistics node for diversified cargo, green shipping, and critical raw materials supply chains. The city also emphasized cybersecurity and contingency logistics (backup routes, surge warehousing, and interoperable emergency protocols) for port and rail operations.

Stockholm Region

The Stockholm Region highlighted polycentric metropolitan governance and the integration of housing growth, high-capacity transit, and regional freight logistics. It advocated maintaining a firm macro-regional scope for the updated transnational perspective, prioritizing Oslo–Stockholm–Helsinki interoperability and de-risking key nodes within the Scandinavian–Mediterranean flow. Stockholm emphasized climate adaptation of transport assets and port resiliency to sea-level rise and storm surge dynamics.

Riga

Riga stressed governance capacity-building and metropolitan-scale coordination as decisive enablers for implementation. The city urged integrating Rail Baltica and related north–south connectors into a revised corridor map to support economic diversification, defense mobility, and civil protection. Riga also highlighted the need for backup logistics routes, surge warehousing, and energy interconnections as pillars of a broader resilience agenda.

Gothenburg

Gothenburg contributed expertise on port-centric logistics, green shipping corridors, and industrial decarbonization (notably in automotive and materials). It advocated corridor upgrades that safeguard industrial value chains, including critical raw materials import pathways and low-carbon fuel supply, with redundancy across Baltic/North Sea gateways. Gothenburg emphasized climate-proofing of terminals, hinterland rail capacity, and shore-power deployment as resilience multipliers.

Skåne Region

Skåne foregrounded the Öresund cross-border functional region, championing multimodal interchange, regional rail, and cross-border labor market integration as pillars of macro-regional competitiveness. The region argued for consolidating north–south spine corridors and strengthening last-mile logistics between ports, terminals, and production

sites. It stressed nature-based adaptation for flood-prone lowlands and coordinated contingency planning for disruptions.

Berlin–Brandenburg

Berlin–Brandenburg emphasized the role of central European hubs in stabilizing Baltic–continental flows, including rail freight corridors, aviation logistics, and energy interconnectors. The region highlighted redundant routing options that bypass vulnerable links, as well as harmonized standards and governance to accelerate cross-border projects. It advocated embedding strategic autonomy considerations—especially materials, batteries, and components—into corridor prioritization and investment sequencing.

B) Thematic Synthesis by Topic

1) Learning & Governance

Partners reaffirmed the value of peer learning on metropolitan governance, practical planning instruments, and implementation capacity. Riga's focus on institutional coordination resonated: durable outcomes hinge on aligned mandates and shared data frameworks. Oslo and Stockholm showcased mature land-use–transport integration, while Skåne and Berlin–Brandenburg provided models for cross-border coordination. Helsinki's contribution: the Climate Atlas and risk-screening methodology, used to prioritize investments in flood protection, heat-resilient infrastructure, and climate-robust district planning. Helsinki also shared its regional transport coordination model (joint bodies across municipalities and operators), offering templates for governance and data sharing.

Action: Systematize joint learning into a living repository of case-based practices, shared metrics, and replicable governance tools.

2) Macro-Regional Planning & Corridors

The 2019 Nordic-Baltic Space Transnational Development Perspective remains a foundation but needs a serious update to reflect post-2022 realities. Priorities include:

- Reassessing core axes (e.g., Oslo–Hamburg, Oslo–Stockholm–Helsinki, Helsinki–Warsaw) and deprioritizing links no longer viable (e.g., St. Petersburg).

- Integrating Rail Baltica and TEN-T connections to ensure interoperability, high-capacity freight, and reliable passenger services.

- Embedding redundancy (multiple ports and inland nodes), accelerating last-mile improvements to terminals, ports, and industrial districts, and aligning with energy transition infrastructure (e-fuels, shore power, hydrogen-ready assets).

- Sequencing investments to safeguard industrial value chains and port-centric logistics.

Helsinki's lens: elevate Vuosaari Port within the updated corridor map; strengthen Helsinki–Warsaw as a strategic alternative to the former eastward axis; design intermodal hubs combining rail, port, and digital infrastructure.

3) Security & Resilience (Post-2022)

Security is now an explicit planning dimension. The network highlighted:

- Defense mobility and civil protection needs integrated in corridor design and appraisal.

- Critical infrastructure hardening (ports, rail hubs, energy nodes) against sabotage, cyber risks, and climate hazards.

- Contingency logistics: pre-identified diversion routes, surge warehousing, and interoperable emergency protocols across borders.

- Data sharing for real-time situational awareness and risk monitoring.

Helsinki's examples: rollout of district energy microgrids with storage; cybersecurity partnerships for transport and energy networks; emergency playbooks for port and rail operations with designated backup routes.

4) Climate Adaptation & Mitigation

Members converged on a dual focus:

- Adaptation: coastal and fluvial flood risk management, heat-proofing of rail and road assets, and nature-based solutions that reduce peak drainage loads.

- Mitigation: electrification of public transport and freight, modal shift to rail and waterways, green shipping corridors, and industrial decarbonization (ports, logistics, manufacturing clusters).

Helsinki's projects: the West Metro and Jokeri Light Rail as durable modal-shift anchors; expansion of cycling networks; green roofs and permeable surfaces in flood-prone districts; public-building retrofits under the carbon-neutrality roadmap.

Action: Build project pipelines that bundle adaptation + mitigation co-benefits to maximize returns and resilience.

5) Strategic Autonomy & Critical Raw Materials (CRMs)

Ensuring access to CRMs and strategic components becomes a corridor design criterion. Actions include:

- Mapping CRM supply chains to ports, rail lines, and industrial nodes.

- Prioritizing redundant gateways across Baltic and North Sea basins to avoid single-points-of-failure.

- Coordinating with energy infrastructure (interconnectors, hydrogen corridors, storage) to stabilize industrial operations during shocks.

- Aligning customs, standards, and digital documentation to shorten response times in disruptions.

Helsinki's angle: positioning Vuosaari Port for diversified CRM flows and green fuels; exploring urban mining and circular strategies to reduce external dependency; advocating a network-wide CRM flow map to identify vulnerabilities and shared investment opportunities.

6) Implementation Tools & Next Steps

To operationalize the update to the transnational perspective:

1. Establish a Corridor Scoreboard tracking capacity, redundancy, climate risk, energy readiness, and CRM relevance.

2. Create a joint project slate (short/medium/long term) aligned with funding windows and cross-border governance agreements.

3. Launch a resilience audit of top nodes (ports, rail hubs, energy junctions) with shared methodologies and data templates.

4. Publish a revised Nordic-Baltic Transnational Perspective with map layers showing current vs. future corridors, deprioritized links, and resilience-critical assets.

5. Institutionalize a learning cycle: annual peer reviews, tabletop disruption exercises, and shared KPIs.