
**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

This document contains the themes that we would like to be reflected in the EU Commission's programme for the period 2024-2029. These are a compilation of the views of a number of organisations. All of them are united by road transport and mobility in its various aspects and areas.

The issues presented in the document are particularly important for us in Finland, but they are also of utmost importance for road transport, mobility and functioning of the transport network in Europe as a whole.

**Case Finland -
Connectivity of
peripheral Member
State**

The specific characteristics of the Member States must be taken into account. In many Member States, such as Finland, the railway network covers only a small part of the land area and, because of the limited transport flows, make it uneconomical to extend, for example in northern Finland. However, Finland is important for the whole of Europe in terms of the production of various raw materials, minerals and renewable energy. This requires keeping the existing road network in good and trafficable condition.

Finland's location and position in transport has changed since passenger and freight transportation across the eastern border has almost been discontinued. Hence Finland is increasingly as an island in relation to the rest of Europe. Transport links to the south and west, and the need for fixed links with the rest of the EU are becoming even more important, thus projects such as the Vaasa (FI)-Umeå (S) bridge project are gaining in importance.

Transport and logistics conditions for industry and international trade and connectivity need to be improved, especially in a peripheral EU Member State like Finland. The effects of EU proposals on the development of transport costs, as well as their impact on investment, jobs and the activities of transport and mobility companies, must be monitored and influenced so that the international

**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

	<p><i>logistical competitiveness of Finland and the EU as a whole is maintained and strengthened.</i></p>
<p style="text-align: center;"><i>Resilience, security of supply and security policy</i></p>	<p><i>Along with connectivity, security of supply and resilience are key words for Finnish freight and passenger transport. As a Member State on the EU's longest external border, we are very much on guard. The development of transport links and roads in Finland must be seen as part of the EU's security policy, and EU-level funding must be allocated to this. A comprehensive and developed national transport infrastructure that guarantees security of supply benefits the smooth and cost-effective movement of both citizens and goods in daily civilian use.</i></p> <p><i>In military terms, Finland's position has changed significantly. With the eastern border forming a long NATO external border with Russia. The importance of military mobility and the projects it requires will become more important.</i></p> <p><i>Transport links via northern Finland and Norway to the Arctic Ocean are also becoming more important in possible crisis situations when, for example, the Baltic Sea would not be available.</i></p> <p><i>The condition of the existing network, including the lower road network and bridges, is of great importance for security of supply and security policy. The EU should give serious consideration to directing funding towards the rehabilitation of the existing road network, including the less heavily used routes, in order to strengthen security of supply and security policy.</i></p>
	<p><i>A well-maintained and smoothly functioning road network is also an essential part of the EU's green transition. The condition of the road network should not be a barrier to the largest and heaviest transport units possible, which can reduce emissions per unit transported.</i></p>

**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

<p style="text-align: center;"><i>Transport infrastructure, roads, TEN-T and its financing</i></p>	<p>The existing transport network must be maintained, and the lack of alternatives should be one of the decision-making criteria in EU policy. In peripheral regions of the EU, such as northern Finland, the road network is often the only possible means of transport and replacing it with rail is not cost-effective. In regions such as the one described, EU funding should also be available for the road network.</p> <p>There should be a more equal share of funding for the cohesion countries in relation to the non-cohesion countries. In addition, the next financial instrument (CEF III) should allocate more funding to military mobility projects.</p> <p>Modal shift can also be encouraged where it is justified for transport users and the economy as a whole. However, transport and mobility must always be developed and managed in a way that respects modal neutrality. In addition, future rail investments must also take into account the condition of the associated road projects and allow for the upgrading of these links with EU funding.</p>
<p style="text-align: center;"><i>Green and clean transition, climate and environment</i></p>	<p>Good progress on climate action must continue, but we must also ensure that future action is pragmatic and socially sustainable. The cost of living in the EU regions is made up of different things.</p> <p>The impact of emission reduction measures must be monitored and possible new actions implemented so that the competitiveness of the EU and Finland as a whole is maintained and costs do not increase, especially in relation to other continents.</p> <p>From a sustainability perspective, climate targets must encourage investment in road infrastructure and digital development. Sustainable and intelligent transport systems will contribute to achieving the climate targets. Transport must be made as environmentally friendly as possible, and the development and availability of</p>

**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

	<p>emission-free renewable fuels and energy sources play a key role in this.</p> <p>The Green Transition will continue to progress during the EU 2024-2029 period, as Europe is set to become carbon neutral by 2050. The Commission is already preparing its first output, which will launch the setting of milestones for the EU's green agenda for 2040. For transport sectors, it is important that future climate action is predictable and pragmatic. Setting an EU milestone for 2040 must follow a linear approach from 2035 to 2050.</p> <p>Sustainable and intelligent mobility solutions must be seen as part of climate work and objectives, while at the same time recognizing and acknowledging the needs and conditions of the different regions of the EU. In a Member State like Finland, with long intra-regional distances and a northern climate zone, the challenges are specific and need to be considered in the preparation of European solutions. Climate change will put infrastructure to the test. Existing infrastructure needs to be strengthened and improved to withstand rainfall and other intensifying weather events.</p> <p>A green and clean transition needs support at EU level, while continuing to ensure the supply of technology-neutral alternative fuels and energy. For both urban and rural transport.</p>
<p style="text-align: center;"><i>Social regulations in the transport and mobility sectors - Labour policy, labour supply and skills</i></p>	<p>There is already a shortage of hundreds of thousands of skilled professional drivers in the EU. There is also a shortage of skilled labour in specific logistics jobs, in the automotive sector for maintenance and repair work as well as in the construction of transport infrastructure.</p> <p>Without competent and capable workforce, transport will come to a standstill and the economy will grind to a halt. Labour shortages and the need for new skills must be identified, and transport sectors better considered. Training must be</p>

**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

	<p>developed and made more effective. Legal immigration must also be more effectively harnessed to the needs of the transport sectors.</p> <p>The population is ageing throughout the EU, and in Finland at a faster rate than in many of its peer countries. Therefore EU-level action and frameworks for labour supply, skills and competence development, and flexibility in transport work are required without delay.</p> <p>There must be more room for social dialogue at both national and EU level. A Nordic model of negotiation and agreement between the social partners guarantees the best results for the improvement of working life in the transport and mobility sectors for both companies and employees.</p> <p>Operating models in the platform economy must be fair and equitable across the EU, with uniform requirements and responsibilities regardless of the mode of operation.</p>
<p style="text-align: center;"><i>Digital transition, digitalisation of transport and mobility, data and rights to use it</i></p>	<p>Digitalisation will definitely enable a level and equal playing field in the mobility and transport sectors. Real-time digitalisation enables efficient and economic service delivery and at the same time it enables control, which also improves quality by removing abusive operators from the market.</p> <p>New opportunities for the mobility sector, the automotive sector and transport companies to share information and develop innovative solutions should be further promoted through EU-level action. Access, availability, interconnection and sharing for transport users must be facilitated and extended across all modes of transport.</p> <p>Access to data will continue to be the lifeblood of market performance. In the mobility and transport industries, there is a specific and urgent need for sector-</p>

**Priorities of the Finnish road transport and mobility sector for the
EU Commission Work Programme 2024 - 2029**

	<p><i>specific and deeper regulation of data access and its equitable use by the different actors and businesses in this field.</i></p> <p><i>Multimodal digital mobility services are currently very fragmented and often lack both the legal and market frameworks to provide comprehensive services across the EU. Urgent and effective measures and regulatory guidance are needed to address this problem.</i></p> <p><i>The development of EU legislation and standards on the digitalisation of logistics should be driven by the needs of the logistics sector and support practical business activities without imposing regulations.</i></p>
<p><i>EU enlargement and the transport market</i></p>	<p><i>It is important to conduct accession negotiations with the candidate countries with the aim of an orderly enlargement. However, it is essential for the transport and mobility sectors to ensure that enlargement does not lead to market shocks and distortions of competition in the internal market.</i></p> <p><i>The opening up of cabotage should be gradual and with adequate transitional periods, as was the case in the previous enlargement rounds in 2004 and 2007.</i></p>

On the spot in Brussels





FinMobility is a Brussels-based, leading voice in the EU for the Finnish employers' and business organizations in the mobility sector. We represent 13.500 member companies employing 100.000 people.

The member associations in Finland are Employers' Federation of Road Transport (ALT), Finnish Transport and Logistics (SKAL), The Finnish Bus and Coach Association (LAL), The Finnish Taxi Owners' Federation (STL), The Finnish Central Organisation for Motor Trades and Repairs (AKL), The Infra Contractors Association (INFRA), The Association of Logistics Enterprises (LL) and The Finnish Road Association

FinMobility
6 Rond Point Schuman
B-1040 Brussels, Belgium
www.finmobility.eu
finmobility@finmobility.eu
EU Transpa rency register: 003708136830-08
