

**Vantaa
Vanda**



PROGRAMME OBJECTIVES 2023

**Towards sustainable, international
and comfortable cities**

Towards sustainable, international and comfortable cities

– Vantaa's Government Programme objectives

It is no coincidence that Finland's journey from a poor agricultural country to a recognised welfare state began simultaneously with its urbanisation development. The extensive investment in education, work and long-term wellbeing bore fruit from the 1950s onwards, with the population quickly moving to the cities.

Today, Finland's largest cities support the competitiveness and economy of the entire country. For example, the most effective solutions for the green and digital transitions are made in cities.

Finland can flourish by implementing the presented solutions, whereby the largest cities create wellbeing for the whole country, not forgetting the smaller towns. The success of the cities and Finland will continue to be based on education, competence, work and belief in a better future.

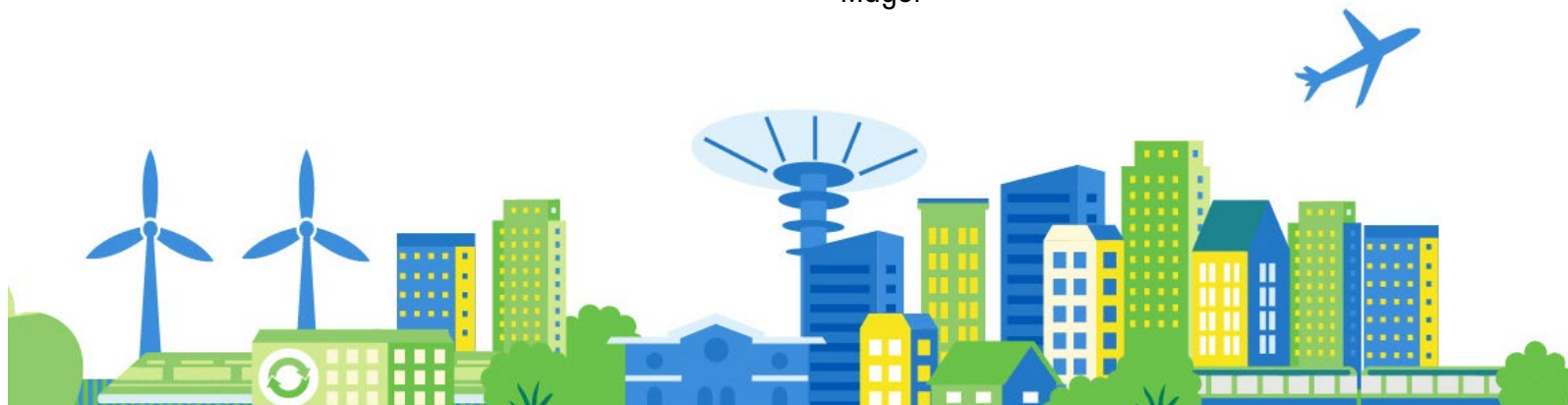
However, success cannot rely on old models and structures alone. We must be ready for bold reforms. Finland is no longer a poor and uneducated rural country – we have cities that produce internationally top-level innovations, products and research every day. Finland's success is guaranteed by ensuring sufficient resources for the cities, by establishing cooperation between municipalities and the state and by investing in strong cities.

We have divided our solution into four points:

1. The future society needs new forms of cooperation and secure funding for growth – solutions can be found through genuine cooperation and partnership with the cities.
2. Education and employment should be used to improve equality in areas with a risk of increasing inequality – we must provide support now to have workers in the future
3. Rail connections for a sustainable social structure – we are building a comfortable and international city
4. Air transport secures Finland's connectivity and international connections – Avia network's objectives for the Government Programme

Large cities are tasked with providing solutions for these challenges. For this, we need support from the Government. Welcome to a sustainable, international and comfortable era of the cities!

Ritva Viljanen
Mayor



1

The future society needs new forms of cooperation and secure funding for growth – solutions can be found through genuine cooperation and partnership with the cities.

Urban Finland recognises the new situation and different needs of the municipalities.

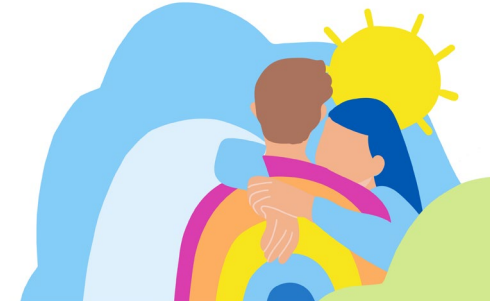
There are only nine cities with more than 100,000 inhabitants in Finland, but four out of ten Finns live in these cities. Cooperation between large cities and the state must be increased. Finland can only succeed if it recognises that large cities and smaller municipalities have different kinds of challenges that also require different solutions. Large cities and the state must have permanent cooperation structures to achieve common objectives and solve common problems. The most effective solutions for the critical green and digital transitions are made in Vantaa and other cities.

For a successful urban policy, we need adequate funding, fair funding criteria and sensible allocation of tasks and responsibilities.

Urban Finland recognises the special characteristics of the Metropolitan Area.

It is time to support the Metropolitan Area, the success of which will benefit the whole of Finland. For example, the cities of the Helsinki Metropolitan Area have accumulated decades of experience in internationalisation and immigration issues.

Vantaa is one of the fastest-growing cities in Finland. Bold and sustainable growth requires sufficient resources. Vantaa has long been a forerunner in internationalisation and multiculturalism – 23 per cent of Vantaa residents speak a language other than Finnish, Swedish or Sámi as their native language. Vantaa is the most international city in Finland.



The success of our society and the operating conditions of the cities must be ensured as follows:

1.1 The model of unitarian tasks of municipalities should be abandoned, and the diversity of municipalities should be considered in funding and administrative structures. The state should support the implementation of the Metropolitan Area's special task. We should adopt a contractual partnership model between large cities and the state.

Municipalities' tasks and funding criteria are to be separated according to the number of residents. The diversity of municipalities is greater after the wellbeing services county reform. Different opportunities and challenges of different-size municipalities are to be considered in the funding and administrative structures.

Cities have an important role in solving major societal problems and achieving objectives. Therefore, large cities and the state must have permanent cooperation structures. We need a partnership model between the cities and the state. Metropolitan policies, in turn, are to be used to support growth, competitiveness and employment in the Metropolitan Area, with a particular focus on land use, housing and transport (MAL) issues, the availability of skilled labour and funding for regional growth.



1.2 The state contributions system should consider the costs caused by population growth and foreign-language speakers in the basic tasks of municipalities.

The system should better consider financing the basic tasks of municipalities and the actual costs of population growth and foreign-language speakers to enable non-discrimination in services.

- If the share of foreign-language speakers exceeds 15% of the municipality's population, the basic rate for foreign-language speakers should be doubled for the part exceeding the percentage limit.
- The basic rate for foreign-language children and young people should be doubled if the number of foreign-language speakers in early childhood education and schools exceeds 20%.

23 per cent of Vantaa residents speak a language other than Finnish, Swedish or Sámi as their native language, compared to 8.3% nationwide (Statistics Finland 2021)

1.3 The financing basis of municipalities and cities should be strengthened, and their investment capacity should be ensured

- a. by paying the costs of newly assigned tasks to the municipalities in full
- b. by paying the index increases of state contributions annually and in full
- c. by restoring the share of municipality-type corporate tax to the level before the social and health care reform, i.e., to one third
- d. by increasing the incentive effect of the wellbeing and health promotion (HYTE) coefficient by diversifying the indicators to better correspond to the health and welfare promotion work carried out by municipalities as measured by yardsticks such as inclusion, culture and lifestyle. Success in integration is also to be considered. The amount of funding to municipalities by the HYTE coefficient should be increased to encourage municipalities to carry out diverse work promoting wellbeing and health and preventing the need for corrective services.
- e. by guaranteeing cities' financing for the implementation of the green and digital transitions
- f. by simplifying the municipalities' project funding system.

1.4 The tasks of the wellbeing services counties should be kept at the current level, enabling the stabilisation of operations and creation of interface work. Implementing the wellbeing services county reform and interface work should ensure the continuity of operations, clear division of duties, partnership, the functioning of the public sector and elimination of any overlaps.

1.5 The state, cities and wellbeing services counties should develop security and crisis management together. The development needs of the statutory basis and network of command centre facilities built in shelters under the state's responsibility should be reviewed.

2

Education and employment should be used to improve equality in areas with a risk of increasing inequality – we must provide support now to have workers in the future

Finland of cities invests in knowhow and employment.

Cities are built on knowledge. Only by investing in education and continuous learning can we ensure that Finland and its cities will have sufficient skilled labour going forward. We all know the consequences of inequality. Investments in developing education, competence and employment and economic services are also key to preventing inequality.

Urban Finland invests in children and young people.

Of all Vantaa residents, 17 per cent are under the age of 15. Vantaa and the Helsinki Metropolitan Area are home to the largest proportion of children and young people in Finland. The future of Finland is, quite literally, growing in the cities.

It is important for the future of children to ensure high-quality early childhood education, guaranteed by trained professionals. A sufficient number of student places and work-based immigration ensure an adequate skilled workforce. For young people, a study place is a safeguard for the future. We must increase the number of available higher education places to correspond to the relative number of young people and jobs.

In Finland, there are an average of 0.85 admission quotas at higher education institutions per student graduating with a second-level degree compared to 0.7 in Uusimaa.

The best measures to ensure a level playing field for all and develop employment and competence include the following:

2.1 The admission quota of higher education institutions in the Helsinki Metropolitan Area should be increased and the funding for education should be guaranteed. Going forward, the number of admission quotas in the Helsinki Metropolitan Area should be at least equal to the national average.

Skilled workers are needed, especially in the social and health care, early childhood education and technical fields. Swedish-speaking education professionals, psychologists and teachers are also needed. The number of admission quota of higher education institutions in Uusimaa should be raised to correspond to the relative number of young people and jobs. The lack of skilled personnel forms a serious bottleneck in providing services and, therefore, opportunities for continuous learning should also be increased.

2.2 Reviewing the personnel structure as per the Act on Early Childhood Education and Care should be initiated in cooperation with the municipal sector. The number of student places in the field should be increased by one and a half times.

The lack of highly educated personnel compromises the provision of high-quality early childhood education.

By 2030, Vantaa will need about 1,000 and the entire Helsinki Metropolitan Area more than 5,000 new early childhood education professionals.

2.3 State funding to support educational equality should be established at least at the level of 2022.

KOTA funding or a similar national instrument is needed to meet the challenge of segregation in early childhood education and basic education. The level of funding must be sufficient and well-established to ensure the recruitment of qualified personnel.

2.4 Municipalities should be guaranteed the legal and financial preconditions to organise TE services effectively. Municipalities should be guaranteed sufficient tools to deal with long-term unemployment by restoring rehabilitation work and workshop activities to the municipalities' toolbox, for example. Expenses incurred by foreign-language speakers should be considered in full.

The sufficiency of state contributions for tasks and services transferred to municipalities should be ensured and the expenses incurred by foreign-language speakers should be fully financed. The employment of pay-subsidy employees in municipalities should also be possible in the future. Municipalities must have the opportunity to use rehabilitative work activities or new kinds of low-threshold employment services as a genuine means of dealing with long-term unemployment.

2.5 A genuinely encouraging funding model that rewards effectiveness should be created for labour market support payments. The proposed funding model is unreasonable for growing cities. The cross-sectional point of the determination of the funding should be reviewed at regular intervals. Large cyclical fluctuations and crises should be considered flexibly in financing state contributions to municipalities.

Financial responsibility brings municipalities extensive cost responsibilities for people whose employment requires multidisciplinary services. The legislation should ensure that the wellbeing services counties have

incentives to manage the respective work capacity and long-term unemployment-related tasks. Large cyclical fluctuations and crises should be considered flexibly in financing state contributions to municipalities. The cross-sectional point of the determination of the funding should be reviewed at regular intervals.

2.6 The operations of centres of expertise and the guidance and counselling of immigrants should be guaranteed with permanent state contributions or separate funding. The services should particularly consider foreign-language-speaking women.

Recognition of immigrant skills and qualifications obtained abroad should be strengthened. Work permit practices should be streamlined, and the possibility of transferring the granting of work permits to municipalities should be examined. Integration and immigrant services should particularly consider foreign-language-speaking women by, for example, provisions on language teaching. The key role of the third sector in providing complementary services to promote employment and integration should be recognised.



3

Rail connections for a sustainable social structure – we are building a comfortable and international city

Finland of cities invests in connectivity.

Good transport connections within the city, between cities and beyond national borders are preconditions for economic success. The Helsinki Metropolitan Area has grown faster recently than it has in decades. Additional investments by the state in the development of the transport network improve the competitiveness of the entire Helsinki Metropolitan Area, as good transport connections also facilitate business and trade activities.

Transport investments also contribute towards a fairer and equal everyday life. After the frugal 2010s, the state should raise the relative share of transport investment financing back to the average level of the 2000s in the Helsinki Metropolitan Area. A sustainable future can be built by providing low-emission and equally accessible public transport for different groups of people.

Urban Finland invests in a sustainable future.

State funding for the Vantaa Light Rail represents a concrete step towards a climate-friendly and socially sustainable city. The light rail will provide hundreds of thousands of Finns with better connections within their home city, nationwide and, through improved airport connections, abroad.

Helsinki-Vantaa International Airport is Finland's most important route for international traffic, providing the preconditions for business and trade activities for the country. Aviation history is an important part of Finland's

internationalisation. The City of Vantaa's and the Aviation Museum's joint New Aviation Museum project aims to preserve this cultural history for future generations.

Historically, urbanisation made Finland's success story possible. Going forward, Finland will be even more reliant on its cities. By supporting the cities, we will ensure the wellbeing of Finland and create the preconditions for future success.



Carbon neutrality and urban structure development should be promoted as follows:

3.1 State financing for Vantaa Light Rail should be ensured.

Vantaa Light Rail is an important part of the public transport system in the Helsinki Metropolitan Area and part of the EU's Trans-European Transport Network (TEN-T). Public transport based on rail transport promotes carbon neutrality and makes services and jobs more accessible.

3.2 The financing for public transport in growing cities should be secured, and the state's relative share in the financing of transport investments in the Helsinki Metropolitan Area should be restored to the average level of the 2000s.

The state railway network's nationwide European rail traffic management and train control system (ERTMS/ETCS) project (Digirail) should be implemented to enable more reliable operation of local train traffic in the Helsinki region.

3.3 The MAL agreement procedure should be consolidated for existing urban regions. The MAL agreement should be used to ensure the necessary measures and grants to achieve the housing production targets and housing policy measures.

The share of state contributions of the growth and sustainability investments under the MAL agreements should be increased. The adequate level of housing startup, residential area development and infrastructure grants should be ensured. The criteria for awarding grants should also better consider the potential for complementary construction of non-subsidised housing production to ensure residential areas' social integrity and infrastructure development. The incentive effect of the interest subsidy legislation, especially from the developers' point of view, and sufficient

mandates for granting interest subsidy loans in line with the housing production targets of the MAL urban regions in the state budget must also be ensured.

3.4 A state investment grant of EUR 8.5 million plus an annual EUR 860,000 consisting of a discretionary grant and state contribution from the Ministry of Education and Culture should be reserved for implementing the New Aviation Museum project.

Aviation history is an important part of Finland's internationalisation. The Aviation Museum and the City of Vantaa have created the New Aviation Museum project to enable the Finnish Aviation Museum to become an attractive, internationally interesting aviation experience centre and simultaneously strengthen the museum's position as a museum with national responsibility.





Air transport secures Finland's connectivity and international connections – Avia network's objectives for the Government Programme

Avia network

The network's goal is to create an airport ecosystem that will be the globally most sustainable and attractive one with excellent connectivity. The Avia network is carried out as cooperation between the Helsinki-Uusimaa Regional Council and the City of Vantaa. It aims at creating and maintaining the networks of cooperation, development and data exchange for the connectivity and development of the Helsinki-Vantaa International Airport and the Aviapolis area. The Avia network is open to all private and public actors interested in developing the airport area.

The Avia network actors actively promote air transport climate targets. The transition to low-emission aviation must be done in a controlled and proactive manner under common EU rules. Realising the air transport climate targets will ensure the future operating conditions and continuity of air transport and tourism.

Our connectivity and competitiveness are based on well-functioning international connections, and air transport and the travel chains built around it and make it possible to build Finland into an attractive country for investments, companies, experts and tourists. Connectivity is a prerequisite for successful export business and labour migration.

The Russian war of aggression in Ukraine has affected Finland's Asian connections and weakened our position as an air transport hub. It is vitally important that the operating conditions of Finnish air transport are looked after to ensure Finland's connectivity and security of supply. The Government must ensure the competitiveness of Finnish air transport in this uncertain global political situation.



4.1 Finland should strongly influence the formulation of aviation climate targets and regulatory developments in the global and EU-level aviation sector and promote the introduction of new technologies. Finland should emphasise sustainability as a competitive factor and actively contribute to implementing the EU's distribution obligation of new aviation fuels. Finland should promote the introduction of new technologies to strengthen the sustainability of air transport and tourism.

4.2 The competitiveness of Finnish air transport should be ensured. It must not be undermined by higher costs than in the rest of the EU or by a national air transport emissions tax.

4.3 The further planning of the Airport Rail Link project should be promoted as part of the planning of Suominen, with an implementation decision to be made as the planning progresses.

4.4 The state should contribute 30% of the funding for the Vantaa Light Rail, improving the accessibility of the airport.

4.5 Travel chains that seamlessly connect different modes of transport should be developed comprehensively using digitalisation and common digital tools.

4.6 The Government should launch a project to create a tourism cluster and an integrated tourism ecosystem. Decision-making in the tourism sector should be made more coherent by increasing inter-ministerial cooperation. Finland's country image work should be strengthened with a special focus on tourism and culture, and tourism marketing resources should be increased on par with the other Nordic countries.

4.7 A state investment grant of EUR 8.5 million plus an annual EUR 860,000 consisting of a discretionary grant and state contributions from the Ministry of Education and Culture should be reserved for implementing the New Aviation Museum project.

