

European Commission
DG Energy and Transport
TEN-T
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**TEN-T: A policy review
Green Paper from the European Commission. KOM 2009 44
Contribution from Region Skåne**

Background

The Trans-European transport network, TEN-T, is an important part in the European transport policy. It covers an identified network of roads, railways, harbours and air ports of special interest. TEN-T also includes 30 priority projects. Some of these are of special importance for the region of Skåne: For instance the Öresund Bridge (already finalized), the Nordic Triangle, the Fehmarn Belt link and the Baltic Sea Motorways. A set of rules are included in the implementation of the priority network and the priority projects. Co-financing from European funding can be received for both preparatory work and construction.

According to the Commission a fundamental review should be done of the TEN-T. The present goals for the network are hard to reach and they are also indistinct formulated. The politics of EU has changed, for example with new focus on climate change, the territory of EU has been extended and the global role for EU has changed.

The Commission shows the starting points and basis for the review in this paper. Questions are raised and discussed on a general level. No proposals are presented on geographical priorities, corridors or projects in this stage.

There is a parallel work of other parts of the European transport policy. A Freight Logistics Action Plan has been worked out with among other things a priority list for railway corridors, development of green corridors etc. A package of green transports has been presented, including for example standards for road user charges. There is also a broad work with the preparation of a vision for the transport system, with a revision of the White book for transport from 2001 in mind.

Standpoint of Region Skåne

From the transport point of view Skåne has a strategic geographic location in the Baltic Sea region and in the northern Europe. Large flows of goods are passing through the region. The Swedish and the Danish parts of the Öresund Region have a large population and a great consumption. This means that the region is a hub with extensive transports and logistics activities.

Considerable part of the merchandise trade between Scandinavia and the continental Europe pass through the harbours in Skåne or pass the Öresund Bridge. For these reasons, the infrastructure and the function of logistics of the region have great importance for a large area including the whole of Sweden and parts of Norway.

The population in the region represents an important market for personal transports. The air lines accessibility is favourable today, mainly because of a great range of air lines at Copenhagen Airport. In passenger train transports there are several important areas of development such as high speed links and regional passenger train systems. Growth and integration make demands of higher capacity. The region also has great necessities and potentials in shifting to environmental friendly transport solutions.

The Öresund Region is in a strong process of change. The potential for growth is very large by linking and integrating of the Swedish and the Danish parts of the region. The Swedish and Danish regions, municipalities and other parties are actively working with these questions. The different programs in regional development in EU are tools used in this process. The Öresund Region has good opportunities to develop and strengthen its position as European metropolis and a node of growth.

Accessibility is identified as a key area for the power of competition, growth and sustainable development in the strategies for development of Skåne and the Öresund Region,. The accessibility is also of great importance in the larger context of the Baltic Sea area and in Europe. For these reasons development of infrastructure and transport systems linking Skåne to other regions and other parts of Europe are crucial for the development of the region itself but also for its contribution to European development. With this in mind, the strategies for the Trans-European transport network are very important.

Skåne also is a border region, which means special needs for cooperation and coordination across the borders. In the same time this gives a great potential for development if the barriers are overcome. In this respect the interests of the region very much coincides with the European interests. In the common European instruments, such as the strategies for TEN-T, there are possibilities to over bridge national borders. Region Skåne supports the development of strategies for TEN-T as a tool for coordination and over bridging national borders. In this way it is possible to speed up the process of streamlining and developing sustainable solutions for transport across the borders. This provides better conditions for accessibility and for both Skåne and the Öresund Region to be more integrated parts of the European community.

A central question in the Green Paper concerns the structure of the network. Three alternatives are presented:

1. Maintaining the current dual layer structure with comprehensive network and (unconnected) priority projects.
2. Reducing the TEN-T to a single layer (priority projects, possibly connected into a priority network).
3. Dual layer structure with the comprehensive network and a core network, comprising of a – geographically defined – priority network and a conceptual pillar to help integrate the various transport policy and transport infrastructure aspects.

Region Skåne recommends alternative three. It gives good conditions to focus on the most important relations and at the same time to use TEN-T as a broader tool for transport development and planning. The possibility to use a “conceptual pillar” is interesting and important. It gives the possibility to develop the concepts of co-modality and inter-modality. It also gives a stronger incentive for innovative solutions. At the same time the use and possible implementation implications needs to be further analysed.

The ideas in the Green Paper in stressing a network approach and co-modality is positive and in line with the ambitions in transport development and infrastructure planning in the region of Skåne. Also from this point of view alternative three is favourable.

Region Skåne wants to stress the importance to develop a sustainable transport system with respect to climate change and other aspects of environment. The European transport policy is important in this respect. In the development of a common transport network it is important to strengthen the development of environmental friendly solutions in the international transport system. The railways and the transports at sea should be competitive. It is also important to develop administrative procedures, technical standards and market conditions, especially for the goods transports across borders. Other interesting areas are streamlining and developing green solutions by ITS, charges and fees as tools for reaching the goals of environment and standards to make it easier to introduce renewable fuels and cleaner engines. In passenger transports the opportunities to develop high speed train should be stressed and supported by the new regulations.

Sweden is very dependent of well functioning trade exchange in relation to other countries. With long distances to the main external markets efficient transports is of utmost importance. The north-south transport relations between Scandinavia and the continental Europe are very dominating. Though transport patterns are changing this will remain to be the case also in the future. There are great increases in volumes and great needs to improve infrastructure in these relations. Examples of important matters to focus on are high speed trains, competitive freight trains and remaining bottlenecks in the infrastructure such as connections crossing the sound of Öresund. Now it is time to initiate an active preparation for a second fixed link crossing Öresund. For these reasons the Nordic Triangle must be given high priority in the

forthcoming Transeuropean network. The fixed link crossing Fehmarn Belt connects the Nordic Triangle to the networks in continental Europe.

The Nordic Triangle already today is an important project. But it is possible to develop in accordance with the ideas in the green paper concerning network approach and co-modality - not only including the infrastructure of roads, railways, harbours, air ports and other terminals, but also ITS, logistics, vehicles, operational concepts and financing. In this way it is possible to handle this important link between Scandinavia and the continental Europe as a strategic project including all components for accessibility and sustainable transport solutions.

A good way to strengthen implementing could be to appoint a coordinator with a broad mandate for both the hard infrastructure and the concept parts. The coordinator should also manage financial matters. Regions Skåne recommends that such a coordinator is appointed for the Nordic Triangle project.

Shipping should be developed further as an alternative for transports on land and also as a tool for connecting regions and states in the Baltic Sea region together. This should be supported by the TEN-T policy. The present project "Motorways of the Sea" is a priority and should be developed further. Linking sea transports, ports and land infrastructure is part of the concept. This is also in line with alternative three for building up the network. Skåne has an important role in the shipping context with many large harbours and sea routes with extensive sea traffic close to the region. This role is expected to develop in the future. The Motorways of the Sea is of special interest for the Baltic Sea region. Extended sea links of high standard is an important part in the integration and the extended trade between countries and regions around the Baltic Sea.

In the review it is also important to take the accessibility and the possibilities to development the east-west relations in northern Europe into consideration. Improvements of the road E22 and the development of Motorways of the Sea should be given priority in this respect.



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A copy of this letter is sent as an information to the Ministry of Enterprise, Energy and Communications in Sweden