



REGERINGSKANSLIET

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Ministry of Enterprise, Energy and
Communications Sweden

European Commission
DG TREN

**Open Consultation regarding the Green Paper TEN-T:
A policy review - Towards a better integrated
trans-European transport network at the service of
the common transport policy**

The Swedish Government welcomes the initiative from the Commission to revise the Guidelines for TEN-T. We believe the time is right for an overall revision with the aims to use the common funding in a more efficient way and to get a more cohesive European transport system.

Sweden has worked with the revision domestically and with our neighbouring countries for some time. In February 2008, the Government decided to give a special assignment to the Swedish Rail, Road, Maritime and Aviation Administrations. Their task was to analyze which part of the domestic transport system that was of special importance for the international traffic, and furthermore to propose what links should be included in the TEN-T network. In May 2008, a Nordic-Baltic Working group was formed after a Swedish initiative, with the aim to try to find a common view regarding the revision. The outcome of the Working group was a non-paper, handed over to the Commission in November 2008.

The most important basis for the Swedish standpoint regarding the guidelines is our dependency of foreign trade. Around 2/3 of the goods manufactured in Sweden is later exported. It is therefore a strong Swedish interest to support the future development of the transport system within the EU and to neighbouring countries.

The commission has presented three different options for further TEN-T development. The Swedish Government is in favour of **alternative 3**, with a dual layer structure with the comprehensive network and a core network, comprising a – geographically defined –

priority network and a conceptual pillar to help integrate the various transport policy and transport infrastructure aspects. This option has two significant advantages:

1. the current priority projects are transformed to a priority network (a “core network”),
2. there will still be a comprehensive network in the TEN-system.

The advantage with a priority network is that it contributes to a cohesive transport system where important roads, railways, ports, airports, inland waterways and Motorways of the sea are connected.

The present model for TEN-T with a comprehensive network and 30 priority projects has had advantages when it comes to concentrating funds to the large investments in priority projects, but it has also given opportunities to fund important investments outside the priority projects.

Preparations for a European Union Strategy for the Baltic Sea Region are being carried out. The aim of the strategy is to enable the Baltic Sea Region to enjoy a sustainable environment and optimal economic and social development. The revision of the Guidelines should therefore be seen as a tool to implement the Strategy for the Baltic Sea Region. One of the activities within the strategy that could be useful in the revision process is the Baltic Transport Outlook. This is a study that will describe the current transport flows used by all transport modes in the Baltic Sea Region, infrastructure status, bottlenecks, and take into account forecasts until year 2030.

Finally, Sweden wants to mention a couple of perspectives that we would like to see enlightened in the forthcoming work with the revision:

New transport flows

The political changes in Eastern Europe during the last two decades, together with the enlargement of the European Union 2004, has led to an increase in the transport flows directed east-west.

Climate change and cooperation between transport modes

The climate issue is of utmost importance. Economic instruments and better cooperation between different modes of transport would make it possible for consumers to choose transport solutions that are both economically and environmentally efficient.

Socio-economically efficiency

The use of socio-economic analysis is a systematic way to compare positive and negative effects of investments.

Raw material transport

To be able to compete on the global market, the European industry needs an efficient supply of raw material as well as an efficient system for transporting refined goods. Therefore, we believe that transport of raw material and of refined goods should be given a larger importance in the TEN system.

Yours sincerely

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