

To:
EU Commission
DG Energy & Transport
TEN-T
B-1049 Brussels
Belgium

Copenhagen, 15 September 2010

Response re: Consultation on the Future Trans-European Transport Network

The positive development in the Öresund Region demonstrates the importance of efficient and effective transport networks between the EU's regions and member states. Over the past ten years the Öresund Region has shown strong growth and currently accounts for 26 percent of the aggregate GDP of Denmark and Sweden.

The Öresund Bridge, which was one of a total of 14 TEN-T projects accorded priority by the EU in the mid 1990s, has been a success: the bridge has helped fuel growth in the region and contributed to the development of a common, cross-border labour market with the result that some 20,000 commuters a day now cross the Öresund Sound between Sweden and Denmark. Current forecasts suggest that the number of cross-border commuters will double over the next 15 years.

Today the Öresund Region is a traffic hub at the intersection of a number of European international traffic corridors that, in turn, are national hubs of the greatest importance to both Denmark and Sweden.

In May the Öresund Committee presented a border region development strategy for the entire Öresund Region, in which it is proposed that accessibility and mobility play a key role. Other focus areas for the strategy are knowledge and innovation, culture and events, and the establishment of a cohesive, yet diverse labour market.

This strategy for the Öresund Region has the same time horizon as the "Europe 2020" strategy and will be an important factor in strengthening the region and, as a consequence, the EU as a whole. The key strategic investments in terms of accessibility and mobility (infrastructure) in the regional development strategy for Öresund are:

- Satisfying the needs for increased capacity on connections across the Sound by making preparations to construct a fixed link between Helsingør in Denmark and Helsingborg in Sweden. (On 15 June the Swedish and Danish governments agreed to set up a joint Swedish-Danish committee of civil servants to exchange information about and follow up Swedish investigations and analyses of the need for a new fixed road-rail link between Helsingborg and Helsingør, and of the possibilities for realising this project.)
- Safeguarding the position of Copenhagen Airport at Kastrup as a major international airport and improving its competitiveness within the industry.
- Expanding and integrating public transport on both sides of the Öresund Sound.
- Maximising the potential of the Fehmarn Belt link and lobbying for high-speed rail networks in Sweden and Denmark with direct connection to Kastrup and the high-speed networks in continental Europe.

- Developing the Öresund Region as a model for “green transport”
- Developing a climate strategy for the Öresund Region.

In addition to the regional development strategy for the Öresund Region, the IBU Öresund project, part-financed by funds from the EU's Interreg programme, which is scheduled to terminate in December 2010, has conducted a number of surveys that point to the need for increased investments along the Fehmarn Belt-Öresund corridor.

COINCO North is another Interreg project where the issues of high-speed lines from Oslo-Göteborg to the Öresund Region are investigated. The Öresund Committee is together with the Oslo/Göteborg Region, a part of the Scandinavian Arena, where these issues are being discussed.

Studies are also currently taking place as part of a strategic German-Danish-Swedish partnership (the STRING partnership between Hamburg, Schleswig-Holstein, Region Zealand, the Capital Region of Denmark and Region Skåne) to create and facilitate movement within what are termed “green corridors” within the Fehmarn Belt-Öresund region.

Together, all of these studies constitute an important body of knowledge on which to base decisions about a future strategy for the trans-European transport networks.

The Öresund Committee is positive towards the work that is currently taking place to revise TEN-T and would like to put forward the following points of view with regard to this second consultation document:

TEN-T planning methodology

When designing the core network, it is proper and correct to start from what are the most important nodes in the European transport network. The Öresund Region with a population of 3.7 million is a principal node in Northern Europe. As the Öresund Region's links with surrounding nodes constitute key elements in any future core network, the Öresund Committee is eager to express its opinion that the following axes be included in the core network:

- Öresund Region – Hamburg area, and on towards Western and South-western Europe
- Öresund Region – Stockholm/Mälaren Valley area, and on towards to Finland
- Öresund Region – Göteborg/Oslo Region
- Öresund Region – Berlin area, and on towards to Central Europe

In view of its importance as a transport hub, it is essential that Copenhagen Airport at Kastrup is also linked into the core network.

These central axes should be linked together in high-capacity corridors to provide access to the entire network of new high-speed railways that have been built in continental Europe. For this reason, it is important that any review of TEN-T takes full account of plans to complete high-priority projects about which decisions have already been taken: such projects include the Nordic Triangle and the Fehmarn Belt Fixed Link together with its connections between Sweden (Skåne), Denmark (Zealand) and Northern Germany.

The Öresund Committee is keen to emphasise the importance of ensuring that future international access to, from and through the Öresund Region includes the kind of “green” transport solutions that can contribute to realising the EU's plan for phasing out fossil fuels.

Implementing TEN-T

The Öresund Committee is positive to European coordinators who work with cross-border projects. This would be one way to initiate and support collaboration between the parties concerned, particularly in the Fehmarn Belt-Öresund corridor and the Nordic Triangle.

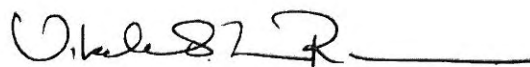
However, with regard to the implementation of TEN-T strategies, the Öresund Committee wishes to point out that, in matters such as planning what measures need to be taken and the configuration of the network as a whole, action should be taken to encourage a greater level of participation from the regions (especially in the case of border regions), from municipalities and from the business community.

Conclusion

The Öresund Region is in a good position to take an active role in fulfilling the important ambitions of the EU's Europe 2020 strategy. The results of earlier infrastructure investments in the Öresund Region bear clear witness to the region's strength and dynamism. The Öresund Regional Development Strategy from 2010 is an important stepping stone towards achieving the aims of Europe 2020, but it will take more than local and regional efforts alone if such ambitious targets are to be achieved: the EU and the member states, too, will need to shoulder their share of the responsibility. For its part, however, the Öresund Region is ready and willing to rise to the challenge.



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