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Summary of comment from the Örebro Regional Association (Sweden) from 14 September 2010 concerning the TEN-T Revision

The Association underlines the role of the Örebro region as an important hub in Northern Europe's transport network and in the center of the Nordic Triangle; Northern Europe's biggest marshalling yard is located in the Örebro region as well as one of Sweden's biggest cargo airports.

Planning of TEN-T

The Association agrees with the general principles concerning the development of the TEN-T.

It underlines the importance of transport corridors connecting EU and neighbouring regions in third countries, especially Norway and Russia, where Oslo and St. Petersburg form part of the Nordic Triangle. The Nordic Triangle, especially its northern leg connecting Sweden, Norway, Finland and Russia should continue to be a priority project and form part of the future core network.

The Association also emphasizes that the core network together with the complementary network is defined in a way which ensures a good accessibility to Europe's peripheral regions with rich natural resources; specially mentioned is northern Sweden with important timber resources and 90% of Europe's ore resources.

ITS is considered being an important component of the TEN-T concept, and here especially the deployment of ERTMS. In this context the Green Corridors are mentioned, where the (railway) corridor Narvik – Hallsberg – Maschen – Napoli is seen as a good example.

Implementation of TEN-T

The Association means that there are already good examples of funding solutions in Europe. They question whether decisions on prioritization of concrete projects should be taken on EU-level, since this would not ensure that projects with the highest socio-economic benefit are prioritized. They give the Interreg-initiative as an example, where political priorities disturb the transport-market.

They consider that the Member States should have the main responsibility for funding and implementation of the core network. However, they ask the Commission to ensure funding by requiring legally binding commitments from the Member States.

The Association underlines the importance of establishing a model for implementation of infrastructure projects in the core network across borders, including national commitments.

Existing funding instruments should be coordinated and become more transparent, irrespective of funding source. Clear rules are expected for harmonized cost-benefit-analyses in order to improve comparability of projects on European level.

European coordinators are considered as important in order to ensure fast planning and implementation of priority projects.