



# The Stockholm Mälaren Region and the Development of the Trans-European Transport Network

Consultation response concerning Regulation (EU)  
No. 1315/2013 on Union guidelines for the development  
of the Trans-European Transport Network



The regional land-use planning authorities and public transport authorities in the Swedish regions of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Gävleborg, Östergötland and Gotland, are hereby submitting our joint response, through the Council for the Stockholm Mälars Region, to the EU Commission concerning the public consultation on Regulation (EU) No. 1315/2013 on Union guidelines for the development of the Trans-European Transport Network (TEN-T). The consultation response extends what the regions have stated previously regarding the cross-regional joint vision for the priorities for the Stockholm-Mälars Region's transportation infrastructure.

## Summary

- The transport infrastructure co-operation of the Council for the Stockholm Mälars Region welcomes the possibility to submit a response to the EU Commission's consultation to evaluate the TEN-T Regulation.
- The Scandinavian-Mediterranean Corridor (ScanMed) represents a crucial north-south axis for the European economy and runs through the Stockholm Mälars Region. The priorities in the infrastructure co-operation of the Council for the Stockholm Mälars Region coincides to a great extent with the EU Commission's priorities for TEN-T.
- The transportation infrastructure must be viewed from a systems perspective when planning is conducted at the national and European levels. A prerequisite for achieving the climate goals of the Paris Agreement is that proper priorities are being made within the transportation infrastructure and the TEN-T network. This notion must permeate the work concerning the evaluation of the TEN-T network. Implementation of common standards in the entire TEN-T network supports both the planning of the infrastructure system as well as creating predictability for the traffic itself.
- Reliable and efficient transports to and from the Stockholm Mälars Region are crucial to the competitiveness of the region, Sweden and connected European regions. The region is an important European transportation hub with transport flows in all cardinal directions.
- Regarding the revision of the TEN-T programme, the Council for the Stockholm Mälars Region wishes to emphasise that investments in transportation infrastructure at the EU level are valuable for sustainable development and for enhancing the competitiveness of the Stockholm Mälars Region, Sweden and Europe.
- The Council for the Stockholm Mälars Region wishes to emphasise the importance of Stockholm and Örebro (Hallsberg) continue to be nodes in the ScanMed Corridor and that all regions in the infrastructure co-operation of the Council should be encompassed by the TEN-T Core Network. Stockholm's new harbour, Norvik, must be included in the corridor.
- An extension of the ScanMed Corridor, pursuant to the proposal of the Commission and the Swedish Government, to the north-east and to the west towards Oslo, would bring value to the region and clearly render Örebro and Stockholm respectively, as being nodes in the context of European trade.
- The Baltic Sea area is of growing importance to the international trade of the Stockholm Mälars Region. The ice-breaking capacity is a precondition for the cross-border connections between Sweden, Finland and to the Baltics.

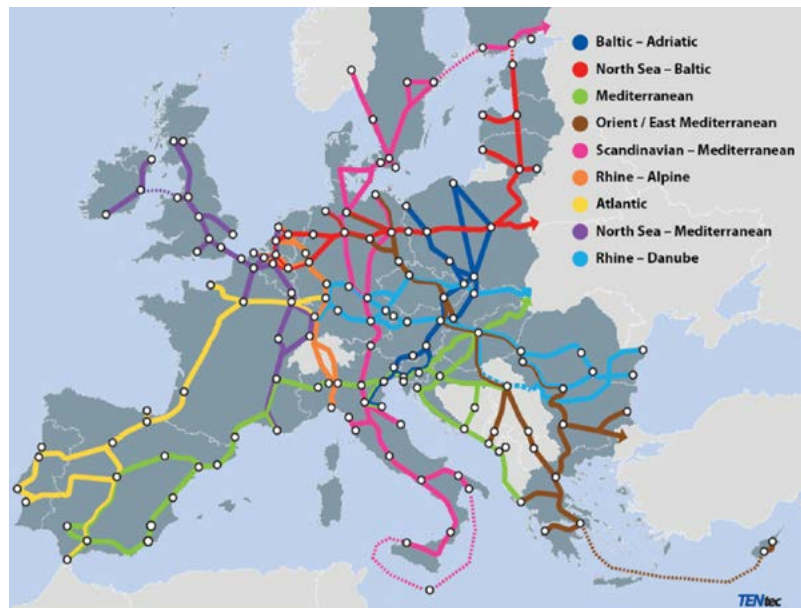




**The Stockholm Mälars Region is growing and becoming increasingly important to the development of all of Sweden as well as the country's international competitiveness. There are 4.3 million people living in the Stockholm Mälars Region, who collectively contribute 49 percent of Sweden's GNP.**

### Consultation to evaluate the TEN-T Regulation

The European Commission has announced a consultation to evaluate Regulation (EU) No. 1315/2013 on Union guidelines for the development of the Trans-European Transport Network (TEN-T). The infrastructure co-operation of the Council for the Stockholm Mälars Region welcomes the possibility to submit a joint response to the EU Commission's consultation.



*The Trans-European Transport Network, The European Commission.*

### The Stockholm Mälars Region in the European transport system

The Stockholm Mälars Region is growing and becoming increasingly important to the development of all of Sweden as well as the country's international competitiveness. The region serves an important function in the trans-European transportation infrastructure system (Trans-European Transport Network, TEN-T), by virtue of its location in central Scandinavia. The Scandinavian-Mediterranean Core Network Corridor (ScanMed Corridor), prioritized by the EU Commission in TEN-T, runs through the region from the Baltic Sea in the east, continuing on to the south-west via Örebro and Östergötland, respectively.

There are 4.3 million people living in the Stockholm Mälars Region, who collectively contribute 49 percent of Sweden's GNP. Estimates are that the population will increase by nearly 1.5 million inhabitants up to 2050. The region comprises Sweden's largest consumer market, with extensive production of goods and large flows of goods in

transit. Goods worth in excess of EUR 50 billion are exported from the region every year. In addition to this, there is the large value of exports and imports that pass through the region every year as goods in transit along the ScanMed Corridor. Transports of goods have been increasing in recent decades, first and foremost the long-haul lorry transports as well as international sea-based transport. The EU Commission is calculating that the transport of goods within the EU will increase by 80 percent between 2005 and 2050 as well as that passenger traffic will increase by 50 percent over the same period.<sup>1</sup>

Reliable and efficient transports to and from the Stockholm Mälardalen Region are crucial to the competitiveness of the region, Sweden and connected European regions. The Stockholm Mälardalen Region is an important European transportation hub with transport flows in all cardinal directions. The region includes Arlanda, Sweden's most important international airport, with over 180 destinations and 26 million passengers per year. International jet traffic also plays a large role in the region, first and foremost with the connections to Finland, the Baltics and Poland. A total of 12 million passengers and 9,6 million tons of goods pass through Stockholm's harbours every year. Two-thirds of all international trips to/from Sweden pass through the Stockholm Mälardalen Region.

### Joint vision concerning the Stockholm Mälardalen Region's infrastructure priorities

The Council for the Stockholm Mälardalen Region coordinates the cross regional transportation policy co-operation programme, "En Bättre Sats", which encompasses the eight Swedish regions of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Gävleborg, Östergötland and Gotland. The regions work together for a cohesive, sustainable region with infrastructure and public transport that makes the everyday lives of their population easier and to support transport flows to, from and through the Stockholm Mälardalen Region in Sweden. The co-operation safeguards high national and international accessibility to the Stockholm Mälardalen Region.

The transport infrastructure co-operation is being led by a political committee with representatives of regional land use planning authorities and public transit authorities from the regions of the Stockholm Mälardalen Region. Within the co-operation, the regions have agreed on a common System Analysis for deficiencies and needs in the Stockholm Mälardalen Region's transportation infrastructure. The System Analysis emphasises the importance of viewing the Stockholm-Mälardalen Region as a part of a larger national and international transport system.<sup>2</sup>

Goods worth in excess of EUR

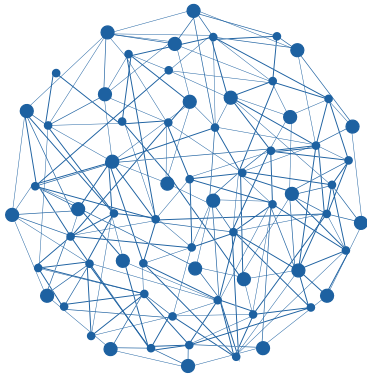
**50**  
billion

are exported from  
The Stockholm  
Mälardalen Region  
every year.

**The Stockholm Mälardalen Region is an important European transportation hub with transport flows in all cardinal directions.**

<sup>1</sup> Transport 2050: The major challenges, the key measures, MEMO/11/197.

<sup>2</sup> En Bättre Sats. Cross Regional System Analysis 2016.



**An overarching European policy level is important for achieving the goals of the Paris Agreement and of the Union concerning smarter and more sustainable transports for a competitive and resource-efficient transport system in all of Europe.**

### **An overarching perspective in Swedish and European policy is needed in the infrastructure development**

High national and international availability is preconditioned on the interplay of the infrastructure development at the national and European levels with the cross regional preconditions and priorities of the Stockholm Mälars Region. The Stockholm Mälars Region's transportation infrastructure cannot be viewed as a closed system, but rather must be placed in its national and international context. There needs to be flexible transitions between flight routes, shipping lanes, long-distance/express trains, regional trains and other local public transit. Moreover, sufficient capacity is needed in order to increase railway competitiveness, for transit traffic as well as for facilitating the development of a sustainable transport system. This also involves a realisation of the Trans-European Core Network (TEN-T) and adaptation of the Motoways of The Sea, i.e. the sea transports both inside and outside the region, including shipping on Lake Mälars.

### **The Trans-European Transport Policy**

The transport infrastructure co-operation of the Council for the Stockholm Mälars Region sees great value in the Trans-European Transport Policy and in the systematisation of the Core Network corridors that have been established. The corridors function as both support as well as a premise for the planning at the national and regional levels and tie regions and hubs of commerce together between the Member States of the Union. The model with responsible corridor co-ordinators and corridor-related meetings with invited representatives from participants along the corridor is a successful model.

An overarching European policy level is important for achieving the goals of the Paris Agreement and of the Union concerning smarter and more sustainable transports for a competitive and resource-efficient transport system in all of Europe. Efforts should be made where the utility is the greatest with an eye towards the limited budget. In addition to the obvious purpose of supporting cross-border projects, TEN-T ought to be directed towards innovative transport solutions, multi-modal transport chains and towards supporting the prioritized nodes and routes in the European transport system. Implementation of common standards in the entire TEN-T network supports both the planning of the infrastructure system as well as creating predictability for the traffic itself.

In order to attain the climate goals for 2050, a combination of a number of factors is required: reduced automobile travels, increased public transport, advanced societal planning, technology development and a more effective use of the transport system. This makes it important

to have a transition of long-distance goods transports from road to railways and maritime shipping, which requires efficient combi traffic with functioning connections as well as increased capacity on railways. It is important that this is taken into consideration within TEN-T.

The Stockholm Mälardalen Region welcomes the TEN-T (Connecting Europe Facility, CEF) investments that have been made in the region during previous programme periods. During the 2007-2013 programme period, the project funds granted comprised EUR 100 million, which has partly financed infrastructure projects in the Stockholm Mälardalen Region of a value of EUR 1.3 billion. These include the Northern Link, East Link, Värtahamnen Port, Port of Norrköping and Rosersberg Combi Terminal. See the Council for the Stockholm Mälardalen Region's consultation response for the public consultation on the TEN-T-programme 2007-2013 2019-02-13.

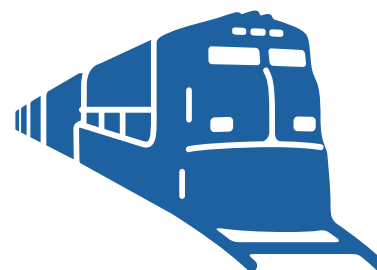
The Nordic triangle's northern leg (Oslo-Stockholm) was one of the axes included in the 2007-2013 TEN-T period. However, it was not a priority in the 2014-2020 programme period. The Council for the Stockholm Mälardalen Region questions how the evaluation of the transport route could have drastically shifted between the programme periods. The Council desires increased transparency in the development and formalization of the selected TEN-T routes. It is important that regional actors are afforded through consultations during this process with the possibility to submit amendments on proposed corridor changes before they are implemented.

### **The transportation infrastructure in the Stockholm Mälardalen Region and future revisions of TEN-T**

In regard to the revision of the TEN-T programme, the Council for the Stockholm Mälardalen Region wishes to highlight that investments in transportation infrastructure at the EU level are very valuable for a sustainable development and for enhancing the competitiveness of the Stockholm Mälardalen Region, Sweden and Europe. It is of great importance that the EU's programme and funds for infrastructure have a continued focus on the long-term as well as strategic planning for good functionality in the trans-European infrastructure system. Important TEN-T nodes in the Stockholm Mälardalen Region are the railway terminals in Hallsberg and Stockholm (part of the Core Network) and the airports in Stockholm (Arlanda and Bromma), Nyköping, Visby and Örebro, of which only Arlanda is included in the Core Network. Among the harbours, Stockholm Harbour is included in the Core Network, whereas the harbours of Köping, Västerås, Kapellskär, Nynäshamn, Södertälje, Oxelösund, Gotland, Norrköping, Grisslehamn and Gävle are included in the overall network.

During the 2007-2013 programme period, the project funds granted comprised EUR 100 million, which has partly financed infrastructure projects in the Stockholm Mälardalen Region of a value of EUR

**1,3**  
billion



**The Council for the Stockholm Mälardalen Region wishes to emphasise that Stockholm and Örebro (Hallsberg) continue to be classified as Nodes in the Corridor, as per the present formulation and that the EU Commission does not revise the formulation of the Corridor in these respects.**

The Council for the Stockholm Mälardalen Region wishes to emphasise that Stockholm and Örebro (Hallsberg) continue to be classified as Nodes in the Corridor, as per the present formulation and that the EU Commission does not revise the formulation of the Corridor in these respects. The Council for the Stockholm Mälardalen Region supports the Swedish Government's proposal that Hallsberg be written out explicitly in the ScanMed Corridor and not just Örebro as per the formulation of the present Regulation.

The transportation infrastructure in the Stockholm Mälardalen Region meets to a large extent the guidelines for TEN-T, for both the overall network as well as the Core Network. The infrastructure that still does not meet the TEN-T standard is specified in selected points below and must be attended to with respect to the entirety of the European transport system.

- The East Coast Line between Stockholm-Uppsala and further to the north, which needs to be upgraded in order to improve the connections between Central and Northern Sweden.
- The East Link, which encompasses new double tracks for high-speed trains between Stockholm/Järna and Linköping, in order to better connect Stockholm, Malmö and Gothenburg as well as improve the connections to Denmark and Germany.
- Infrastructure between Stockholm and Nynäshamn needs to be upgraded in order to improve accessibility between modal centres in Stockholm. Both railway and roadway infrastructure, such as the Södertörn Interconnection (road 259). Efforts here will be of high importance when Stockholm's new harbour, Norvik, opens in 2020.
- Capacity enhancements need to be made on the E4 north of the Stockholm Bypass in order to reinforce accessibility to Arlanda.
- Hallsberg Railway Station, which must be expanded coherently and with a system perspective in order for longer (750 meters) and heavier trains to be able to be run in accordance with the requirements for the TEN-T network.
- Railway between Hallsberg-Degerön, which needs to be upgraded in order to create better preconditions for goods on the railway.





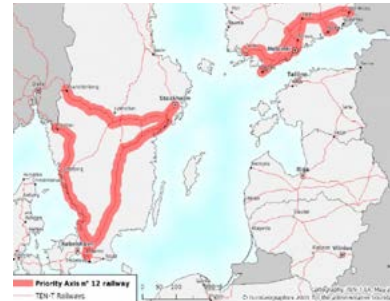
## The Extension of the ScanMed Corridor

The Stockholm Mälaren Region is an important Scandinavian transport hub with north-south flows along the Hamburg-Copenhagen-Malmö axis to the Stockholm Mälaren Region and Central and Northern Sweden. Adding to this are the east-west flows along the Oslo-Stockholm Mälaren Region axis and further on to Mariehamn, Åbo, Helsinki and the rest of the Northern Growth Zone in Finland. Goods and passenger traffic moving along the routes is of significance to parties far outside Sweden's borders. One example is the heavy goods transports that pass through the region as transit traffic in a north-south direction from mines in Northern Sweden to industries in Germany and other parts of the continent.

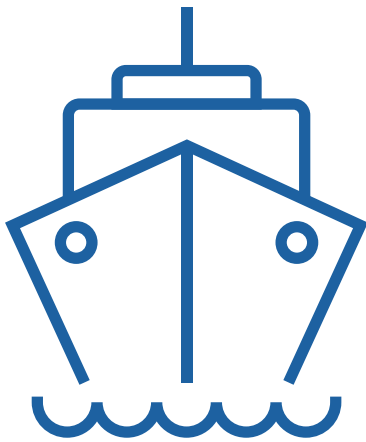
It is important that the entire Stockholm Mälaren Region is considered as a part of the ScanMed Corridor, because all the regions have a direct bearing on the integration of the traffic system. The Council for the Stockholm Mälaren Region wishes to highlight the value of all regions in the Council's infrastructure co-operation being encompassed by and included in the ScanMed Corridor as well as them being able to participate in the EU's programme and funding in the infrastructure area. The Council for the Stockholm Mälaren Region wishes furthermore to emphasise the importance of this programme and funds having to contribute to the fulfilment of the Paris Agreement as well as continuing to place a focus on the long-term and strategic planning for good functionality in the Trans-European infrastructure system.

The Commission has proposed an enlargement of the ScanMed Corridor to Central and Northern Sweden. The Swedish Government has presented a special clarification concerning the route between Örebro (Hallsberg) and Gävle (Söderhamn). An extension of the ScanMed Corridor as per the Commission's and the Swedish government's proposal would bring value to the region, because this would mark Örebro, and Stockholm respectively, as parts, rather than endpoints, in the context of European trade. The discussion also encompasses a south-north link from Östergötland to the north via Örebro to Sandviken (Mjölby-Storvik). This passage to the west of Stockholm would reduce the traffic loads in the eastern parts of the Stockholm Mälaren Region.

The Nordic triangle's northern leg (the axis Oslo-Stockholm) connects two of the Nordic capitals and was one of the designated routes in the 2007-2013 TEN-T period. However, it was not a prioritized route in the 2014-2020 programme period. The Oslo-Stockholm route – with the important traffic on the Svealand Line and Mälaren Line – is of great significance to the population, business community and the universities along the route and ought to be included in the ScanMed Corridor.



The Government of Sweden.  
Memorandum/5 October 2018/N2018



**In the impending revision, Stockholm's new harbour for ro-ro goods and containers at Norvikudden outside Nynäshamn (Norvik) must be included in the corridor.**

### **Baltic Sea**

The Baltic Sea area is of growing significance to the international trade and traffic of the Stockholm Mälars Region. The Swedish Government has stressed the ice-breaking capacity as being important to the cross-border connections between Sweden and Finland as well as other Baltic states in the transport corridor (Memorandum/5 October 2018/N2018). The Council for the Stockholm Mälars Region deems that the fairways across the Baltic Sea must be viewed from an overarching perspective and elucidated as a link in the ScanMed Corridor as well as to the North Sea-Baltic Corridor on the other side of the Baltic Sea.

In the impending revision, Stockholm's new harbour for ro-ro goods and containers at Norvikudden outside Nynäshamn (Norvik) must be included in the corridor. Gävle Harbour at present is included in the overall network, but a revision of the harbour's status in relation to the Core Network should be performed, in the light of the harbour's function for the import of aviation fuel Arlanda airport.

### **Continued work to improve transportation infrastructure**

Reliable and climate-efficient transports to and from the Stockholm Mälars Region are crucial to the competitiveness of both the region and Sweden. As well as for the ability of the Stockholm Mälars Region to contribute to fulfilling regional, national and international climate obligations. The ambition of the Council for the Stockholm Mälars Region is to ramp up the dialogue and strengthen the work on the national and EU levels in order for the Stockholm Mälars Region to become a strong and constructive part in the European transport network. The Council for the Stockholm Mälars Region would be pleased to provide more information on the cross-regional joint vision for the priorities for the Stockholm Mälars Region's transportation infrastructure.

COUNCIL FOR THE STOCKHOLM MÄLAR REGION

Kristoffer Tamsons (M)

*Chair*

Maria Nimvik Stern

*Secretary General*

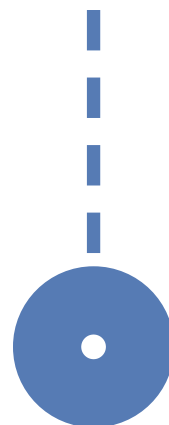
# Samrådssvar avseende offentligt samråd om förordningen (EU) nr 1315/2013 om unionens riktlinjer för utbyggnad av det transeuropeiska transportnätverket

Länsplaneupprättare och kollektivtrafikmyndigheter i Stockholms, Uppsala, Västmanlands, Örebro, Sörmlands, Gävleborgs, Östergötlands och Gotlands län som samarbetar i En Bättre Sits lämnar genom Mälardalsrådet här ett gemensamt svar till EU-kommissionens samråd avseende offentligt samråd om förordningen (EU) nr 1315/2013 om unionens riktlinjer för utbyggnad av det transeuropeiska transportnätet (Trans-European Transport Network, TEN-T). Samrådssvaret bygger vidare på vad länen tidigare yttrat avseende den storregionala samsynen om prioriteringarna för Stockholm-Mälardalsregionens transportinfrastruktur.

## Sammanfattning

- Mälardalsrådets En Bättre Sits-samarbetet välkomnar möjligheten att inkomma med ett svar till EU-kommissionens samråd för att utvärdera TEN-T-förordningen.
- EU-kommissionens utpekade ScanMed-korridor löper genom Stockholm-Mälardalsregionen. Prioriteringarna i Mälardalsrådets En Bättre Sits-samarbete sammanfaller i hög utsträckning med EU-kommissionens prioriteringar för TEN-T.
- Transportinfrastrukturen måste ses ur ett systemperspektiv när planering görs på nationell och europeisk nivå. Att rätt prioriteringar görs inom transportinfrastrukturen och TEN-T-nätet är en förutsättning för att nå klimatmålen inom Parisavtalet och detta måste genomsyra arbetet. Genomförandet av gemensamma standarder i hela TEN-T-nätet gynnar både planeringen av infrastruktursystemet och skapar förutsägbarhet för trafikeringen.
- Tillförlitliga och effektiva transporter till och från Stockholm-Mälardalsregionen är avgörande för såväl regionens som Sveriges och anslutande europeiska regioners konkurrenskraft. Regionen är ett viktigt skandinaviskt skärningsområde med transportflöden i samtliga väderstreck.
- Inför kommande revidering av TEN-T-programmet vill Mälardalsrådet framhålla att investeringar i transportinfrastruktur på EU-nivå är värdefulla för en hållbar utveckling och för att stärka konkurrenskraften i Stockholm-Mälardalsregionen, Sverige och Europa.
- Mälardalsrådet vill understryka vikten av att Stockholm och Örebro (Hallsberg) fortsätter vara noder i ScanMed-korridoren och att samtliga län i En Bättre Sits-samarbetet omfattas av TEN-T:s stamnät. Stockholms nya hamn Norvik måste inkluderas i korridoren.
- En förlängning av ScanMed-korridoren, enligt Kommissionens och den svenska regeringens förslag, i nord-sydlig riktning och i västlig riktning mot Oslo, skulle medföra värden till regionen och tydliggöra Örebro, respektive Stockholm, som noder i den europeiska handelskontexten.
- Östersjöområdet har en växande betydelse för Stockholm-Mälardalsregionens internationella utbyte. Isbrytningen är en förutsättning för de gränsöverskridande förbindelserna mellan Sverige och vidare in i Balticum.

The Council for the Stockholm Mälardalen Region coordinates the cross regional transportation policy co-operation programme, "En Bättre Sitt", which encompasses the eight Swedish regions of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Gävleborg, Östergötland and Gotland. The regions work together for a cohesive, sustainable region with infrastructure and public transport that makes the everyday lives of their population easier and to support transport flows to, from and through the Stockholm Mälardalen Region in Sweden. The co-operation safeguards high national and international accessibility to the Stockholm Mälardalen Region.



**MÄLARDALSRÅDET**

malardalsradet.se

**THE COUNCIL FOR THE STOCKHOLM MÄLAR REGION**