

Scandria® Alliance Policy Document “Strategic Corridor-Node Dialogue”

Interreg Baltic Sea Region Project #R032
“Sustainable and Multimodal Transport
Actions in the Scandinavian-Adriatic Corridor”

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|---------------------|--|------|------------|--------|-------|
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Executive Summary

The overall objective of work package 4 is to examine the implementation of the Scandria® Alliance, a Multi-level Governance mechanism that links and involves relevant stakeholders, as well as to provide for a permanent communication platform. Scandria® Alliance, a bottom-up governance mechanism, will mainly support the implementation of the EU TEN-T policy on the Scandinavian-Mediterranean Core Network Corridor.

Too, work package 4 covers WP 4.2 which is about the “Strategic Corridor-Node Dialogue” and practically includes the organisation and conclusion six regional dialogue meetings in the years 2016-2018:

- Berlin-Brandenburg I
- Southern Finland
- Oslo Region
- Stockholm/Mälardalen
- Skåne/Greater Copenhagen
- Berlin-Brandenburg II

Although with a certain delay compared to the initial time plan all those meetings were performed including a series of technical preparation meetings.

The organisation details of the meetings are presented in the form of harmonized identifiers showing the organizer, place, date and subject of the meeting as well as the nature of the participants. Depending on the subject matter the results and concluding are presented for each dialogue.

Finally the overall conclusions and potentially for transferability are provided.

The relation of the urban nodes to the TEN-T regulation and the **assessment of “CEF” as a potential finance instrument** for projects is a concern of all regions.

Too, the **regional profiling**, potentially by (regional) corridors is a means of regional planning that is relevant also for the other but Helsinki-Uusimaa region, and presentations shown in the Berlin Conference and at other occasion demonstrate this as a common understanding of regional and transport planners.

Improved rail links, which on certain stretches include the consideration of **(higher) speed lines** (320 instead of 260 km/h), are a subject to all regions which are not yet connected to such services and the Nordic Triangle which covers Oslo – Göteborg – Greater Copenhagen – Stockholm respectively will affect not only these regions but the regions in-between (if stops were arranged and connecting services established) and via those corner stones to other networks, such as Hamburg / Berlin or Turku/Helsinki.

In order to make that connection happen an intra region urban node dialogue leading to one (stronger) voice turned to be the proper instrument to influencing the right and **necessary road and rail infrastructure** with respect o (Swedish) National Transport Masterplan.

Cross-border mobility is – of course – on the agenda of every border region and similarities concerning opportunities and threats may be exchanged even between regions which are in a distant from each other.

The **financing infrastructure** is an inherent obligation of stakeholders concerned with and the openness to assess also innovative financial instruments was demonstrated in the Skåne / Greater Copenhagen Dialogue and might be expanded to other regions as well.



Finally the issue of **Clean Fuels for sustainable transport and regional development** that was reported from the Urban Node Dialogue in Berlin-Brandenburg is for sure also an issue in the other regions.

These demonstrated similarities call for lifting synergies that have the potential to be included in the Work Plan of the Scandria®Alliance subject to approval of the Members.

This document sets out the underlying policy-making activities within the regions and the creation of the Scandria® Alliance.

1 Introduction

Scandria®2Act backs on strategic projects with more than 10 years of continuous cooperation between the Scandinavian and North – East German regions. The transnational project approach follows an initiative and action plans of regions located along the Baltic Sea Region and stretches to the Scandinavian-Mediterranean Core Network Corridor¹.

The main objective of Scandria®2Act is to improve and foster the sustainable and multimodal transport of freight and passengers with special attention on spatial development in order to increase the connectivity and competitiveness of corridor regions whilst reducing environmental impacts caused by freight and passenger transport.

The Scandria®2Act partners working together in the workpackages WP4 “Strategic Corridor-Node Dialogue” are basically the regional representatives of the Scandria®2Act Project (see next Figure):

Figure 1-1: Overview of project partners active in WP4

| N° | Project Partner short name | Country |
|------|--|---------|
| PP1 | Joint Spatial Planning Department Berlin-Brandenburg | Germany |
| PP2 | Eastern Norway County Network | Norway |
| PP3 | Akershus County Council | Norway |
| PP4 | Helsinki-Uusimaa Regional Council | Finland |
| PP5 | City of Turku represented by the Turku Science Park | Finland |
| PP7 | Swedish Transport Administration (Trafikverket) | Sweden |
| PP8 | Region Skåne | Sweden |
| PP11 | Region Örebro | Sweden |

Source: KombiConsult based on the Scandria@2Act finance agreement

Their ambition is to disseminate the findings of the “technical” workpackages WP 2 on “clean fuels deployment” and WP 3 on “multimodality” into the regions and discuss issues of the interaction of the urban nodes and the TEN-T Core Network Corridor with regional stakeholders.

For that purpose the scheme of “Corridor Urban Node Dialogue” meetings was created, organisers appointed, place and date planned and a common scheme for reporting drafted.

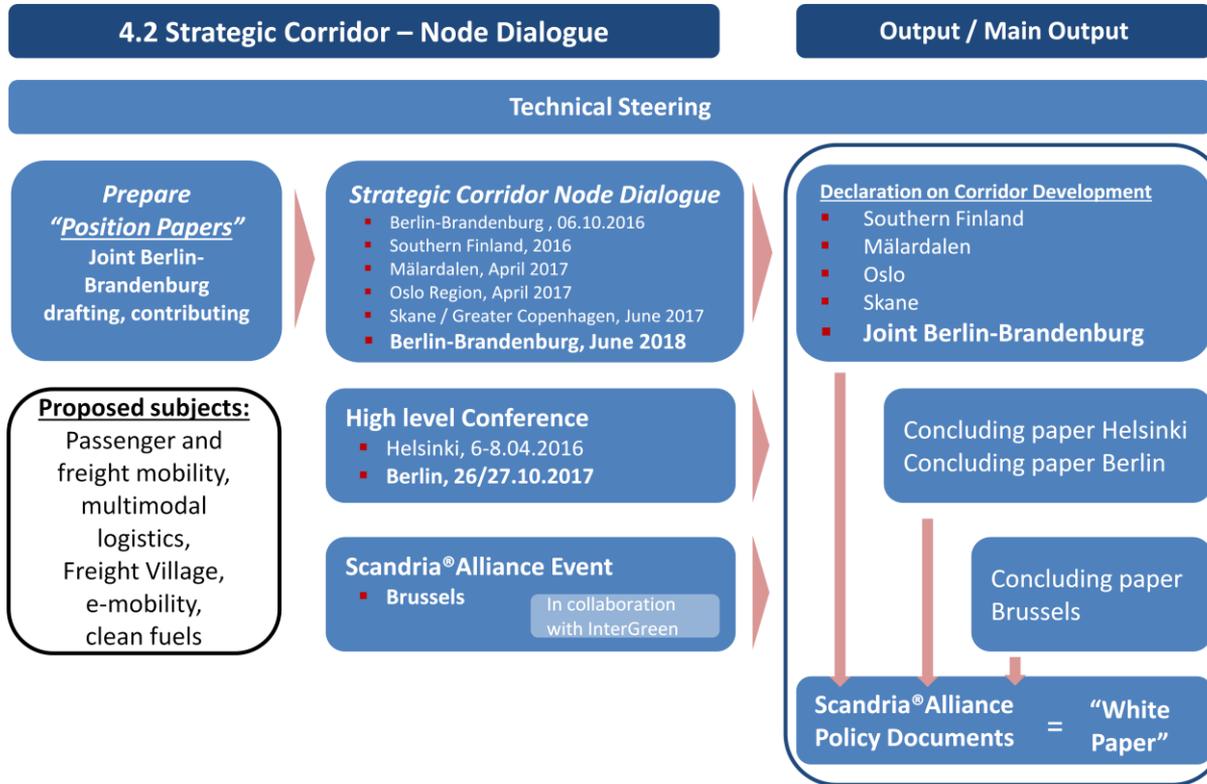
The concluding papers of the Helsinki and Berlin high level conferences² as well as the conclusions of the joint project event in Brussels³ are ready and published, while the Policy Document summarising the six Strategic Corridor Urban-Node Dialogue meetings is presented with this report.

¹ The Core and Comprehensive TEN-T Networks as well as the Core Network Corridors are defined in the TEN-T Guidelines – Regulation (EU) 1315/2013 and 1316/2013 respectively.

² <https://scandria-corridor.eu/index.php/en/scandria-2act/corridor-governance>

³ <https://www.scandria-corridor.eu/index.php/en/box-1>

Figure 1-2: Overview of workpackage activities



Source: KombiConsult based on the Scandria@2Act finance agreement, Status August 2017

2 Corridor Urban-Node Dialogue Meetings

2.1 Overview

The strategic projects co-funded by Interreg and facilitated through the EU Baltic Sea Strategy and action plans have resulted in numerous stakeholder communication platforms and workshops. They aim at discussing common issues and solutions on different topics. Moreover, they ensure establishing and harmonising several measures and initiatives and facilitating and promoting territorial cooperation among members and regions.

The following section provides an overview of the organisation responsible for organizing and hosting the meeting, whether the meeting was planned, which means foreseen already in the finance agreement or deemed to be necessary in addition. Too, the planned date, actual and status are provided with. Technically the meetings are designed to identify good practice solutions, which might be adopted for the Scandria® Alliance, and also display less suitable approaches.

Figure 2-1: Overview of the Urban Node Dialogue Meetings

| Organizer | Planned or additional | Date planned | Actual Date | Status |
|-----------------------------------|-------------------------------|--------------|--|------------------------------|
| JSPD Berlin-Brandenburg | Berlin-Brandenburg I | 10/2016 | 06.10.2016 | Done |
| Helsinki-Uusimaa Regional Council | Southern Finland (additional) | | 01.12.2016 02.12.2016 08.12.2016 15.12.2016 | Done Done Done Done |
| Helsinki-Uusimaa Regional Council | Southern Finland | 12/2016 | 18.01.2017 | Done |
| Eastern Norway County Network | Oslo Region | 5/2017 | 23.05.2017 | Done |
| Region Örebro | Stockholm/Mälardalen | 4/2017 | 07.12.2017 | Done |
| Eastern Norway County Network | Oslo Region (additional) | | (13.09.2018) | skipped |
| Region Skåne | Skåne / Greater Copenhagen | 6/2017 | 12.02.2018 26.11.2018 | Done Done |
| JSPD Berlin-Brandenburg | Berlin-Brandenburg II | 6/2018 | 27.11.2018 | Done |
| Total | | 6 | 12 | 11 |

Source: KombiConsult, February 2017, updated April 2019

The five project partners responsible for organising the Urban Node Dialogue Meetings initially planned to perform six of these meetings, 2 were planned in addition of which one – in Oslo – was finally skipped due the Minister of Transport’s resignation. Two other Dialogue meetings turned to be so interesting for the participants that actually more than one date was needed to cover the items.

Finally 8 meetings were performed in order to achieve the results which are also documented on the project's website⁴.

Figure 2-2: Overview of the Urban Node Dialogue Meetings documentation on the website

RESULTS

- **Scandria® Corridor Status Reports**

-  Initial Status Report

- **Scandria® Alliance Policy Documents**

- Interregional Agreement on Establishing Scandria® Alliance for Territorial Cooperation along the Scandria® Corridor

 Scandria@Alliance Agreement

- **Dialogue events**

- Urban Node Workshop Berlin-Brandenburg, 6 October 2016

 Urban Node Dialogue Berlin Brandenburg Summary EN

- Urban Node Dialogue events Southern Finland, December 2016 - January 2017

 Urban Node Dialogue Helsinki-Uusimaa - Summary

- Urban Node Dialogue event Oslo Region, 23 May 2017

 Urban Node Dialogue Oslo Region - Resolution

- Urban Node Dialogue event Mälardalen, 7 December 2017

 Urban Node Dialogue Mälardalen

- Urban Node Dialogue event Greater Copenhagen / Skane, 12 February and 26 November 2018

 Urban Node Dialogue event Greater Copenhagen / Skane

- Urban Node Dialogue event Clean Fuels Berlin, 27 November 2018

 Node Dialogue Clean Fuels Berlin

- **Corridor events**

- Transnational Conference Berlin, 26-27 October 2017

 Transnational Conference Berlin: Concluding Paper

Source: KombiConsult access to Scandria@2Act website in April 2019

The individual Corridor Urban Node Dialogue meetings' achievements are reported hereunder.

⁴ <https://www.scandria-corridor.eu/index.php/en/scandria-2act/corridor-governance>

2.2 Urban Node Dialogue Berlin-Brandenburg (I)

2.2.1 Identifier

| | | |
|----------------|---|-----------------|
| Name | Urban Node Dialogue Berlin-Brandenburg (I) | |
| Host / Contact | Joint Spatial Planning Department Berlin-Brandenburg / Ulrike Assig, Ulrike Schütz | |
| Subject | TEN-Transport-Regulation and the current funding possibilities within the scope of Connecting Europe Facility (CEF) | |
| Status | Summary (after the meeting) | |
| Venue | Potsdam | |
| Date | performed: 06.10.2016 | |
| Participants | Organisation | Name |
| | infrastructure operators, public institutes, research facilities and multipliers | |
| | | 38 participants |

2.2.2 Results

2.2.2.1 Objectives

The Joint Spatial Planning Department Berlin-Brandenburg (JSPD) hosted a workshop in Potsdam on October 6th, 2016 concerning EU TEN-T funding, a proceeding workshop of “TEN-T-Dialogue Laboratory Urban Node Berlin-Brandenburg”. The JSPD welcomed 38 participants – representatives from infrastructure operators, public institutes, research facilities and multipliers. The workshop is part of the project Scandria@2Act and in line with the transnational cooperation region of the Baltic Sea, which is funded by the European Commission.

The objectives of the workshop were to inform stakeholders from the capital region of Berlin-Brandenburg about the TEN-Transport-Regulation and the current funding possibilities within the scope of Connecting Europe Facility (CEF) as well as to generate “potential” project for the up-coming Call 2016.

2.2.2.2 Basic Principles

In order to be funded, stakeholders must meet the legislative bases of the TEN-Transport- and CEF-Regulation as these already have defined the expansion and development targets of the European core- and comprehensive-network, which must accordingly be achieved by 2030 and 2050. Berlin is located among three of the nine core network corridors. One of these three core network corridors is the ScanMed-Corridor, which had already pointed out to which extend the infrastructure of rail, road, (inland waterway), sea and inland ports, airports, and rail-road terminals meet these expansion and development targets of the TEN-T-Regulation and where further projects are still needed.

For “Urban Nodes” (Article 3 lit. p and Article 30 of the TEN-T-Regulation), the regulation addresses not only the linkage of railway, motorway and airway infrastructure for passenger and freight traffic but also covers adequately the inter-urban connections, enhancement of transport flows, including the logistics consolidation and distribution centers as well as the reduction of noise and CO2-emissions.

The corridor studies were conducted from a macro-perspective, which was necessarily, but should be also complemented by a micro-perspective survey in order to identify further supplementary projects.

During the workshop, the CEF-Regulation, overall budget and (partial) budget for the up-coming Call have been illustrated and discussed. Furthermore, the official “Call 2016” will be published on October 13th, 2016 on the European Commission's website. The call priorities are open to all Member States and thus are also eligible for projects in Germany. Also, following points were discussed and clarified:

- Reserved priorities for classical infrastructure operators and users, e.g. ETCS (railway infrastructure managers and undertakings), while others are principally open for other applicants;
- Comprehensive questions for particular interesting priorities such as “Freight Transport Services”, “Sea Motorways (MoS)”, “Innovations” and “Urban Nodes”;
- Familiarization of potential applicants with the application procedure from part A to D, including the required documents and deadlines for submission;
- Contact with “Helpdesk” of INEA, as only complete documents can be exclusively uploaded via the online tool;
- For German applicants, essential documents, particularly part A, must be uploaded by latest January 12th, 2016 in order to be examined by the BMVI. The approval of the BMVI is prerequisite to further submit these signed application documents by latest February 7th, 2017 to EU.

2.2.2.3 Information for Application

Experiences of past calls, examples on good practices and the discussion with participants during the workshop have particularly lead to the following practical hints:

- Ensure adequate time for project preparation and maturity, (e.g.: time needed for permission to construct infrastructures and approval of technical components). After authorization of documents, implementation of project should be immediately carried out as time is very limited, especially if delays and risks can be expected;
- Projects regarding construction of infrastructure must be clearly illustrated, e.g. maps and lists, min. handling volumes, specific criteria, etc.; thus must meet the TEN-T- and CEF-Regulation.
- Examination of whether the requirements of project fulfils Article 7 of TEN-T Regulation;
- Applicants should be acquainted with the regulations and important documents, such as, “Issues Papers” and “Urban Mobility Package” in order to ensure the right EU relevance to their projects;
- Demonstration of relevance for projects within the urban core network nodes;
- TEN-T- and CEF-Regulation ultimately focuses on the transport infrastructure as they are fundable; however construction of buildings and market studies are not. There are other funding programs provided by the European Commission, Federal Government and regional authorities;
- Intention of project must be convenient with priorities of each call and its conditions;
- Recommendation of usage of “Guide for Applicants” and “Helpdesk” for further questions;
- Minimum funding for “studies” is € 500,000, thus 1 million of project cost are needed and for “works” 1 million, thus approx. 5 million of costs. It is possible to bundle different measures of an applicant or similar measures from partners of a consortium;
- The “works” play a major role by TEN-T-Funding. However, the European Commission also considers and gives priority for “innovative financial instruments”, such as PPP-Projects, with the aim to ensure complementary grants;
- Essential for funding are the costs in the performance time and not the date of invoice;
- Project specific cost-benefit analysis is becoming even more important;
- Submitting documents in English language is recommended;

- Applicants can prepare, compile and submit the application documents on their own if enough time, resource and endurance are available. Or they can be supported by consultants who are specialized within their field as they have their own checklists and can provide professional knowledge and guidance through special procedures. They also provide consultation services and give an overview on the maturity and comprehensibility of project and application. The consultation costs depend on the scope of project.

2.2.2.4 Examples of Good-Practices – CEF Calls 2014/2015

Upper Rhine connected corridor – CEF Call 2014

Jens-Jochen Roth, Rheinhafen Karlsruhe and coordinator of the project “Upper Rheine connected corridor” from the CEF-Call 2014, introduced the entire project and deployment of the Port Community System within the nine connected ports across the Upper Rhine ports in Switzerland, France and Germany. Besides the project objectives, he also emphasized, in particular, that employees and project leaders must stand behind their project in order to bring together the stakeholder and their commitments, despite the different corporate cultures.

He presented the preliminary compilation of documents and dialogue with BMVI as well as the frankly communication with INEA during the project phases. Also, he highlighted the importance to plan sufficient time and resources- even with well-prepared projects – to ensure a successful application. The “Upper Rhine”-Consortium was supported by a consultant. Furthermore, he also stressed the project implementation phase, which is already on-going since mid. of 2014, to include one full-time employee. Finally, he proposed that final payments should be expected in one or two years after completion of project.

Hafen Regensburg – CEF Call 2015

Máté Gelencsér, Inland Port of Regensburg, introduced the bayernhafen-Group and the project applied in Call 2015 for (re)construction of rail infrastructure within the inland Port of Regensburg. The measures were designed to link the port’s core network with the core network corridor and to improve the operational procedures. This aims not only to reduce time and resource, but also energy consumption and CO2 – emissions.

He also added that the project was in advanced stage when they decided to apply in due time, to analyse the CEF Call and its requirement and to prioritize the goals of the program as well. In this regard, an internal project team was established and all documents were prepared for final submission. Furthermore, he highlighted the importance to have a clear project structure with measurable objectives, to be able to indicate the planning status and the possibility to launch the project after its approval immediately. What has been also highlighted is the possibility to apply for German funds for the expansion of facilities, however can’t be used for this project and to be transparent while providing the structure of costs as well as cost-benefit analysis (e.g. CO2-Savings).

Finally, Mr. Gelencsér added that it is also very helpful to increase the intelligibility of the application for third parties (Commission, INEA and Evaluators) by ensuring that is read and understood though uninvolved stakeholders.

Erdinger Ringschluss – CEF Call 2015

Klaus-Uwe Sondermann, KombiConsult GmbH, introduced the project “Erdinger Ringschluss” on behalf of Flughafen München, which was within the framework of Call 2015. The "Erdinger Ringschluss" is part of the project "Bahnknoten München" and serves the direct connection of the airport to the Rhine-Danube corridor. In this context, the applicant provided all needed information especially regarding the different stakeholders involved in the project. The applicant ensured a successful coordination between all stakeholders, starting by the project planning phase till submission of documents.

The stakeholders were City of München, State of Bayern and DB Netz AG, as they are also part of other projects within the “Bahnknoten”. The application included the sub-project detail planning for extending the suburban railway tunnel (S-Bahn) and the ramp directly at the airport area. The city of München and the airport are core network nodes, thus the linkages of airport belong to the priorities of the TEN-T-Regulation.

2.2.2.5 Closure and further Approach

At the end of the workshop, Mr. Horst Sauer thanked the participants for their interest and called for regional stakeholders, who were able to network during the workshop, to bundle their common interests. He also announced that the Joint Spatial Planning Department Berlin-Brandenburg will support the “mature” project, especially if conformed to the priorities of Call 2016.

He also addressed that the information regarding the workshop, the call 2016 and further activities will be published on the websites of Joint Spatial Planning Department Berlin-Brandenburg and Scandria@2Act.

2.3 Urban Node Dialogue Southern Finland

2.3.1 Identifier

| | | |
|----------------|---|------|
| Name | Urban Node Dialogue Southern Finland | |
| Host / Contact | Helsinki-Uusimaa Regional Council / Malla Paajanen, chief adviser | |
| Subject | Regional development along dedicated corridors (“Four corridors - four profiles”) | |
| Status | Summary (after the meeting) | |
| Venue | Tampere, regional workshop 01.12.2016 Turku, regional workshop 02.12.2016 Kotka, regional workshop 08.12.2016 Lahti, regional workshop 15.12.2016 Helsinki, final seminar 18.1.2017 | |
| Date | Several see above | |
| Participants | Organisation | Name |
| | No information provided | |

2.3.2 Results

2.3.2.1 Urban node dialogue summary

In the process of preparing a long term Helsinki-Uusimaa Regional Plan 2050, an urban node dialogue process in Southern Finland was organised by Helsinki-Uusimaa Regional Council in spring 2017. The dialogue was also part of the Regional Council’s role as activity leader of the Strategic Corridor Node Dialogue on the Scandria®Corridor. The dialogue included a series of regional workshops, final seminar and a report as the final outcome of the process. The urban node dialogue process draws on the

scenario that Southern Finland is becoming a consistent functional urban area by 2050s. In recent decades urbanization as well as the development of transport systems and services has caused rapid changes in functional areas which can be seen, for example, in the expansion of employment areas and long-term commuting. The aim of urban node dialogue has been to form an overview of how the Capital Region – Helsinki-Uusimaa – links with the wider network of development corridors in Southern Finland. The corridor metaphor is used as a tool in regional development planning with the aim to steer growth to optimal corridor zones. The overall aim is to promote economic growth, social and territorial cohesion and sustainable development.

In the Helsinki-Turku corridor, the emphasis is on the sea and related recreational living, tourism and industry. In the Helsinki-Tampere corridor, the focus is on good labour market opportunities, start-up companies and innovation ecosystems. The environment, ground waters and eco-business are highlighted in the Helsinki-Lahti-Kouvola corridor. In the Helsinki-Kotka corridor, the emphasis is on good connections to Russia and the proximity of the Eastern markets, as well as on the related potential from the point of view of companies and expertise.

2.3.2.2 Four corridors, four profiles

Helsinki-Uusimaa Region is preparing a new long-term land use plan, i.e. The Helsinki-Uusimaa Regional Plan 2050. Choosing the focal points for the development of the area and its main transport network is an essential part of the groundwork for the land use plan. As part of this process, Helsinki-Uusimaa Regional Council carried out a profile study on the corridor network in Southern Finland. The study focused on four development corridors: Helsinki-Turku, Helsinki-Tampere, Helsinki-Lahti-Kouvola and Helsinki-Kotka. The Finnish development corridor process was carried out by Helsinki-Uusimaa Regional Council in cooperation with MDI and the work was part-funded by the Scandria@2Act project.

The regions of Southern Finland form a network that consists of four significant development corridors. Each corridor starts from the Capital Region and spreads out to West, North-West, North-East or East. In the urban node dialogue process these development corridors are assessed from the Helsinki-Uusimaa Region's perspective by three different everyday functionalities: people, companies and environment. In the report, each corridor is profiled by its unique strengths.

Each of the four corridors was studied by observing the following topics: people, companies and environment. The corridors were profiled in cooperation with the respective regional councils and other regional operators. Material for the profiling was acquired mainly through electronic surveys but also in four cross-regional workshops, Helsinki-Uusimaa regional workshop and a summarizing workshop. Based on the results, each corridor was given its unique profile consisting of strengths and future potential.

2.3.2.3 Blue corridor – Helsinki-Turku development corridor

Due to the sea and the related recreational living, tourism and industry, the Helsinki-Turku development corridor is viewed as the blue development corridor. For people, proximity to sea as well as historical settings and culture add to the appeal of the corridor from the viewpoint of residents and visitors. The corridor is part of the Southern Finland growth triangle, which creates future potential to this corridor in economic and transport development.

Diversified economic structure, multidisciplinary expertise and higher education create promising future prospects for companies on the corridor. The strengths include industrial production and processing as well as tourism. The corridor is part of the European TEN-T transport corridor – Scandinavian-Mediterranean core network corridor, which includes E18 and connects Finland to Sweden and Russia.

For the environment, strong environmental and cultural values and the proximity of the sea are characteristics of this corridor. Future potential consists of sustainable and fast mobility and the development of tourism and recreational services.

2.3.2.4 Orange corridor – Helsinki–Tampere development corridor

Due to large job opportunities, start-up companies, innovation ecosystems and skilled labour force, the Helsinki–Tampere growth corridor is given the colour orange.

For people, a functional labour market, versatile services, attractive urban living environment and good accessibility are among the pull factors of this corridor, which is also part of the Southern Finland growth triangle that builds around Helsinki, Turku and Tampere.

Start-up companies and innovation ecosystems along with the highly-educated population are key strengths of the corridor. The corridor contains strong expertise in e.g. technology and food products. The corridor forms Finland's most coherent labour market is part of the main artery in the country's logistics.

The built environment on this corridor has cultural strengths such as old city structures and urbanism. Water systems and bio-economy are highlighted as strong points of the natural environment. Future potential consists of sustainable solutions in passenger and freight transport.

2.3.2.5 Green corridor – Helsinki–Lahti–Kouvola development corridor

Due to the green environment, Salpausselkä, eco-business and recreational lifestyle, the Helsinki–Lahti–Kouvola corridor is the green development corridor.

For people, this corridor offers great recreational and leisure opportunities and urban lifestyle close to nature. Residents and tourists are attracted to the area's sports and nature-oriented image and good connections to the capital area and to the Finnish Lake area.

A diverse business and economic structure is the strong point of this corridor. Bio-economy, clean-tech, wood industry, forestry and logistics are highlighted on this corridor. The future potential of this corridor consists of further strengthening its logistics services especially towards Russia and further to Asia towards China.

The environmental values on this corridor consist of diverse nature, Salpausselkä ridge, groundwater and water systems. The green corridor is strong in eco-business and bio-economy.

2.3.2.6 Red corridor – Helsinki–Kotka development corridor

The Helsinki–Kotka development corridor has good connections to the Eastern and Russian markets. The Eastern end of the corridor offers massive market opportunities: over five million people live within 250 km of the corridor. In addition, the sea and several important ports are strengths of this corridor.

The strength of this corridor lies in good connections to Russia and Estonia and the closeness to the enormous market area of St. Petersburg. The sea environment, and sustainable living solutions are seen as future potential for this corridor.

Large ports with logistics services, international connections and the availability of Russian-speaking labour force are strengths of this corridor. Expertise in energy, petrochemicals and bio-economy as well as tourism are underlined in this corridor. The corridor is part of the TEN-T Scandinavian-Mediterranean core network corridor (incl. E18).

The key strength and opportunities of each development corridor which are part of the "profiling" of the respective corridor are summarized into the following figure:

Figure 2-3: Key qualifiers of four development corridors in Southern Finland

| Four development corridors | Strengths | Opportunities |
|---|---|--|
| Helsinki-Turku development corridor (colour code blue) | <ul style="list-style-type: none"> Strong maritime heritage Attractive living environment with high historic, cultural and international values Strong labour market, well-educated work force, strong research sector Strong industries, e.g. ship building, agritech, food production | <ul style="list-style-type: none"> High employability Development and integration of Helsinki-Turku-Tampere growth triangle New fast Helsinki-Turku railway connection (forthcoming) Growth potential as commuting corridor Sustainable development of urban areas |
| Helsinki-Tampere development corridor (colour code orange) | <ul style="list-style-type: none"> Good domestic and international connections Strong commuting culture Strong start-up culture | <ul style="list-style-type: none"> Efficient railway connections, logistics artery Development of station areas Culture and nature tourism Digitalisation, MaaS |
| Helsinki-Lahti-Kouvola development corridor (colour code green) | <ul style="list-style-type: none"> Nature values, access to the great lake area Diversity of living environments and lower price level Good transport connections between East and West Strong logistics | <ul style="list-style-type: none"> Connection between West and East, connections to Russia and China Natural resources and value added services Eco-friendly business opportunities |
| Helsinki-Kotka development corridor (colour code red) | <ul style="list-style-type: none"> Urban lifestyle close to nature Coastal area, sea and archipelago Strong seaports Closeness to Russia and St. Petersburg Attractive natural and historic environment | <ul style="list-style-type: none"> Connections to East, especially to Russia Access to neighbouring mass market Collaboration potential between seaports and dry ports Innovation industries and living solutions Near-food and organic food production Tourism potential based on Kymi River, cultural values and archipelago |

Source: Helsinki-Uusimaa Region

2.3.2.7 Conclusions

The following list of recommendations was built to boost the positive and fluent growth of the four development corridors:

1. Form a network (alliance/community) of private and public operators
2. Create a dialogue forum for owners in form of a 'Club'
3. Create a clear vision, explain and market with clarity
4. Design a platform, i.e. a formal base for those who share the vision
5. Get a strong personal leader, named 'Colour-bearer' (maybe a "testimonial" in marketing terms;
6. Get lobbying power, political support, remember transverse routes and points
7. Create a clear action plan / strategy
8. Activate work teams with adequate resources
9. Create a strong knowledge base, gather information on regional economic effects and monitor development
10. Use examples of the best practices – praise peer power

2.4 Urban Node Dialogue Oslo Region

2.4.1 Identifier

| | |
|----------------|---|
| Name | Urban Node Dialogue Oslo Region |
| Host / Contact | Eastern Norway County Network / Jon Petter Arntzen |
| Subject | Improved rail links between Oslo and Gothenburg/Stockholm |
| Status | Resolution (after the meeting) |
| Venue | Voksenåsen/Oslo |
| Date | performed: 23.05.2017 |

| Participants | Organisation | Name |
|--------------|--|--|
| | Eastern Norway County Network/Scandria2Act | Head of Secretariat Jon Petter Arntzen |
| | Norwegian-Swedish Business Chamber, Stockholm | Chairman Bjørn Rosengren |
| | Norwegian-Swedish Business Chamber, Oslo | Chairman Harald Nordvik |
| | Norwegian-Swedish Business Chamber, Gothenburg | Vice Chairman Jan Andreasson |
| | Business Firms in West Sweden | Vice Chairman Cles-Henrik Martinsson |
| | Coinco E.V | Chairman Knut Halvorsen |
| | Osloregionen | Director Øyvind Sätvedt |
| | Gothenburg-Oslo Secretariat | Head of Secretariat Magnus Persson |
| | Oslo-Stockholm 2.55 AB | Director Jonas Karlsson |
| | Voksenåsen Secretariat | Project Manager Mikael Klingberg |
| | Norden Association | Chairman Rune Mørck Wergeland |

2.4.2 Results

2.4.2.1 Background

Regional and national politicians, representatives from transport authorities and transport organizations in both countries, and representatives from Norwegian and Swedish business organizations met in Oslo 23 May 2017 to discuss the cross-border rail connections between Oslo - Gothenburg and Oslo – Stockholm respectively.

The Mayor of Oslo, Raymond Johansen, and the Chairman for Transport in Gothenburg, Johan Nyhus, initially in their speeches referred to the very good relationship that exists between Norway and Sweden. The two countries have very close ties both socially/culturally and economically. Both speakers wanted to strengthen the close cooperation further, by building an improved cross border rail-infrastructure between the two countries. The County Mayor of Ørebro, Maria Larsson, emphasized in her speech at the end of the conference that it now is urgent to get some action in establishing new and improved rail links between Oslo - Gothenburg and Oslo - Stockholm.

2.4.2.2 From words to action

All the large towns in the Nordic countries are growing. It is hence necessary to enforce the work and cooperation related to land-use and transport planning between and inside these towns. By improving and building better and more effective rail connections between the towns, and linking up with Europe, one can shift a lot of the future growth in passenger traffic (car- and air traffic) to the railways. Furthermore, a railway system with sufficient capacity will also lead to the shift of freight from road to rail. Hence, this will show that one seriously tries to alleviate the climate challenges according to the commitments in the «Paris Environmental Agreement».

The organizers of the conference fully support the political signals given at this conference. We see it as an important task to try and establish a close and committed cooperation between the Norwegian and Swedish authorities in their national planning and rail projects in order to get more action in the planning, and to create modern and efficient rail links between Oslo - Gothenburg and Oslo - Stockholm.

In order to accelerate this planning process, one should also look into alternative financial and organizational models which might contribute to quicker planning and infrastructure implementation.

2.4.2.3 Oslo - Stockholm

Establishing a modern and more effective railway link between Oslo and Stockholm can reduce travel time between the two cities to less than 3 hours. This will lead to strengthened cooperation, increased growth and business development along the whole transport corridor between the two metropolitan cities. At present more than 1.4 million passengers travel by air between Oslo and Stockholm every year. These trips could to a large extent be transferred to the railway system.

The Swedish Railway Authority is in the process of carrying out a feasibility study (ÅSV) on the railway section between Stockholm and Oslo. This proves that the Swedish Authorities see the importance of improved rail infrastructure in this corridor. It is hence important that the Norwegian Parliament also is clear on this point, when discussing and treating the Norwegian Transport Plan 2018-2029 (NTP) in the Spring 2017. One must be active in following up the Swedish initiative and quickly initiate a comprehensive and coordinated study with regard to an improved railway link between Oslo and Stockholm. The planned study between Oslo and Kongsvinger in Norway (KVU) ought to be coordinated in such a feasibility study.

2.4.2.4 Oslo - Gothenburg

More than 2 500 lorries cross the Norwegian/Swedish border at Svinesund every day, and the growth in both passenger and freight traffic between Norway and Europe/Continent is considerable. As a comparison, one freight train crossing the Norwegian/Swedish border at Kornsjø, can carry the same number of containers as 40 lorries. In order to succeed in the ambition to shift more freight from road to rail, one needs therefore to prioritize the rail connection between Oslo - Gothenburg and further on to Europe/Continent.

Norwegian and Swedish authorities must therefore now formalize the cooperation by establishing a common feasibility study (KVU/ÅSV) as soon as possible, in order to start the planning of the rail link on the whole distance between Oslo and Gothenburg. It is desirable that the Norwegian Government in connection with the decision and treatment of The Norwegian Transport Plan 2018-2029 takes the initiative to establish a common feasibility study (KVU/ÅSV) for developing a continuous dual rail track on the whole distance between Oslo and Gothenburg. Such an order on the Norwegian side would be very positive with regard to the upcoming discussion and treatment of the «Swedish National Transport Plan».

2.4.2.5 Final Comment

The railways should be the backbone of the future Nordic transport system and the use of rail should be the preferred form of transport. We refer in this regard to the description of «The Nordic Triangle» in the Norwegian Transport Plan 2018-2029. In order to reach this goal, one must reduce the travelling time between the cities and the rail capacity must also be increased.

The planning of a comprehensive railway system is an important task for the national transport authorities. Between Norway and Sweden the implication has been that the cross-border rail links have not been prioritized sufficiently, when compared to other important national rail projects. Therefore, we hope that the Norwegian and Swedish Authorities now will take the necessary and required steps in order to speed up the planning process for building modern and efficient rail links between Oslo and Gothenburg and Oslo and Stockholm respectively. In order to secure a common planning process, it is of the utmost importance that the Transport Authorities in both countries allocate sufficient planning capacity and resources for the necessary rail investments in the years to come.

2.5 Urban Node Dialogue Stockholm/Mälardalen

2.5.1 Identifier

| | | |
|----------------|--|------------------------|
| Name | Urban Node Dialogue Stockholm/Mälardalen | |
| Host / Contact | Region Örebro County together with Council of Stockholm Mälardalen / Frederik Idevall, Lovisa Uhlén | |
| Subject | Roadmap for a “better seat” (en bättre sits) for Sweden and Europe meaning to prioritize the right and necessary road and rail infrastructure in the Swedish National Transport Plan | |
| Status | Summary (after the meeting) | |
| Venue | Stockholm | |
| Date | performed: 07.12.2017 | |
| Participants | Organisation | Name |
| | Chairman Mälardalsrådet | Erika Ullberg |
| | Vice chairman Mälardalsrådet | Erik Langby |
| | National coordinator TEN-T Swedish Transport Administration | Ulla-Stina Ingemarsson |
| | Responsible for CEF, Swedish Transport Administration | Per Olof Lingwall, |
| | Chairman Regional Planningcommittee Region Örebro län | Mats Gunnarsson (MP) |
| | CEO Mälardalen | Carola Alzén |
| | County Council Region Uppsala and vice chairman En Bättre Sits [A Better Seat] | Bertil Kinnunen |
| | senior consultant Sweco | Micael Sandberg |
| | kommunstyrelsens ordförande, Sigtuna | Olov Holst |
| | kommunstyrelsens ordförande Nynäshamn | Patrik Isestad |
| | kommunstyrelsens ordförande Heby | Marie Wilén |
| | kommunstyrelsens ordförande Vallentuna | Parisa Liljestrand |
| | ledamot Konstitutionsutskottet | Hans Ekström |

2.5.2 Results

The meeting was summarised by the chairperson:⁵ “Through Mälardalsrådets En Bättre Sits [A Better Seat] seven counties within Stockholm - Mälär region are cooperating to push for the right and necessary infrastructure investments within the joint region. After thematic group work with civil servants and elected representatives, sharp priorities and tough decisions, analysis and opinion formation, we are now approaching the important phase where everything will come down in the decision on a new [Swedish] National Transport Plan.

Our joint referral response is a corner stone for the future railway tracks and roads in a growing Stockholm - Mälär region. Together in En Bättre Sits [A Better Seat] and Mälardalsrådet we are standing united for our prioritized needs.

Stockholm - Mälär region is growing and is getting more and more important for the entire development of Sweden and for the international competitiveness. 4 million people live in our region and together we are contributing to 46 per cent of the Swedish GDP. Every day 700 000 people cross municipality boundaries to get to work. To make the everyday life work the maintenance for railway and infrastructure can't be left behind. It is the government that finally determines how our joint resources for the future infrastructure should be distributed.

Through En Bättre Sits [A Better Seat] our joint regional priorities are fixed: more resources for operations, maintenance and investments in the future's railway tracks and roads. Our strength within En Bättre Sits [A Better Seat] is that we are standing united. That we, time after time, can stand in front of ministers and directors with one joint voice is a strength. That we can agree on a system analysis, a referral response and jointly prioritize infrastructure needs is a very strong and positive force in the work of a better Stockholm - Mälär region. In addition, we show that we match the state initiatives with our own actions for, among other things, developed public transport and increased building of housing. Collaboration for concrete benefit is necessary when we see how the functional relationships between the region's cities and communities are getting stronger in the Stockholm – Mälär region. Workers can pass both one and two counties on their way to work, higher education institutions share their activities across county borders, in Stockholm, municipalities grow together with new residential areas where neighbourhoods start in a municipality and end in another.

Next year [2018] will be essential for us who are passionate and work for a more efficient transport infrastructure in the Stockholm - Mälär region. At the same time as we continue the final turn towards national level, we have begun work in parallel with the next system analysis. The joint region freight strategy is a part of this. The year [2017] is almost over and we can look back at a year where we opened the Citybanan [City line], as a practical example of what a joint regional work could look like.

We are now looking forward to 2018 and where we will continue the joint work for the future infrastructure in the Stockholm - Mälär region.”

⁵ Kristoffer Tamson, chairperson of Stockholm County Transport Committee; text in “[...]” for explanation to a non-Swedish audience and to put the time in perspective. US.

2.6 Urban Node Dialogue Skåne/Greater Copenhagen

2.6.1 Identifier

| | |
|----------------|--|
| Name | Urban Node Dialogue Skåne/Greater Copenhagen |
| Host / Contact | Region Skåne / Petra Stelling |
| Subject | Planning cross-border mobility, financing infrastructure, High Speed Railways and new fixed links in the Oresund region |
| Status | Summary (after the meeting) |
| Venue | Hotel Clarion, Hyllie |
| Date | 12 February 2018 |
| Participants | Pat Cox, Scan Med Core Network Corridor Jakop Dalunde (MP), Member of the European Parliament Rikard Larsson (S), Member of the Swedish Parliament, The Committee on Transport Mätta Ivarsson (MP), Chairman of the Regional Development Board, Region Skåne Katrin Stjernfeldt Jammeh (S), Mayor of Malmö Lennart Andersson, Director Swedish Transport Administration South, Swedish Transport Administration Gunnar Eriksson, Head of Department, Transport Analysis Daniel Persson, Deputy Director of Regional Development, Region Skåne Stina Nilsson, Infrastructure Strategist, Region Skåne |
| Venue | Regionhuset, Dockplatsen 26, Malmö |
| Date | 26 November 2018 |
| Participants | Bengt Nilsson, Infrastructure Strategist, Region Skåne Nicolas Cronberg, Infrastructure Strategist, Region Skåne Stina Nilsson, Infrastructure Strategist, Region Skåne Petra Stelling, Ph.D., Infrastructure Strategist, Region Skåne Jonas Brantefors, Coordinator GREAT, Region Skåne Emmy Harlid Westholm, Development Strategist, EU & International Relations, Region Skåne Maria Lindbom Senior Adviser, EU & International Relations, Region Skåne Elin Malm, Development Strategist, EU & International Relations, Region Skåne |

2.6.2 Results

2.6.2.1 Corridor and Urban node dialogue summary

The urban node dialogue process in Skåne was initiated by Region Skåne in February 2018 in the form of a round table discussion together with Mr. Pat Cox, European Coordinator of the TEN-T Corridor Scan Med and politicians at different levels (EU, national, regional and local MEP) as well as high

level civil servants at national transport authorities. The round table discussion was followed up by a workshop in November 2018 with civil servants at Region Skåne.

The topics addressed were:

- Cross-border mobility – How can the planning and implementation process be improved from the national and from the EU-perspective?
- Financing – What can we learn about financing infrastructure from an international perspective. Can Sweden find new ways of financing infrastructure?
- High Speed Railways – What impact will a future high-speed rail have on other countries in Europe? How will Fehmarn Belt fixed link together with a high speed railway in Sweden benefit enterprises in northern Europe?
- New fixed links in the Oresund region - Why is it important with new fixed links and how will new connections contribute to the development?
- An overview of Skåne's strategic links with the European continent and with different development corridors.

2.6.2.2 Summary of the open discussion:

On Cross-border mobility – How can the planning and implementation process be improved from the national and from the EU-perspective?

Inclusion of the EU-perspective in the Swedish national planning process, including cross border mobility has been rather poor and criticized by the Swedish National Audit Office. In 2014 the question was put into focus in a study from the Swedish government agency Transport Analysis, raising the question of how to take an international perspective on infrastructure planning. The result showed that there was little interest, both from private and public actors. Problems in southern Sweden were identified concerning rail planning and coordination with Denmark. Best practice examples of cooperation were found in the field of aviation between e.g. Denmark and Sweden. When evaluating proposals at national level, international perspectives were lacking in almost all cases. In the current national infrastructure plan, the government has however specifically pointed out the international perspective. A general impression around the table was that Sweden is not the worst in terms of missing the international perspective on infrastructure planning.

However the lack of international perspectives in national planning is not unique for Sweden, many countries do not have national plans at all. At the same time other countries with national transport plans have shown a high level of integration with EU corridors; e.g. Germany, including impact assessments among other things. Germany retrieved information on bottlenecks from coordinators from six different EU corridors going through Germany. All priorities on the EU corridor lists were then included in the German transport plan. This practical method has achieved good results.

The problem in Sweden is twofold; there is the question of how Sweden implements investments in transport corridors, such as electrification and measures for longer trains. The second question concerns the planning for cross border mobility. At a national level there is a cooperation with Denmark and Norway, which has deepened since with assignments from the respective governments. For example by 2020, a deeper analysis will be delivered about an additional fixed link over Oresund, the "HH tunnel" planned to stretch between Helsingborg in Sweden and Elsinore in Denmark. The analysis will provide input on benefits and transport flows. Regarding local and regional level in southern Sweden, it is noticeable in the everyday life that there is not a proper functional cross-border transport. From a regional perspective, cross-border mobility is important for the cross-border labour market. The Oresund Bridge is the best example. Before the bridge there were 2,000 commuters, 10 years later there are 20,000. The major European research facility, the European Spallation Source would never have been placed in southern Sweden without the Oresund Bridge.

It is also stated that the cross border issue is important for the question of modal split as there is a political paradigm shift concerning the main modes of transport seen from a sustainable perspective i.e. planes vs. rail/shipping etc. The cost structure of different modes of transport is however an issue; especially regarding freight, where road transport is much cheaper than for example rail, and the question to what extent external effects are internalised.

In the longer perspective there will be a massive technological development for road transport. Self-driving or semi-self-driving trucks will be available, with a 24/7 capacity. The point is that the future transport system in Europe cannot be planned after yesterday's technology, adapting existing systems to an EU-wide standard is important as well as adaption to how other transport markets evolve. There is a need to digitize much more in order to improve the conditions. The political discussion and political legacy surrounding each of these discussions must be handled, to avoid risking slowing down investment processes and avoid the risk of developing suboptimal systems.

On Financing – What can we learn about financing infrastructure from an international perspective? Can Sweden find new ways of financing infrastructure?

Financing cross-border communications is an issue that is highly live, referring to the revision of the CEF, but is also a present topic in Sweden. There are massive infrastructure needs in Sweden, which have to be financed. However, the Swedish financial framework does not allow all needs to be considered e.g. high speed railway. The need of more railway capacity is immediate and financing the high speed railway the traditional way, risks displacing other necessary railway investments. Hence, alternative ways of financing might be one way of meeting the needs, e.g. favourable loans are available at state level and might be one solution. Some of the more innovative ideas for financing large scale infrastructure investments include pension funds together with government funding in combination with a repayment system.

Transport Analysis have arranged roundtable discussions on the national level regarding financing of infrastructure. The conclusion from these high level meetings is that there is potential in co-financed ventures; not so much in rural areas but probably in bigger cities.

Within the EU there are attempts to increase funding for sustainable infrastructures, e.g. to make air transport pay extra for emissions and use the funding to help countries invest in sustainable infrastructure. There is a discussion on a possible inclusion of freight transport in the emission allowance system, ETS. That trucks should pay for their climate costs and road wear is supported by the European Parliament. Transport Analysis has investigated how much tax is charged along the corridors, and the conclusion is that both Sweden and Norway have very low tax rates. For example Austria and Italy, responsible for the Brenner Basis Tunnel have much higher rates.

On High Speed Railways – What impact will a future high-speed rail have on other countries in Europe? How will Fehmarn Belt fixed link together with a high speed railway in Sweden benefit enterprises in northern Europe?

Sustainability is one major argument in favour of high speed railway. High-speed rail is important in southern Sweden to reduce domestic air transport (main destination is Stockholm and to which is difficult to reduce the traffic from the northern parts of Sweden due to the longer distances). A second argument is that more capacity in the rail system as a whole is needed. There is the option to invest in new tracks, or to invest in new high-speed tracks. High speed tracks is more costly but the utility is larger. The difference between 250 km/h and 320 km/h might not be so distinct within Skåne, but it is for Sweden. Only with 320 km/h the railway can compete with airplanes. Studies show that three million travellers would choose the train instead of flying if it was quicker. With 250 km/h only half as many would choose the train. With 320 km/h most people in Skåne would reach Stockholm within 3 hours but with 250 km/h only 440.000 would reach Stockholm within 3 hours. Only with 320 km/h a

bigger labour market for the region can be achieved. Only with 320 km/h the railway can be climate neutral 10 years after completion.

On New fixed links in the Oresund region - Why is it important with new fixed links and how will new connections contribute to the development?

New fixed links will be an important part of the TEN-T corridor and those initiatives is needed for increased capacity and to reduce system sensitivity. This is crucial for the labour market and also for freight transport. A more reliable and robust system will expand the region in both directions. For fixed connections, there has to be a clear business case. New fixed links are important, not only for environmental issues but also for security, redundancy and societal sustainability.

2.6.2.3 Conclusions

Some of the main conclusions include:

- Energy efficiency, specifically in transports is crucial for the future. Cooperation and common investments within Europe and across borders is needed to make the entire system sustainable.
- More cooperation, especially cross border, when analysing and making forecasts is needed.
- The European level should be considered a leverage for cooperation. The EU dimension has brought us closer to cross-border cooperation. For Skåne it might be efficient not just to focus on cross-border between Sweden and Denmark.
- More policy and regulations needs to be introduced, making it easier for people to travel.
- The management of TEN-T is a partnership between stakeholders, there is no ownership. The plans are revised according to new priorities almost every day, it matures and changes. However if something is already listed as belonging to the core network, there is a funding list that looks at which projects can be funded. The core network will be revised in early 2020 meaning that there is an opening for influencing the future network.
- The Swedish national plan will arrive at a good time, and if a venture is on the core network, it may be listed on the next Connecting Europe Facility.
- Sea transports have not been included in the discussion around the table so far, but there is a great potential of using the sea more. Three quarters of all goods passing through Scan Med is short sea shipping. The largest amount goes by shipping, then road transport and the smaller part via rail.

2.6.2.4 Urban Node Dialogue

The Urban Node Dialogue was held in view of the Round table discussion on the 19th of February 2018 and international transport-infrastructure networks where Region Skåne is a member. The discussion was focused on which measures need to be taken by Region Skåne in 2019+.

Region Skåne takes part in several cooperation platforms focusing on the work within the EU on transport corridors. The largest ones are:

- Greater Copenhagen and Skåne Committee (GCSC), as of 2019: Greater Copenhagen Committee
- STRING Partnership
- Central European Transport Corridor (CETC- EGTC)
- Scandria®Alliance

Region Skåne is also member of Conference of Peripheral Maritime Regions (CPMR) and its Baltic Sea Commission (BSC), with one profile area being transport- & infrastructure. A brief overview of priorities in each cooperation platform is presented below.

Greater Copenhagen and Skåne Committee

After Region Halland joins in January 2019, the cooperation will consist of four regions - two Swedish and two Danish - and 85 municipalities. As a result of Halland's membership, the Greater Copenhagen Board changes names from the Greater Copenhagen & Skåne Committee to the Greater Copenhagen Committee.

Greater Copenhagen is facing several important investments in new infrastructure, not least the Fehmarn Belt connection. Better roads, new railways and fixed connections provide new opportunities for growth and development, which the region will benefit from in the near future. In Germany, the Fehmarn Belt project is expected to receive the environmental approval of the authorities, while the Swedish and Danish state are in the process of conducting a strategic analysis of a future fixed link between Helsingør and Helsingborg. At the same time, the possibilities for an Oresund metro are being explored, and Copenhagen Airport undergoes a comprehensive expansion to reach a capacity of 40 million passengers annually. A Greater Copenhagen infrastructure organization must be closely linked internally and externally, as mobility and accessibility are crucial to economic success. Railways, roads and bridges tie people and regions closer together and create new opportunities for cooperation and development.

The overall aim of the Traffic Charter is to create a more cohesive region with shorter travel times and expanded critical mass giving the region international, sustainable impact and competitiveness. A well-functioning and robust infrastructure shall enable residents and businesses to move from and within. The cross-border strategy shall prevent the infrastructure from becoming a barrier to economic development, nationally as well as internationally. Greater Copenhagen shall be a port for passenger and freight transport from Scandinavia to Europe, utilizing positive effects of transit traffic, increased airline and ferry connections, as well as opportunities for ports, distribution centres, logistics companies. Common aims are increased accessibility to metropolitan regions as Hamburg, Aarhus, Goteborg, Stockholm and Oslo, stronger interaction between networks of smaller cities, transition to more environmentally friendly transport solutions, alternative fuels and better utilization of rail freight transport.

STRING Partnership

STRING is a political cross-border partnership between Akershus County Council and Østfold County Council in Norway, Region Halland, Region Västra Götaland, Region Skåne and the City of Malmö in Sweden, the City of Copenhagen, the Capital Region of Denmark and Region Zealand in Denmark and Schleswig-Holstein and the City of Hamburg in Germany. In this respect the STRING cooperation covers the corridor between Oslo and Hamburg, overlapping completely with the northern part of the European Scan Med transport corridor.

The cooperation is a strong advocate for the Fehmarn Belt Fixed Link (FBFL) and has worked for the construction start for many years. With the enlargement of the cooperation in 2018 to also include regions and cities between Malmö and Oslo the focus has been extended. Besides the FBFL the current single-track railway line from Oslo to Gothenburg and further to Malmö is currently a key bottleneck on the corridor. A high-speed double-track railway on this stretch would mean increased capacity for freight traffic and regional passenger traffic.

In August 2018 string adopted its STRING Infrastructure Policy Paper which points out the following priorities:

- Full integration of transport infrastructure in the STRING Region with European transport networks
- Enabling a low emission transport infrastructure
- Approval and construction of the Fehmarn Belt Fixed Link
- More high-speed train services
- Inclusive mobility

- Integrated waterways
- Maximum EU funding

Central European Transport Corridor

Region Skåne was, together with West Pomerania, one of the initiators to establish co-operation between regions in the corridor along the E65 route from the Baltic Sea to the Adriatic Sea: the Central European Transport Corridor (CETC). The aim was to establish permanent regional cooperation to strengthen members' economic development, increase employment, and improve the environment and living conditions. One objective is to secure a coherent transport infrastructure to reduce development barriers and develop new transport technologies, promote and develop intermodal transport and stimulate transmission of transport by road to multimodal transport.

In 2014, CETC-EGTC Ltd was established with its base in Szczecin. It is a more stable form of cooperation with clearly defined forms of responsibility, finance and decision making. In 2018-2020, the General Assembly will continue the efforts to achieve the goals adopted in 2014:

- Simplification and promotion of improved transport accessibility along the North-South axis for multimodal transport from the Baltic Sea to the Adriatic Sea within the CETC,
- Support the development of the economies of the regions concerned, for improving employment indicators and quality regarding the environment, living conditions,
- Measures to improve transport infrastructure between regions,
- Ensure support and conditions for the development of intermodal transport connections, disseminate environmentally friendly solutions.

Scandria®Alliance

Scandria®Alliance aims at cooperating with EU, the member states and key actors to implement a sustainable & multimodal transport system before 2030 in the Baltic Sea Region and the Scan Med regions. To reach this goal actions below are needed:

- Evaluation of an action plan to initiate common actions and support formulation of policy,
- To utilize Scandria®Alliance as a central forum for commonly agreed interests and as a counterpart to the European Coordinator for the TEN-T Core Network Corridor Scan Med,
- Multi-level governance/coordination of European/National Transport Policies, Logistics and innovation, railway infrastructure projects, freight/passenger services, interoperability, Green corridor development, Cluster cooperation, Urban node development, funding opportunities
- Common program proposals strengthening a sustainable multimodal transport system
- Contacts with other networks

Perspectives of Region Skåne on added value, arguments and prioritized content of international transport platforms:

Region Skåne has a long history of collaboration in projects and cross border networks that focus on cross border infrastructure, transport planning and governance issues. Today Region Skåne is involved in several cooperation platforms that handles the issues connected to the European Transport Network, TEN-T in general and the Scan Med and North Sea Baltic transport corridors in particular. With this comes many possibilities but also a need to coordinate the efforts internally to ensure Region Skånes contribution and gain from each cooperation platform. It is the hope of Region Skåne that the Scandria®Alliance will contribute with a multi-level perspective and give added value to the already existing collaborations on the Scan Med corridor.

Conclusions are that Region Skåne need to:

- coordinate contributions to the different cooperation platforms, while also taking into account the regional and national planning processes,

- ensure that the priorities of the different platforms (Scandria®Alliance, STRING, GCSC, CETC, CPMR) support each other as much as possible and are in line with the priorities of Region Skåne,
- achieve a strong political involvement in influencing EU programming period 2020+,
- identify relevant work group topics, members and adequate resources for the Scandria®Alliance. Identified possible WG-topics so far include: clean fuels, development of E-highways for heavy duty trucks, synchronised ticket system improvements, green multimodal transports and regional spatial planning,
- map the need for future cross-border studies, e.g. cross border transport flows, how to estimate value of cross border infrastructure investments, benchmarking and
- analyse of the joint objectives/aims of the partners both in terms of policy, legal and regulatory needs as well as traditional infrastructure needs.

2.7 Urban Node Dialogue Berlin Brandenburg (II)

2.7.1 Identifier

| | | |
|----------------|---|--|
| Name | Urban Node Dialogue Berlin Brandenburg (II) | |
| Host / Contact | Joint Spatial Planning Department Berlin-Brandenburg / Ulrike Assig, Nora Schindler | |
| Subject | Clean Fuels for sustainable transport and regional development | |
| Status | Concluding Paper (after the meeting) | |
| Venue | Berlin | |
| Date | performed: 27.11.2018 | |
| Participants | Organisation | Name |
| | Joint State Planning Department Berlin-Brandenburg | Horst Sauer, Head of Unit European Spatial Planning |
| | Federal Ministry of Transport and Digital Infrastructure | Helge Pols, Head of the Climate-Friendly Mobility Department |
| | Federal Environmental Agency | Lars Mönch, Head of Departm. of Pollution Reduction & Energy Saving in Traffic |
| | Future ERDGAS e.V. | Michael Schaarschmidt, Head of Product Management |
| | National Organization for Hydrogen and Fuel Cell Technology - NOW GmbH | Erik Schumacher, Head of Stationary Fuel Cells |
| | Brandenburg University of Technology | Uwe Höft, Department of Economics |
| | Thomas Meißner, Business Unit Manager Energy Mobility | Berlin Partner for Business and Technology GmbH |
| | Reiner Lemoine Institute gGmbH | Fabian Grüger, Team Leader |
| | KombiConsult GmbH | Klaus-Uwe Sondermann |
| | Akershus | Jan Carsten Gerlow |
| | Skåne Region | Britt Carlson Green |
| | RISE Institute | Hakan Sundelin |
| | TU Berlin | Gerd Holbach |
| | BEHALA | Leon Tietz |
| | And further regional institutions, chamber of commerce an businesses | |

2.7.2 Results

The location at the interface of three of the nine multimodal European core network corridors establishes the outstanding position of the Berlin-Brandenburg capital region as an urban node in the trans-European transport network. This results in significant development potential for space and the economy, but also challenges: How can the increased traffic volume be made socially and environmentally compatible? What contribution can innovative drive systems make in particular?

These and other questions were discussed on November 27, 2018 as part of the "Urban Node Dialogues" of the capital region in connection with a "Clean Fuel Corridor Road Show". The workshop follows the Urban Node Dialogues in October 2014, March 2015 and October 2016.

On the basis of pilot projects of the capital region and examples of the use of alternative fuels from different regions along the Scandria®Corridor, impulses for Berlin-Brandenburg were shown.

The workshop within the framework of the European Union funded project "Scandria@2Act" included the following parts of the program:

- "workshop" on the framework, state of affairs and application of clean fuels in the capital region Berlin-Brandenburg;
- "Road Show" on application, compatibility and practical examples of clean fuels in the Scandria®Corridor of the Baltic Sea region, presented during a cruise on Berlin's inland waterways;
- Conversations and tour of an exhibition of various electric vehicles in the Westhafen, the destination of shipping.

2.7.2.1 Workshop

The starting point of the workshop is the basic understanding that only a consistent strategy of different measures can contribute to sustainable regional and transport development. Of the possible instruments "traffic avoidance", "modal shift" and improving the energy efficiency of each mode of transport, the event focused on the third aspect.

Helge Pols (BMVI) presented the German Mobility and Fuel Strategy, which was supplemented by a Climate Action Plan 2050. It sets the target of reducing CO2 emissions by 40% compared to 1990 levels. The previous successes are lower than needed because of higher motorization in private transport and greater transport performance in road freight transport. It needs the insight that the energy and traffic change cost time and money and people have to be persuaded to change their behavior. All stakeholders will be involved in the National Platform on the Future of Mobility.

Lars Mönch (UBA) recalled the "hockey stick" curve of global CO2 growth and global warming as a science-based fact requiring immediate action to achieve the 2030 and 2050 targets, respectively. Added to this would be the claim to reduce local emissions (nitrogen oxides, noise). All alternative fuels and drive types play an important role, but they are only climate-neutral if they are generated from regenerative sources and used efficiently. Traffic and energy transition must go hand in hand here (so-called "sector coupling").

When developing measures, their acceptance by the population (affordability, actual mobility needs), stakeholders (transport industry, competitiveness economy), legal feasibility and cost-benefit ratio for producers and users must be taken into account.

The subsequent lectures illuminated the "state of the art" in the individual types of energy / drive:

Michael Schaarschmidt, Future Natural Gas, reported which manufacturers in the passenger car, bus and commercial vehicle segment are currently offering gas-powered vehicles (CNG and LNG) with approx. 860 petrol stations, but the BMVI neglects gas propulsion, while the association advocates using the potentials of all energy carriers. Here, a rethink is necessary to give the manufacturers and

buyers planning certainty. The starting point for increasing the gas content of buses and commercial vehicles is the filling stations, which have to be developed together with customers. Approaches in Berlin-Brandenburg are the biogas plant of the "Berliner Stadtreinigung" and a public LNG filling station for the Meyer logistics.

Erik Schumacher, NOW, explained the principle of the fuel cell, the need to include the production of hydrogen and the current applications in the areas of cars, buses, trains and ships. The local emissions are low. Here, too, it would be necessary to increase the intensity of use of existing hydrogen refueling stations (around 100 in 2019) and then make it possible to travel across Germany and Europe. Vehicle purchases for commercial and public users will be financially supported.

Uwe Höft, Brandenburg University of Applied Sciences, presented the current vehicles from various manufacturers, which enable alternative drives on non-electrified lines and the "last mile". Due to the platform strategy of the manufacturers and the operational required weights of the locomotives, it is also possible to realize "hybrid" or "dual" drives on a locomotive. In the case of calls for tenders in local rail passenger transport, in addition to the usual requirements, environmental aspects could also be specified

The conditions for further implementation and regional examples with lecturers and participants were discussed at the subsequent drive concept-related theme tables. The moderators then reported in plenary.

For the field of "gas" it was stated that production facilities, distribution grids, filling stations and vehicles are available and can be used immediately without waiting for future new technologies. With "power-to-gas" there would also be approaches in Brandenburg to use renewable energies for the production of gas. Storage and combustion of gas in vehicles are manageable. The range problem does not arise.

For the area "fuel cell" it was stated that the existing infrastructures still have a low utilization and that it is important to intensify their use around the existing filling stations. In the production of hydrogen, "green" (from renewable energies) should be given preference over "gray" (from industrial processes) hydrogen.

In the field of electric mobility (pure battery electric vehicles, plug-in hybrids and hybrids), the largest range of vehicles was seen, but compared to the range of conventional vehicles leaves much to be desired. The program of the Berlin Senate for the Promotion of the Procurement of Commercial Vehicles, which is granted in addition to federal funding and also includes advice, was rated as positive.

As a result of the Urban Node Dialogue could be noted that

- We must get away from the universal fossil fuels and in the future all regenerative fuels have their justification;
- the use cases have to be considered more closely than in the past, due to the (small) ranges of the vehicles offered, but there are solutions for both rural and urban areas;
- the introduction of a more intensive use in the urban nodes through which city-surrounding traffic should go to corridor traffic;
- greater reliability of the political framework conditions (vehicle promotion, vehicle tax, energy tax, expansion of the charging infrastructure, toll rates for pollutant emissions, driving bans, etc.) would be desirable so that interested users can actually "change";
- Intermodality and multimodality should be promoted in order to be able to use the most energy efficient mode of transport;

2.7.2.2 “Road Show”

In the afternoon, further lectures were given on the theme of the "Road Show" in English, introducing the international perspective and concrete examples.

Jan Carsten Gerlow, Akershus, Norway, reports on the National Transport Plan 2016, which stipulates that from 2025 only "zero emission" vehicles may be newly registered and that from 2050 a "climate-neutral" traffic area will be sought. It was crucial for Norway's leading role that clear goals, measures, financial and other funding had been decided and communicated. This has created reliable incentives for vehicle manufacturers, service station operators and users. The users could be made clear that additional costs and a change in behaviour are necessary.

For the Scandria@Corridor, he quoted from the draft Implementation Strategy, the availability of different energy sources, that there are electrical charging points both along the corridor and the cities, the availability of hydrogen still has gaps and focuses on the cities, LNG regional different among others in Berlin and CNG would be offered especially in Sweden and Germany. It should be based on what and where it goes, rather than waiting for it to go everywhere. Unfortunately it is the case that the vehicle manufacturers do not follow this advise yet and stick to fossil propulsion systems.

Britt Carlson Green, Skåne Region, Sweden, described that their project has created additional public electric (fast) charging stations and planned three LNG filling stations. Here, however, lags behind the schedule, because the vehicle manufacturers (Volvo and Scania) would be delivered late. Nevertheless, a positive conclusion was drawn because the project was able to connect a large number of people with pure electric and hybrid vehicles. In the further expansion, it should be ensured that the charging or filling stations are "interoperable", i.e. both the plug and the payment methods vehicle, operator and cross-border can be used.

Hakan Sundelin, RISE Institute, Sweden reports on current projects that deal with the "electrification" of road (freight) traffic, relying on a power supply while driving. This is initially about heavy commercial vehicles, which receive the power either from a catenary or a mounted in the lane or the roadway track. After the technical tests, field tests in real road operation are now planned in Sweden, Schleswig-Holstein and Hassia (Hessen).

Gerd Holbach, TU Berlin, presented the BEHALA-operated project for the development and use of a hydrogen-powered pusher with which push barges can be transported in the Berlin area and from and to Hamburg. In addition to the technologies for storing the energy on board and the drive were in particular the considerations for reloading during the trip to Hamburg interesting because here the above mentioned "Interlinking" of energy and transport sector became tangible: charging points in points where energy is present or can be mobilized and the ship has operational stops.

Leon Tietz, Local Operations Manager BEHALA, presented the activities of his company as well as the exhibited vehicles, namely a road-legal battery-operated terminal tractor, a 2-way radio-controlled vehicle, a workshop vehicle and a shunting locomotive. This was an expression of the fact that alternative drives are actually already usable.

3 Conclusions from the Corridor - Urban Node Dialogue meetings

3.1 Overview

The in total eleven Corridor Urban Node Dialogue Meetings that have been performed in the scope of the Scandria@2Act project by the five project partners in the years 2016-2018 had different geographic (regional) focus but demonstrated also similarities with respect to the involvement of stakeholders and thematic subjects.

Following the multi-level governance approach both public and private stakeholders participated in the meetings and they had different functions on administrative and political level.

Figure 3-1: Geographical coverage of the Corridor Urban Node Dialogue meetings

| Dialogue meeting | Berlin-Brandenburg | Southern Finland | Oslo Region | Stockholm Mälardalen | Skane / Greater Copenhagen |
|--|--------------------|-------------------|---|----------------------|--|
| Geography addressed in the dialogue | Berlin Brandenburg | Southern Finland | “Nordic Triangle” (Oslo – Stockholm – Göteborg) | Stockholm Mälardalen | Greater Copenhagen “STRING” (Göteborg, Greater Copenhagen, Schleswig Holstein, Hamburg) |
| TEN-T Urban Node* | Berlin | Helsinki Turku | Oslo Göteborg Stockholm | Stockholm | København Malmö |
| TEN-T Corridor**: - Scan-Med - North Sea Baltic - Orient East Med | ■ ■ ■ | ■ ■ | ■ | ■ | ■ |

Source: KombiConsult analysis, April 2019; *) TEN-T Regulation (EU) 1315/2013, Annex II, **) CEF-Regulation (EU) 1316/2013, Annex 1

Concerning the subjects (themes) that were treated in the meetings the following table provides an overview:

Figure 3-2: Thematic coverage of the Corridor Urban Node Dialogue meetings

| Dialogue meeting Theme | Berlin-Brandenburg | Southern Finland | Oslo Region | Stockholm Mälardalen | Skane / Greater Copenhagen |
|---|--------------------|------------------|-------------|----------------------|----------------------------|
| TEN-T-Regulation and the funding possibilities of CEF | ■ | | | | □ |
| Regional profiling: Four corridors - four profiles for regional development | | ■ | | | |
| Improved rail links between Oslo and Gothenburg/Stockholm | | | ■ | □ | □ |
| Right and necessary road and rail infrastructure in the Swedish National Transport Plan | | | □ | ■ | □ |
| Cross-border mobility In particular new fixed links in the Oresund region | | | □ | | ■ ■ |
| Financing infrastructure | □ | | □ | □ | ■ |
| High Speed Railways (320/250 km/h) | | | ■ | | ■ |
| Clean Fuels for sustainable transport and regional development | ■ | | | | |

Source: KombiConsult analysis, April 2019; ■ main focus, □ also addressed

3.2 Berlin-Brandenburg (I)

The Urban Node Dialogue meeting "TEN-Transport-Regulation and the current funding possibilities within the scope of Connecting Europe Facility (CEF)" in Potsdam in November 2016,...

- Raised awareness of regional stakeholders on the TEN-T Guidelines, which will strongly influence the European and national transport and energy structures in the decades until 2030 and 2050;
- Informed them about the need to connecting the regional and local infrastructure with the TEN-T comprehensive and core infrastructure in particular the core network corridors and the urban nodes;
- Confirmed that the joint regional development scheme of Berlin-Brandenburg anticipates already the development along and with respect to the core network and the three core network corridors crossing the region;
- Called on the possibilities of the relatively new (as of 2014) financial support schemes, in particular the Connecting Europe Facility - Regulation (EU) 1316/2013 "CEF-Regulation"-, with its funding options for infrastructure, equipment, vehicles, specific equipment and services;
- Made clear that regional stakeholders may benefit from those instruments, if their projects fulfil the technical, financial eligibility criteria, maturity criteria, the European dimension and any specific criteria relevant for the respective call.
- Demonstrated that certain (regional) initiatives were successful but that submitting a successful application may also be burden for a regional stakeholder, so that consultancy support might be necessary;
- Clarified that further regional, national and European support schemes co-exist which might be targeted by relevant stakeholders as well;
- Suggested to analyse the specific – and future – calls and offered the possibility to cluster projects under the coordination of the Joint Spatial Planning Department as the appointed body of the Land Berlin and the Land Brandenburg for the interaction with TEN-T Guidelines.

3.3 Southern Finland

In the process of preparing a long term Helsinki-Uusimaa Regional Plan 2050, an urban node dialogue process in Southern Finland was organised by Helsinki-Uusimaa Regional Council in spring 2017. The dialogue was also part of the Regional Council's role as activity leader of the Strategic Corridor Node Dialogue on the Scandria®Corridor. The dialogue included a series of regional workshops, final seminar and a report as the final outcome of the process. The urban node dialogue process draws on the scenario that Southern Finland is becoming a consistent functional urban area by 2050s. In recent decades urbanization as well as the development of transport systems and services has caused rapid changes in functional areas which can be seen, for example, in the expansion of employment areas and long-term commuting. The aim of urban node dialogue has been to form an overview of how the Capital Region – Helsinki-Uusimaa – links with the wider network of development corridors in Southern Finland. The corridor metaphor is used as a tool in regional development planning with the aim to steer growth to optimal corridor zones. The overall aim is to promote economic growth, social and territorial cohesion and sustainable development. Finally for each of the four (regional) corridors a consistent profile could be established and agreed upon:

- In the Helsinki-Turku corridor, the emphasis is on the sea and related recreational living, tourism and industry.
- In the Helsinki-Tampere corridor, the focus is on good labour market opportunities, start-up companies and innovation ecosystems.
- The environment, ground waters and eco- business are highlighted in the Helsinki-Lahti-Kouvola corridor.

- In the Helsinki-Kotka corridor, the emphasis is on good connections to Russia and the proximity of the Eastern markets, as well as on the related potential from the point of view of companies and expertise.

For implementation a catalogue of promising activities was agreed upon that involve among other things the following:

1. Form a network (alliance/community) of private and public operators
2. Create a dialogue forum for owners in form of a 'Club'
3. Create a clear vision, explain and market with clarity
4. Design a platform, i.e. a formal base for those who share the vision
5. Get a strong personal leader, named 'Colour-bearer' (maybe a "testimonial" in marketing terms);
6. Get lobbying power, political support, remember transverse routes and points
7. Create a clear action plan / strategy
8. Activate work teams with adequate resources
9. Create a strong knowledge base, gather information on regional economic effects and monitor development
10. Use examples of the best practices – praise peer power

3.4 Oslo Region

The meeting "Improved rail links between Oslo and Gothenburg/Stockholm" in May 2017 in Oslo resulted in a resolution which, ...

- Acknowledges the reference to the «The Nordic Triangle», a strong network between Oslo, Stockholm, Göteborg and Copenhagen, in the Norwegian Transport Plan 2018-2029;
- States that the railways should be the backbone of the future Nordic transport system and the use of rail should be the preferred form of transport;
- State that in order to reach this goal, one must reduce the travelling time between the cities and the rail capacity must also be increased;
- Call on the national transport authorities of Sweden and Norway to prioritize the cross-border rail links compared to other important national rail projects;
- Express "hope" that the Norwegian and Swedish Authorities now will take the necessary and required steps in order to speed up the planning process for building modern and efficient rail links between Oslo and Gothenburg and Oslo and Stockholm respectively;
- Stress the need to secure a common planning process in which it is of the utmost importance that the Transport Authorities in both countries allocate sufficient planning capacity and resources for the necessary rail investments in the years to come;
- Identify that Norwegian and Swedish authorities must therefore now formalize the cooperation by establishing a common feasibility study (KVU/ÅSV) as soon as possible, in order to start the planning of the rail link on the whole distance between **Oslo and Gothenburg**. It is desirable that the Norwegian Government in connection with the decision and treatment of The Norwegian Transport Plan 2018-2029 takes the initiative to establish a common feasibility study (KVU/ÅSV) for developing a continuous dual rail track on the whole distance between Oslo and Gothenburg. Such an order on the Norwegian side would be very positive with regard to the upcoming discussion and treatment of the «Swedish National Transport Plan».
- Identify that the Swedish Railway Authority is in the process of carrying out a feasibility study (ÅSV) on the railway section between **Stockholm and Oslo**. This proves that the Swedish

Authorities see the importance of improved rail infrastructure in this corridor. It is hence important that the Norwegian Parliament also is clear on this point, when discussing and treating the Norwegian Transport Plan 2018-2029 (NTP) in the Spring 2017. One must be active in following up the Swedish initiative and quickly initiate a comprehensive and coordinated study with regard to an improved railway link between Oslo and Stockholm. The planned study between Oslo and Kongsvinger in Norway (KVU) ought to be coordinated in such a feasibility study.

3.5 Stockholm Mälardalen

The meeting “Roadmap for a ‘better seat’ (en “bättre sits”) for Sweden and Europe” practically means to prioritize the right and necessary road and rail infrastructure in the Swedish National Transport Plan from the Stockholm Mälardalen point of view and the conclusion of thematic group work are summarized as followed:

Through Mälardalsrådets En Bättre Sits [A Better Seat] seven counties within Stockholm - Mälardalen region are cooperating to push for the right and necessary infrastructure investments within the joint region. After thematic group work with civil servants and elected representatives, sharp priorities and tough decisions, analysis and opinion formation, Mälardalsrådets En Bättre Sits [A Better Seat] is now approaching the important phase where everything will come down in the decision on a new [Swedish] National Transport Plan.

Our joint referral response is a corner stone for the future railway tracks and roads in a growing Stockholm - Mälardalen region. Together in En Bättre Sits [A Better Seat] and Mälardalsrådet we are standing united for our prioritized needs.

In addition, we show that we match the state initiatives with our own actions for, among other things, developed public transport and increased building of housing. Collaboration for concrete benefit is necessary when we see how the functional relationships between the region's cities and communities are getting stronger in the Stockholm – Mälardalen region. Workers can pass both one and two counties on their way to work, higher education institutions share their activities across county borders, in Stockholm, municipalities grow together with new residential areas where neighbourhoods start in a municipality and end in another.

3.6 Skåne / Greater Copenhagen

Meetings in the Region Skåne indeed targeted at two aspects: the first one was on thematic issues (what to achieve?) while the second one on institutional ones (how to achieve?). The overall conclusion is that the participants state that, ...

- Cross-border mobility is essential for the Greater Copenhagen area to develop further in the next years and it is essential that intra-urban and long distance commuting are interlinked, cross-border studies on forecast and feasibility analysis are conducted jointly so that respective National Plans can refer to them;
- Financing of large infrastructure investment will widely rely on National Finance and potentially EU finance although for some type of mature projects innovative financial instruments including pension funds and loans may be applied. The potential of projects within bigger cities to this type of finance was assessed better than in rural areas. When financing is discussed also road tolls should be taken into account;
- Swedish Authorities should consider also 320 km/h rather than (only) 260 km/h as the design speed for future lines which would allow rail services to reduce travel time significantly and to compete with air on the relations such as Malmö – Stockholm, while the higher (320 km/h) speed's benefit for regional transport is less important;

- New fixed links will be an important part of the TEN-T corridor and those initiatives are needed for different reasons including increase capacity, reduce system sensitivity, become more reliable and robust, ease commuting and expand the labour market, provide alternatives for freight transport contribute to environmental issues but also for security, redundancy and societal sustainability;
- Call on the European level as a leverage for cooperation. The EU dimension has brought the stakeholders closer to cross-border cooperation; which shall be followed further;
- Identifies to include sea transport in further discussions on cross border transport as well.
- Argues that mature regional projects, in particular on cross-border ones, should be both included in the respective National (transport or infrastructure) Plans and the European (Core Network Corridor Project Lists) in order to be ready when the CEF revision and TEN-T revision will come (beyond 2020).
- Conclude that for Skåne it might be efficient not just to focus on cross-border between Sweden and Denmark but also to other regions following four strategic links with the European continent and with different development corridors.
- Identifies and confirms to participate actively in the following:
 - Greater Copenhagen and Skåne Committee (GCSC), as of 2019: Greater Copenhagen Committee;
 - STRING Partnership, expanding the first to Oslo and Schleswig-Holstein / Hamburg;
 - Central European Transport Corridor (CETC- EGTC) expanding via the Baltic Sea towards Poland and further south; and finally the
 - Scandria®Alliance for the follow-up of Scandria®2Act along the Scandria®Corridor.

3.7 Berlin-Brandenburg (II)

The meeting “Clean Fuels for sustainable transport and regional development” organised in Berlin on 27.11.2019 concluded that ...

- We must get away from the universal fossil fuels and in the future all regenerative fuels (multi-fuel) have their justification;
- the use cases have to be considered more closely than in the past, due to the (currently small) ranges of the vehicles offered, but there are solutions for both rural and urban areas;
- the introduction of a more intensive use in the urban nodes through which city-surrounding traffic should go to corridor traffic;
- greater reliability of the political framework conditions (vehicle promotion, vehicle tax, energy tax, expansion of the charging infrastructure, toll rates for pollutant emissions, driving bans, etc.) would be desirable so that interested users can actually "change";
- Intermodality and multimodality should be promoted in order to be able to use the most energy efficient mode of transport;

3.8 Final Conclusions

Although the 11 dialogue meetings in the five regions concerned were organised largely independently from each other they show some similarities with respect to the geographic and thematic topics.

Following the line of topics shown in Figure 3-2 it can be concluded that the relation of the urban nodes to the TEN-T regulation and the **assessment of “CEF” as a potential finance instrument** for projects is a concern of all regions.

Too, the **regional profiling**, potentially by (regional) corridors is a means of regional planning that is relevant also for the other but Helsinki-Uusimaa region, and presentations shown in the Berlin Conference and at other occasion demonstrate this as a common understanding of regional and transport planners.

Improved rail links, which on certain stretches include the consideration of **(higher) speed lines** (320 instead of 260 km/h), are a subject to all regions which are not yet connected to such services and the Nordic Triangle which covers Oslo – Göteborg – Greater Copenhagen – Stockholm respectively will affect not only these regions but the regions in-between (if stops were arranged and connecting services established) and via those corner stones to other networks, such as Hamburg / Berlin or Turku/Helsinki.

In order to make that connection happen an intra region urban node dialogue leading to one (stronger) voice turned to be the proper instrument to influencing the right and **necessary road and rail infrastructure** with respect o (Swedish) National Transport Masterplan.

Cross-border mobility is – of course – on the agenda of every border region and similarities concerning opportunities and threats may be exchanged even between regions which are in a distant from each other.

The **financing infrastructure** is an inherent obligation of stakeholders concerned with and the openness to assess also innovative financial instruments was demonstrated in the Skåne / Greater Copenhagen Dialogue and might be expanded to other regions as well.

Finally the issue of **Clean Fuels for sustainable transport and regional development** that was reported from the Urban Node Dialogue in Berlin-Brandenburg is for sure also an issue in the other regions.

These demonstrated similarities call for lifting synergies that have the potential to be included in the Work Plan of the Scandria@Alliance subject to approval of the Members.

Figure 3-3: Thematic coverage of the Corridor Urban Node Dialogue meetings and their transferability

| Dialogue meeting Theme | Berlin-Brandenburg | Southern Finland | Oslo Region | Stockholm Mälardalen | Skane / Greater Copenhagen |
|---|--------------------|------------------|-------------|----------------------|----------------------------|
| TEN-T-Regulation and the funding possibilities of CEF | ■ | | | | □ |
| Regional profiling: Four corridors - four profiles for regional development | | ■ | | | |
| Improved rail links between Oslo and Gothenburg/Stockholm | | | ■ | | □ |
| Right and necessary road and rail infrastructure in the Swedish National Transport Plan | | | □ | ■ | □ |
| Cross-border mobility In particular new fixed links in the Oresund region | | | □ | | ■ |
| Financing infrastructure | □ | | | | ■ |
| High Speed Railways (320/250 km/h) | | | ■ | | ■ |
| Clean Fuels for sustainable transport and regional development | ■ | | | | |

Source: KombiConsult analysis, April 2019; ■ main focus, □ also addressed; arrow showing potential transferability of “good practice”

