

Background

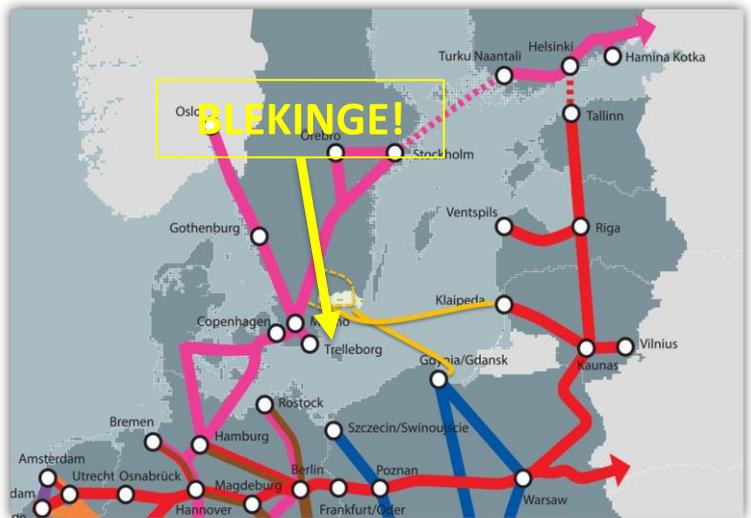
The trade flows via Blekinge have increased rapidly for many years. Trade volumes are still small in relation to the transport flows through Germany, but projections based on the historical growth of transport flows via the ferry lines indicate that the eastern flows may be in the same extent as the "traditional" western flows, in less than 10 years.

However, the region suffers from low accessibility indices. Therefore, more knowledge on how to utilise its proximity to all three TEN-T core network corridors (CNC) in the area is needed. This will help to overcome the disadvantageous development standings and reconcile the needs of the labour market mobility and international transport functions in a sustainable way.

Aims of the work

The aim for Blekinge's activities in the project is to trigger growth and prosperity based on a proximity to and interconnectivity between the three CNCs. One main component of this is to raise awareness to increase the capacity of the regional authorities and the freight traffic actors to better align investments and decisions to the CNC implementation process.

As an initial step in the project, the region has studied and highlighted which transport-related initiatives, both inside and outside the county, are important to increase its competitiveness as a bridging area in-between three CNC. The first results and recommendations are highlighted below.



First results - Main recommendations in order to make the most of TEN-T in Blekinge

- **Clear vision and strategy for land use in relation to transport related activities.**
- **Together with the national level, work to add direct connections from the ports of Blekinge to logistics nodes in the Jönköping and Gothenburg areas and into the TEN-T comprehensive network.**
- **Study which parts of the road network are suitable for the use of High Capacity Vehicles (HCV).**
- **Take part in addressing issues regarding the railway node of Hässleholm. Measures to improve possibilities to change train directions in the node can create significant benefits.**
- **Longer sidings on the railway through Blekinge.**
- **Extension of the railway Southeast Link to provide access to the Blekinge Coastal railway line from the railway node of Alvesta.**

Case main output – Sweden, Blekinge and the TEN-T

The challenge of connecting Blekinge to the hubs on the three nearby CNCs (Scandinavian-Mediterranean, North Sea-Baltic and Baltic-Adriatic) via the land (rail) and port infrastructures (serving e.g. Motorways of the Sea traffic) is magnified by insufficient knowledge of the decision-makers on the TEN-T opportunities and implications. These are not taken into account in the long-term regional planning and implementation processes. At the same time, it is difficult to engage market players managing the flows transiting Blekinge in transport and infrastructure planning issues because of different planning horizons.

The case main output will be a component of the regional transport plan for the period 2018-2029 that will help make the investment planning and decision-making in Blekinge more internationalised and consistent with the implementation of the three CNCs.

The document will include solutions (revised priorities, policy measures and public-business cooperation schemes) to improve the functional connections of Blekinge to the urban/transport hubs on the three CNCs: Connections to Malmö/Copenhagen through land transport and connections to Gdynia and Klaipeda through Motorways of the Sea connections.

The output will be fed by an innovative report on benefits of an ITS tool for planning adequate investments on the network between the three CNCs. This tool will use existing satellite-based data to monitor the dispersion of vehicle traffic from the ports in the region to the road network and analyse route choices, average speeds, etc.

With the macro-trends that can be seen and political ambitions about the development of the transport system in Eastern Europe, Russia and China, there are good reasons to plan for heavily increasing transport volumes through southeast Sweden.

But it is difficult to assess exactly when in time possible infrastructure measures are needed and thus it is important to maintain good preparedness for both, infrastructure and land access measures.

Coming activities and results for Blekinge

- **Analysis of interregional passenger mobility patterns to draw conclusions and add knowledge to regional planning processes.**
- **Study on the plausibility of satellite-based analysis of transport flows, a method with applicability in all geographies. This ITS support tool can prove to be a very cost efficient method for generating data for up to date analysis of transport flows.**

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