

CONNECTING SCANDINAVIA TO THE WORLD

Scandinavia is in the narrowest definition Sweden, Denmark and Norway. The 3 capital cities Copenhagen, Stockholm and Oslo form a triangle. Within this triangle there live about 10 million people including 3 metropolitan regions. Partly disconnected from the TEN-T core structure.

There are more than 7 million flights per year within the triangle in and out of the major airports. Roads are fairly good, however more has to be done in order to have a full-fledged modern motorway system. Commuting between smaller and medium sized cities usually is effected by private cars, and to some extent by bus and trains. This leads to congestions and traffic jams during rush hours.

Passenger trains are not competitive regarding the travel time between the capitals, even though the distances are less than 500 km. Reasons are old and curvy railways, and a poor frequency of long distance trains. On shorter commuting distances trains are working relatively better, especially in Sweden and Denmark. In Norway, an intercity network around Oslo is under planning and construction. Scandinavians are the largest users of air transport in Europe, for domestic and inter-Nordic flights as well as international flights.

The Central Scandinavian Borderland is located within the capital triangle. Oslo is the nearest metropolitan region with a tremendous growth in population and economy the last decades, due to strong state finances, high salaries, private and public investments, as well as immigration. The other two capitals are also very strong economic cases and Stockholm is, for the time being, growing faster than any other capital in Europe. The Karlstad region is losing compared to other regions in Sweden, like Umeå and Växjö, despite the central location within the Nordic Triangle. It has not managed to exploit its potential and achieve relevant investments in transport infrastructure. Rail capacity and speed is weak. Both, cargo and passenger transport is lagging behind the leading regions in Scandinavia. In addition, the city and region is not included in the TEN-T core network, as the only region at the capital triangle axis which was erased from the map by the last revision. This created more disadvantages when it comes to priorities of public funds for infrastructure investments.

The challenge for the borderland region is to take advantage out of the growth within the metropolitan areas. There should be a win-win situation by establishing a Scandinavian Express Railway which connects the capitals so they can benefit from each other's growth. Contrary to flights connecting the capitals, the cities and towns in-between also can take advantage. The 3 countries would benefit strongly from this express network as a whole. Reduction of emissions and other environmental improvements will be significant with fast and frequent railways. TENTacle is investigating options for new financial models for the express railway network, e.g. cooperation models of the state and private sector.

Another advantage of more and modernized railways will be the increase in capacity for cargo on rails. In a bigger picture, one should also look at the external gateways, such as the Motorways of the Sea or the Fehmarnbelt fixed link. New connections are coming up between Finland and the Baltic States, with Russia and beyond Europe. All this should be studied and exploited in order to connect Scandinavia to the global transport routes.

The Borderland Pilot Case - Key Points

Main expected result

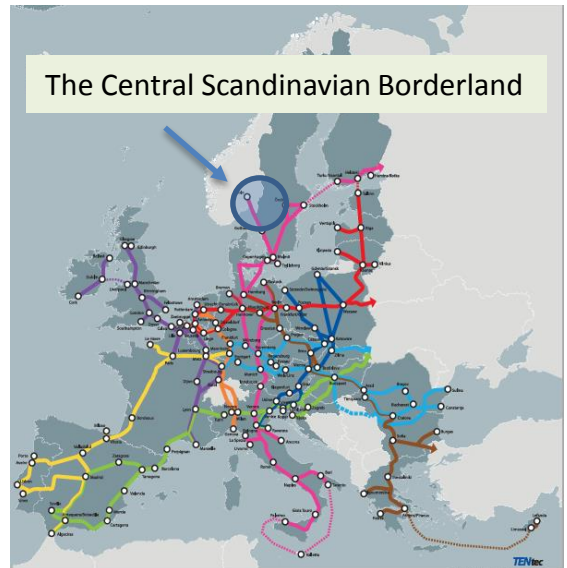
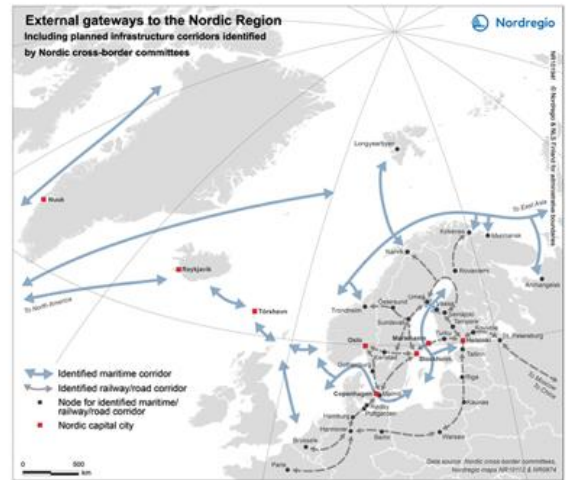
Development of a growth strategy for the Central Scandinavian Borderland through better transport connections in relation to the TEN-T core network.

Goals for the Pilot Case

1. Prepare stakeholders for planning and investments in infrastructure which connect the region to the TEN-T core network structure
2. Focus on the growth options by better connections, including trade and labour markets

Achieved results

- The establishment of a Nordic Transport Group was facilitated in 2017
- Roundtable was organized in Oslo 13th March 2017
- Prosperity and growth basic report and strategy for Karlstad Region elaborated by Transnorden Sweden in 2017



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Prosperity and Growth Strategy Karlstad Region

Background

Central Scandinavia borderland is a region situated on both sides of the Norwegian - Swedish border, covering a substantial part of the area between Stockholm and Oslo. The Scandinavian-Mediterranean corridor includes one link from Stockholm to Örebro, excluding the stretch from Örebro to Oslo, “the missing link”. This limits the opportunities for the region to attract investments and growth to reverse depopulation and economic stagnation trends in the borderland area of Värmland and Østfold. A key factor is the development of Karlstad, the biggest city in the region. The Swedish part of TENTacle concentrate its efforts to create a strategy for prosperity and growth, PGS, for Karlstad. To be included in the Scandinavian-Mediterranean corridor will facilitate transport system investments in the Karlstad Region and connect the region to a huge corridor, as well as large projects, which are taking place in several directions. If these projects are realized, Karlstad Region will be connected to tremendous markets.

Due to the goal of TENTacle, as well as the large collaboration of partners and countries, which is valuable when it comes to impact on the next revision of the Scandinavian-Mediterranean corridor, it is important that Karlstad Region has been included in TENTacle.

The above background means that the main goal of the PGS project is:

- That the corridors Oslo – Örebro and Gothenburg - Karlstad shall be included in the Scandinavian-Mediterranean corridor network.

A second goal is:

- That Karlstad Region´s labor market shall be extended with Oslo and Örebro regions and that a twin city co-operation between Karlstad and Örebro including Kristinehamn and Karlskoga shall be established



Work Process

Continuous activities

Dissemination of reports, meeting decision makers, writing articles in newspapers and running work-shops are carried out as parallel activities in order to mobilise public and market stakeholders for coordinated action to improve the access to the two national capitals, integrate public transport services and connect the local industries to international networks

Basic report

The first step is aimed at making a map of “what’s going on?” based on statistics, relevant reports and treatises. Some general development models used in academic research are used. Especially a model named “honeycomb” throwing light on the essential aspects of organizational and societal development. These tools are applied to a sample of fundamental processes in e.g. technology, business and society.

The second part of the basic report is a comparative study of three cities, Umeå, Karlstad and Växjö. They had equal positions forty years ago but have over the years developed differently. The question is Why?

Scenarios

The second project step is grounded on the findings in the basic report and will design some scenarios. Preliminary they are called Decline, Business as usual and Improvement. Scenarios will be used as input to the political discussions that will follow.

Strategy

The final step comprises design of a strategy and outlining of an action plan, primarily to reach the goals put up in the Improvement scenario.

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