

## Uttalelse om TEN-T til EU-kommisjonen

### Forslag til vedtak:

1. Styret vedtar vedlagte uttalelse

### Saksfremstilling:

#### Bakgrunn

EU-Kommisjonen gjennomfører en høring om TEN-T-programmet for perioden 2007-2013, der man ber om synspunkter på hvordan TEN-T regelverket har fungert i denne perioden. Det inviteres også til å komme med innspill på fremtidig utvikling TEN-T. Høringsfrist er 14. februar 2019.

TEN-T, det Trans-Europeiske Transportnett, er EU-kommisjonens overordnede policy for utvikling av et effektivt og bærekraftig transportnettverk i Europa. Dette skal bidra til effektiv flyt av varer og tjenester i det indre markedet, og sikre europeisk næringsliv konkurransekraft.

Norge deltar i TEN-T-programmet og de største europaveiene, jernbanestrekningene, havnene og lufthavnene er med i nettverket. Norge tok inn de reviderte retningslinjene for TEN-T i EØS-avtalen den 30.10.2015. Norge deltar i TEN-T gjennom EØS-avtalen på regelverkets side. Vi deltar imidlertid ikke finansielt, dvs. at vi ikke deltar i transportdelen av finansieringsordningen CEF (Connecting Europe Facility).

Osloregionen avga sammen med Østlandssamarbeidet en felles høringsuttalelse i november 2017, da kommisjonen hadde en høring om retningslinjene for implementering av TEN-T prosjekter og forslag til forbedringer. Høringssvaret, datert 07.11.2017 la vekt på den videre utviklingen av TEN-T, og det ble vektlagt tre hovedpunkter:

1. Den videre utviklingen av nettverkskorridorene og det nordiske triangelet.
2. utfordringer ved planlegging og finansiering av grenseoverskridende prosjekter og behov for teknisk bistand.
3. Nasjonale myndigheters rolle og behovet for å involvere regional myndigheter og interesser.

Osloregionens sekretariat foreslår at det i den pågående høringen, med høringsfrist 14. februar 2019, avgis et høringssvar som er i tråd med innspill av november 2017. Videre foreslås det å referere til noen hovedfunn i rapportene *OECD Territorial Reviews – The Megaregion of Western Scandinavia* og *SWECO-rapport utarbeidet for Osloregionen og Mälardalsrådet: Stockholm Oslo - En kartläggning av kontaktintensiteten mellom de två huvudstadsregionerna*.

Nedenfor er forslag til høringssvar fra Osloregionen. Sekretariatene i Osloregionen og Østlandssamarbeidet er koordinert slik at høringssvarene støtter opp om hverandre.

Formatet for høringen er et spørreskjema, der det vil være spørsmål om fremtidig utvikling som vil være relevant å besvare. Svar på disse spørsmålene er formulert nedenfor

**Forslag til hørings svar fra Osloregionen på spørsmål 20-21 i spørreskjema i høringen «Public consultation on the ex-post evaluation of the Trans-European Transport Network (TENT) Programme»**

20. In your opinion, is there still a need to continue EU financial support for infrastructure investment in the transport sector?

- Yes
- X Yes, albeit in a slightly different manner
- Yes, albeit in a significantly different manner
- No
- I don't know

20.b. Please specify

In recent studies the strong and increased collaboration between the Oslo region and the Stockholm region, and the Oslo region and Western Sweden is well documented. This collaboration is both on business-to-business and in academia. The recent reports are the following: "OECD Territorial Reviews – The Megaregion of Western Scandinavia" and SWECO-report on "A mapping of the intensity of collaboration between the capital regions Oslo and Stockholm" (in Swedish). At the same time the rail infrastructure in these corridors has not been developed according to the needs on person transport and freight transport. This is a loss for the regions, the countries and on EU-level, due to weaker international competitiveness and higher climate emissions and other environmental concerns, compared to a situation with an efficient and environmental friendly infrastructure.

The Oslo Region alliance wants to point out the need for increased financial support and progress in the development of rail-infrastructure in the Nordic Triangle.

21. What could the TEN-T do differently?

The response from the Oslo region alliance on this question is divided in three main points:

1. The further development of the core network corridors and the Nordic Triangle
2. Challenges on planning and financing cross-border projects and the need for technical assistance
3. The responsibility of national governments and the need for involving regional governments and actors.

As pointed out in our response on question 20, we refer to recent studies documenting the strong collaboration between the Oslo region and the Stockholm region, and the Oslo region and Western Sweden. The reports are the following: "OECD Territorial Reviews – The Megaregion of Western Scandinavia" and SWECO-report on "A mapping of the intensity of collaboration between the capital regions Oslo and Stockholm" (in Swedish). These reports are documentation of the needs for improved transport infrastructure, where the future development TEN-T will be of high importance.

The Scandinavian – Mediterranean Corridor, Oslo – Gothenburg connection

More than 2500 heavy trucks cross the Norwegian/Swedish border at Svinesund every day, and it is considerable growth in both passenger and freight traffic between Norway and the rest of Europe. In order to succeed in the ambition to shift more freight from road to rail, there is a need to give the rail connection between Oslo/Norwegian border and Gothenburg, and further on to the European continent high priority. As a comparison, one freight train crossing the Norwegian/Swedish border can carry the same number of containers as 40 trucks.

Norwegian and Swedish authorities should therefore as soon as possible, formalize the cooperation by establishing a common feasibility study, in order to start the planning of the rail link on the distance between Oslo and Gothenburg, and further south to the continent. In the further planning, there is also a need for assistance and support from experts in the TEN-T-program/European Commission.

The connection between Oslo and Gothenburg is in the Northern part of the Scandinavian Mediterranean Transport corridor, which is a prioritized corridor in TEN-T Network. We will emphasize the importance of strengthening the Oslo-Gothenburg connection in the revision of the TEN-T Network in 2021.

### Oslo – Stockholm

The Nordic Triangle was included in TEN-T Network in the programme period 2007-2013. However, the current TEN-T Network has omitted the northern leg of Nordic Triangle between Oslo and Stockholm. This is very unfortunate, not only for the development of the Nordic Triangle, but also for the development of the adjacent main transport infrastructure (Comprehensive network) in the Northern part of Nordic countries. In the planned revision of the TEN-T Network in 2021, we emphasize the importance of including the northern leg of the Nordic Triangle between Oslo and Stockholm.

Establishing a modern and more effective railway link between Oslo and Stockholm can reduce travel time between the two cities from 5 hours to 3 hours. This will lead to strengthened cooperation between the two capitals and increased growth and business development along the whole transport corridor. At present more than 1,4 mill passengers travel by air between Oslo and Stockholm. A strengthened railway link between the two cities will also improve the possibility for more freight on rail, especially between Europe/Continent and the northern part of the Nordic countries.

### Challenges on cross-border projects and the need for assistance.

Norway participates in the TEN-T Network as part of the European Economic Agreement (EEA), but Norway do not participate in the funding scheme Connecting Europe Facility. Some of the border-regions in Norway and Sweden have started to analyze how different financial and organizational solutions can be relevant for their cross border infrastructure projects. In this context the assembled competence and experience in EU would be of great benefit for the clarification and design of relevant infrastructure projects. This applies also to technical and wider economic benefit assessments and the clarification of possible financial support and contribution from EU in the planning and building phases of projects. Challenges on cross-border collaboration, involving national governments and transportation authorities in different countries, might imply regulatory and administrative barriers, and therefore create uncertainty and delays in the implementation of projects. EU has attained a considerable competence and experience regarding the planning and involvement in the development of different infrastructure projects. We encourage EU to include in the TEN-T guidelines how to overcome the barriers and how to take these challenges into account in an appropriate/beneficial manner.

### Including regional governments and actors.

When discussing cross border infrastructure projects EU has primarily communicated with the National Transport Authorities. It is our perception that the TEN-T guidelines and procedures have probably not been clear enough about the importance of a close and constructive cooperation with the *regional level* in third countries like Norway.

In its future TEN-T guidelines, EU should therefore encourage the national transport authorities to involve the relevant regions at an early stage in the process. This means information about the required process for proposing projects and information about the available administrative and technical support where EU can contribute. EU should further ask the national transport authorities to give an annual status report on TEN-T project(s) included in national transport plans. The national transport authorities should also organize annual meetings to clarify the status and progress for the relevant TEN-T projects. These procedures should be integrated in the revised TEN-T guidelines.