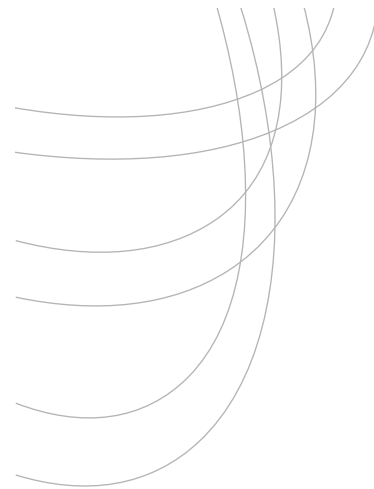


# The Öresund Committee's proposals to the Swedish and Danish governments for joint infrastructure priorities

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The Öresund Region is an important hub and an engine for growth for both Sweden and Denmark. This is why the Öresund Committee is taking an active role in the debate about future priorities for infrastructure investments in the two countries.





# The Öresund Committee's proposals to the Swedish and Danish governments for joint infrastructure projects

The Öresund Committee considers the following projects to be essential to the future of the region:

## 1. Link together the various areas within the region

### The Öresund Bridge

The most important links, from an Öresund perspective, are those across the Öresund Sound itself. While there is still some capacity on the Öresund Bridge, a number of major problems threaten the approaches. This applies particularly to rail access, where greatly increased regional rail traffic has to share the available track with goods trains and fast, inter-regional trains.

The Öresund trains are a real success story, but there is a growing need, however, to allow these services to expand significantly, for example in their use of Kastrup Station at Copenhagen International Airport.

### Fixed link between Helsingborg and Helsingør

At present, capacity across the Öresund Sound is sufficient to meet current demand. In the longer term, however, the opening of a fixed link to Germany in 2018, together with the anticipated rise in cross-border commuting across the Sound between Denmark and Sweden, will increase the pressure on the bridge and create a demand for greater capacity between Helsingør and Helsingborg. The Swedish and Danish governments should begin to investigate the possibilities and potential solutions for a fixed link between Helsingborg and Helsingør at the earliest possible opportunity. This investigation should also look at the connecting infrastructure on both the Swedish and Danish sides, and consider whether the fixed link can be financed through user fees as the Öresund Bridge is today.

### Major transport and commuting corridors

There are a number of infrastructure capacity problems on both sides of the Sound.

If the Sjælland Region [Zealand] and the Greater Copenhagen area are to develop as an integrated region, attention must be devoted to improving throughput and traffic fluidity on motorways and railways, and to making general improvements to the reliability, frequency and standard of comfort in public transport.

Links between provincial towns and growth centres on the Danish island of Sjælland can be strengthened by a new road from Kalundborg via Slagelse to Næstved and the Southern Motorway. This link will have a positive impact on both commuting and goods transport on Sjælland, and its importance will be further enhanced by a fixed link to Germany.

In Skåne, on the Swedish side of the Sound, priority has been given to the development of regional rail traffic with new routes and more frequent services. Here substantial investments are required in order to meet the very rapid growth in travel by expanding rail traffic and strengthening the rail network. In many places there is a need for greater track capacity and extensions to stations. Even today the Southern Main Line from Malmö to Lund and the West Coast Line north of Helsingborg are already congested.

On the road network there are initial indications of congestion problems in Malmö, Lund and Helsingborg. There is also a need to widen and improve the E6 motorway and parts of the E22, not least

to cope with the volume of through-traffic between Scandinavia and continental Europe, which is expanding rapidly.

## Links between the different geographical areas of the region

Another key to the integration of the Öresund Region is the many other links that connect different parts of the region. An expansion of regional rail and bus traffic, investment in new types of rail-bound traffic, improvements to busy main roads, and investments in hubs that facilitate interconnectivity between different modes of transport in the "start-to-finish" perspective of a journey are all particularly important contributions in this respect.

Malmö's "City Tunnel", scheduled to open in December 2010, has a significant role to play both for transport across the Sound and for the provision of traffic within Skåne itself. The tunnel will improve capacity and make it possible to introduce new regional rail services carrying more passengers. In this respect, it is essential that the consequential investment plans linked to this are actually implemented, so that the opportunities presented by the City Tunnel are exploited to the full.

There is also a great need for improvements to the network of minor roads in the region in order to improve accessibility, increase road safety, capitalise on the potential of bus traffic and contribute to other improvements in the local environment.

## 2. Improve external links to and from the Öresund Region



### The Fixed Fehmarn Belt Link

The construction of the Fixed Fehmarn Belt Link will play an important role in terms of improving external access to the Öresund Region. The agreement between Denmark and Germany about the establishment of a fixed link across the Fehmarn Belt is the first step towards a substantial improvement in connections with Hamburg and the economic centre of gravity in Western Europe. As far as Lolland and Falster in the southern part of the Sjælland Region are concerned, the Fehmarn Link will give these islands a central location on the trunk route between Hamburg and Copenhagen, and integrate the Sjælland Region more closely into northern continental Europe.

In terms of goods transportation, a link of this kind can enhance the competitiveness of rail transport and pave the way for more efficient and more environmentally friendly freight traffic between Scandinavia and Europe.

A Fehmarn Link will benefit both passenger transport and goods traffic by increasing capacity and reducing travel and transport times. This will have a positive effect both for southern Sweden and further afield by linking together the "Nordic Triangle" of Copenhagen, Oslo and Stockholm.

Freight transport from the Nordic countries to the major export markets on the European continent will also benefit, as the Feh-

marn Belt Fixed Link becomes the third key stage (after the bridges over Öresund and the Great Belt) in the creation of fixed links and green transport corridors between the Nordic countries and continental Europe.

To capitalise on the opportunities presented by the Fehmarn Link it is essential to make sure that there is sufficient capacity on major routes leading to and from the link itself, and that environmentally friendly transport alternatives are given an opportunity to compete with conventional traffic.

### **The region's major passenger transport hubs**

It is important that feeder services to the region's largest passenger transport hub, Copenhagen Airport at Kastrup, are optimised. The same also applies to the reliability of the connections provided by the Öresund trains and other regional rail services. Although Copenhagen Airport Kastrup are on Danish soil, approximately 30 percent of embarking and disembarking passengers are travelling to or from Sweden.

The possibility of a rail link to Malmö Airport has been investigated and it has been proposed that such a link should, indeed, be established.

### **Links with the rest of Scandinavia and the Baltic Sea area**

Europe (including Russia), Central Europe and Western Europe are important. The Öresund Region's location at the intersection of several important international transport corridors (for example, to Berlin, Hamburg, Scandinavia via Öresund, and north-west Europe via the Great Belt) is highly significant for the region's future role as an international hub.

### **High-speed links**

High-speed trains present an interesting opportunity to link together the various major cities of northern Europe. The Öresund Committee welcomes the Swedish enquiry into high-speed rail links and underlines the fact that high-speed trains are essential to bring the major cities of northern Europe closer together. This is especially appropriate with regard to the current review of the trans-European transport network (TEN-T) that has been initiated by the European Commission.

In the opinion of the Öresund Committee, the link between Stockholm and the Öresund Region possesses enormous potential and is of great significance for both the Öresund Region and Sweden as a whole. The Committee is therefore working to link the Scandinavian rail network to high-capacity corridors with connections to the network of new, high-speed rail lines that has been built in continental Europe. This will radically improve the potential for cross-border rail traffic in a north-south direction.

### **ESS in Lund/Copenhagen requires special analysis**

The decision to establish a scientific research facility, the European Spallation Source (ESS), in Lund/Copenhagen by 2018 will have major consequences for the region's infrastructure. It is therefore important to analyse how the establishment of the ESS in Lund and Copenhagen will affect traffic flows within the Öresund Region. Proximity to Copenhagen Airport played a decisive role in the decision to locate the facility in Lund/Copenhagen. In view of the fact that the ESS is the biggest ever research investment undertaken in Sweden, the importance of an efficient infrastructure to and from the facility can not be overstated.

## **3. Efficient freight transportation to the Öresund Region and Scandinavia**

### **Transit traffic through the region**

Much of the freight transported to and from Scandinavia and the rest of Europe passes through the Öresund Region. Transit traffic through the region places special demands on government investments in the main arteries of the road and rail networks and connections to the major ports. For the Nordic countries, the Öresund Region is a gateway to continental Europe.

### **Goods transport hubs and fixed links**

The infrastructure in the Öresund Region must be adapted to meet the increases in goods flows and reflect the changing patterns that are the result not only of the altered structure of Europe's economic geography, but also of the development of new technical solutions.

Moreover, the Öresund Region with its large population of some 4 million inhabitants, extensive trade and commerce, and sophisticated manufacturing industries, has its own pressing needs for efficient logistics and good potential for transshipments.

## **4. Develop joint planning**

### **Coherent, visionary planning**

As a border region, the Öresund Region makes special demands on innovative forms of cooperation. The process of integration, which has now really gathered pace, demonstrates a clear and growing need to see the region's transport system in a common context, and to take greater account than hitherto of the links between the Swedish and Danish components when making analyses, drawing up priorities and considering transport policy developments.

### **Greater inter-governmental cooperation across the Sound**

In order to pave the way for the infrastructure investments that need to be made, it is important to establish some form of coordination between the government ministries and the work of the transport authorities in Sweden and Denmark. The local and regional players in the Öresund Region already cooperate across a broad front to create the platform for development in the Öresund Region. One important example is the current Interreg project IBU (Infrastructure and Urban Development – Öresund) that is assuming a key role in producing infrastructure analyses that are of relevance for our region. Another important contribution will be made by the current project to formulate a cross-border development strategy for the entire Öresund Region. However, the part played by the respective states is hugely significant for the development of the region. It is absolutely crucial that the state-controlled infrastructure is developed. Representatives of the states, in particular the two governments, must also take an active part in planning and development work together with the regions and the local municipalities in order to capitalise on the potential that exists in an integrated region. It is therefore proposed that issues relating to the Öresund Region should be accorded special consideration in the work now facing the two governments as part of the process of reaching decisions about the future infrastructure policy of the two countries.

# The Öresund Committee

## – political cooperation in the Öresund Region

The Öresund Committee is the platform for regional political cooperation in the Öresund Region and works to create a region in which it is easy to live, work and study on both sides of the Sound that separates Denmark and Sweden.

The Öresund Committee consists of leading politicians from regional and local authorities in Skåne (Sweden) and on Sjælland

(Zealand, Denmark). The Swedish partners are Region Skåne, the City of Malmö, the City of Helsingborg, Lund Municipality and Landskrona Municipality. The Danish partners are the Capital Region of Denmark, Region Zealand, the City of Copenhagen, the City of Frederiksberg, Bornholm Regional Municipality and the Local Government Regional Councils for the Capital Region of Denmark and for Zealand.



Danish Ministry of Transport: [www.trm.dk](http://www.trm.dk)

In Sweden infrastructure matters fall within the remit of the Ministry of Enterprise, Energy and Communications: [www.regeringen.se](http://www.regeringen.se)

