
Scandria®Alliance

Position paper to the TEN-T revision process in 2021

Who we are

We are regions between Scandinavia and the Adriatic Sea that have closed an “Interregional Agreement on Establishing Scandria®Alliance for Territorial Cooperation along the Scandria®Corridor” in March 2019. The founding members are:

- Helsinki-Uusimaa Regional Council,
- City of Turku,
- Region Örebro County,
- Eastern Norway County Network,
- Region Skåne and
- Capital Region Berlin-Brandenburg.

Our common vision is to speed-up harmonised sustainable transport and regional development from Scandinavia to the Adriatic Sea. The major issues, we deal with, are the regional preconditions for the deployment of clean fuels in transport, the organisation of multimodal transport, the digitalisation of transport and logistics plus for seamless transport infrastructure and services across borders along the Scandinavian Mediterranean Core Network Corridor.

General issues

The position of the Scandria®Alliance sums-up the individual positions of the member regions in a common way and gives reference to the current strategic policy papers published by the EU like the Sustainable and Smart Mobility Strategy or directives, which are under revision like the Directive on the Deployment of Alternative fuels Infrastructure (DAFI). The Scandria®Alliance and its member regions are part of the corridor fora and involved in the discussion of the corridor work plans and TEN-T project lists.

Further, the Scandria®Alliance has taken into account the extension decision in the frame of the Connecting Europe Facility (CEF II) regulation. Especially the amendments in the norther parts of the Scandria®Corridor get a strong support of the member regions.

Finally, the Scandria®Alliance supports the wide and inclusive consultation process making it possible to integrate more relevant details into the new TEN-T regulation. We are aware that the open approach calls for smart and integrated financing schemes on European, national, regional level and as well as across sectors. Therefore, the member regions welcome the new extended European Climate, Infrastructure and Environment Executive Agency (CINEA). We understand that the implementation cannot be supported by the CEF only. Nevertheless, it gives the chance to set the important topics in a binding EU-regulation.

The following sections are of high relevance for a green, smart and sustainable corridor development. The Scandria®Alliance takes it for granted that the following passages are under the implementation of a multimodal transport system and the reduction of greenhouse gas emissions.

Urban Nodes - first and last mile connections to the CNC

The movement of freight and passengers needs good connections to the TEN-T network esp. to the core network corridors. From the Scandria®Alliance perspective (mainly the course of the Scan-Med) important locations of resource production, multimodal terminals and hubs for passenger transport as catchment points of a sparsely populated area need particular attention in their connectivity to the network as first mile. In this respect, the transport links to the extended sections of the Scan-Med and the North Sea-Baltic core network corridors have to be taken into account from the very beginning. The definition of first mile sections in the TEN-T context is not available yet and has to be elaborated.

First and last mile connections and the interfaces to the TEN-T network are combined in urban area, further urban nodes. Major challenges of urban nodes are limited capacities of transport infrastructure resulting in growing investment needs that cannot be met with limited public resources. The high interdependence between long-distance and urban transport is challenging since both are using same infrastructure resulting in conflicts. Further, there is a slow change in mobility patterns with a still high proportion of individual cars and a growing number of light duty vehicles due to increased e-commerce. And finally, there is a lack of formal planning and governance instruments allowing for an integrated spatial and transport planning across administrative borders.

The Scandria®Alliance recommends that the TEN-T regulation should include a more flexible definition of urban nodes as follows.

“An urban node is a functional area where long distance, regional and local traffic is interconnected. It provides access from and to the trans-European network, for both freight and passengers including first and last mile connections. An urban node consists of:

- transport infrastructure in the urban node being part of the TEN-T network or being functionally linked, including bypasses that increase the performance of the TEN-T network,
- access points to the TEN-T network like multimodal railway stations, multimodal terminals, ports or airports irrespective of the fact, whether they are included in the TEN-T network or not, provided that they are relevant for the interaction of the urban node with the TEN-T network,
- first and last mile connections to these access points.”

Additionally, the Scandia®Alliance recommends to include the development of bypasses in urban nodes, even though they are not part of the core network, in the funding priorities under the CEF.

Multimodal transport chains

The Scandria®Alliance supports a TEN-T policy which is ambitious in terms of reaching the goals of the European Green Deal. In addition to decarbonisation, the policy should contribute

to Europe meeting the broader sustainability goals of the UN 2030 Agenda for Sustainable Development.

In this regard, the Scandria®Alliance underlines the importance of promoting a modal shift to sustainable transport modes. Railway and sea constitute sustainable transport modes, as they are high-capacity and energy efficient transport modes. Transport by rail, inland waterways and sea has a potential for moving freight transport by heavy-duty trucks from the roads, mitigating congestion, pollution, and noise in urban areas. Thus, the TEN-T policy should have an increased focus on enabling multimodal transport chains for freight and persons, both long-haul transport and for first and last mile connections.

The Scandria®Alliance will strengthen the use of digital solutions in the transport sector by pilots. Digital solutions will be an important enabler for seamless multimodal mobility, which will make multimodal travels easier, more efficient and accessible, and reduce the reliance on private cars.

Green and smart mobility for freight and passengers by strengthening the multi-fuels approach

Although of transition towards zero-emission mobility took remarkably speed during the recent years, current investigations i.e. undertaken in Scandria®2Act and BSR Access Interreg BSR projects, show, that the ambitions of members states differ significantly. Scandria®Alliance regions are convinced that more effort is needed to coordinate national policies related to the deployment of necessary clean fuel infrastructure, alternative drives technologies but also to clean fuel vehicle market.

Especially from the corridor perspective it needs interoperable and continuous clean fuel infrastructure allowing the use of clean fuel vehicles in the entire TEN-T network, irrespective of national borders.

The Scandria®Alliance welcomes the initiatives of the European Commission under the Smart and Sustainable Mobility Strategy, especially the revision of the Alternative Fuels Infrastructure Directive, the Clean Vehicle Directive and the introduction of future proof air pollutant emissions standards (Euro 7).

The Scandria®Alliance member regions underline the need for a multi-fuel approach, treating alternative fuels equally depending on their economic viability, their optimum use range and the unique national prerequisites.

The Scandria®Alliance points out that corridor regions are very ambitious in meeting zero emission targets as a contribution to the achievement of sustainable development goals. They provide an enormous treasure of expertise and experience that will foster the development of intelligent and innovative solutions for zero emission mobility on the market. Especially the urban nodes are innovative front-runners and test-fields for solutions. Scandria®Alliance member regions are developing blueprints which could be applied in other parts of Europe.

The Scandria®Alliance calls for setting clear goals to reach a continuous, interoperable clean fuel infrastructure along TEN-T core network corridors, which become an obligation to be implemented by 2030.

Cross-border transport and highlighted sections of the corridor

The Scandria®Alliance is highly engaged in a harmonised corridor development along the core network corridors. By implementing sustainable and efficient transport services across Europe, the cross-border sections are significant to avoid bottlenecks and to guarantee undisturbed transport flows. Especially cross-border railway sections play a unique role in terms of a smooth and green transport between the European regions, increasing the connectivity between them regardless of national borders.

The Scandria®Alliance announces the following infrastructure projects of the individual member regions as highly prioritised. The listed projects are in no particular order.

- Oslo - Stockholm Railway (NO, SE)
- Oslo – Gothenburg Railway (NO, SE)
- Oslo – Malmö – Hamburg – Berlin (multimodal) (NO, SE, DE)
- Helsinki – Tallinn (FinEst Link) (FI, EST)
- Öresund Metro (SE, DK)
- Helsingör - Helsingborg fixed link (multimodal) (DK, SE)
- Berlin-Szczecin Railway (DE, PL)

Additionally, the Scandria®Alliance strives for possible bypasses – like reactivation or reconstruction of missing cross-border links (mainly rail and inland waterways) as alternative routes close to CNC relieving heavily used TEN-T infrastructure, strengthening transport system resilience as well as cross-border cohesion.

Governance

Multi-level governance processes are guiding key elements for a coordinated and harmonised implementation. The work needs a strong link between bottom-up and top-down by involving all relevant levels – regional, national and European. The Scandria®Alliance facilitates the multi-level governance approach, involving via its member regions stakeholders from regional, local, national, European level as well as the industry located in the member regions.

The Scandria®Alliance welcomes the work of the European Coordinators of the core network corridors and supports the proposed reinforcement of their work.

The Scandria®Alliance recommends strengthening the coordination between TEN-T policy and macro-regional Strategies. Thus, a continuation of the dialogue between DG MOVE, the European Coordinators and the DG REGIO and the coordinators responsible for transport of the European macro-regional strategies (here EUSBSR) would be highly appreciated. Especially in the frame of complementary funding opportunities.

Therefore, the Scandria®Alliance offers a platform for a multi-level governance exchange and transfer along the Scan-Med core network corridor.

Finally, the Scandria®Alliance consider it necessary to integrated platforms, alliances and initiatives along CNCs better in the direct consultation also with the EU/EEA member states as we are representing common positions of various regions.