



Date: 2018-09-05

To: European Commission DG MOVE, European Parliament TRAN Committee

Europaforum Norra Sveriges position on “Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (Brussels, 6.6.2018 COM(2018) 438 final).”

Europaforum Norra Sverige (EFNS) is a network for politicians at the local and regional levels from Norrbotten, Västerbotten, Jämtland Härjedalen and Västernorrland. EFNS is a meeting place and knowledge arena where EU policies are analysed and discussed as regards how they affect northern Sweden. EFNS monitors European issues to influence EU legislation, the EU’s strategies and action programmes and the EU’s budget. The objective of EFNS is to safeguard the interests of northern Sweden both in the European arena and in relations to the national level in matters with a clear European perspective.

Introduction

The EFNS region in northern Sweden has a long tradition of mining and forestry. The abundance of mineral and metal assets plays an important role for economic and social development. Norrbotten County represents 90 per cent of the EU’s iron ore production and together with Västerbotten County carries on a considerable production of other valuable minerals and metals, for example copper and gold. The four northern most counties represent 53 per cent of Sweden’s total woodland, which is also of major importance for the emergence of the biobased economy and production of e.g. pulp and paper, sawn timber, biofuels and biomass.

The Port of Luleå, which is a TEN-T Core Port, constitutes an important node for connecting TEN-T’s infrastructure. The Bothnian Corridor which stretches on both sides of the Gulf of Bothnia in Sweden and Finland is included in the TEN-T Core Network. The Bothnian Corridor links the transport system in our regions with the Core Network Corridor Scandinavian-Mediterranean and North Sea-Baltic Sea, both on land through the border passage Haparanda (SE)-Tornio (FI) and at sea across the Kvarken strait between Umeå (SE) and Vaasa (FI), as well as on the Iron Ore line and on the Mid Nordic Corridor. These passages create an important basic structure for the European transport system and for transport of essential raw materials and other processed products to the European market. Investments in these sections comprise a crucial contribution to fulfilling the commitment Sweden has accepted in the framework for European transport cooperation in accordance with CEF and TEN-T.

Access to EU markets for raw materials in northern Sweden requires functional road, rail and sea links. The OECD Territorial Reviews for Northern Sparsely Populated Areas (NSPA)¹ indicates the need for necessary infrastructure investments in both north-south transport routes to markets in the EU and also east-west transport routes to markets in Asia and westwards to the Atlantic and major international markets. This is also evident in the European Commission’s DG MARE’s report from the consultation on the Arctic, “Arctic

¹ OECD Territorial Reviews: Northern Sparsely Populated Areas:
<http://dx.doi.org/10.1787/9789264268234-en>



Stakeholder Forum². The greatest challenges today are a lack of reliability and robustness due to long single-track routes without the possibility of diversions, particularly on the main line through northern Sweden.

EFNS would like to draw attention to the fact that the regions of EFNS have a transport system that needs to be developed in both north-south and east-west directions. The challenge today is to secure connection to and from this system. It is justified in view of the large volume of goods that our region feeds into the transport system, mainly the railway system, and which has a major impact on the flows on the core network corridor between Scandinavia and the Mediterranean. The extension of the TEN T Core network is imperative for the development of the entire European transport system

Hereby the EFNS would like to give our views on the extension and the budget as proposed by the European Commission.

The EFNS view on the extension of the Corridors

- EFNS welcomes the European Commission proposal to extend the Trans-European Transport Network (TEN-T).
- EFNS welcomes the proposal of the European Commission to extend the Corridor network to northern Sweden and northern Finland. The corridor network in Sweden so far extends to only around 40% of the rail core network. The proposed extension of the Scandinavian-Mediterranean Corridor (ScanMed) will connect with the Swedish core ports of Luleå in Sweden and Narvik in Norway. Neither of these ports is currently included in the corridor network.
- EFNS welcomes the proposal of the European Commission to extend the North Sea-Baltic from Helsinki to northern Finland across the Gulf of Bothnia to Luleå in northern Sweden.
- EFNS emphasizes that the European Commission proposal to extend the Scandinavian-Mediterranean Corridor to northern Sweden and northern Norway comprises the area that is part of the Core Network and on which studies and works are ongoing. The extension reflects progress already made in developing the TEN-T core network, the corridor work plans of the European Coordinators and in-depth consultations with Member States Sweden and Finland and also with Norway.
- EFNS underlines that the extension of ScanMed is crucial for the completion of the network by year 2030. The extension will include large parts of the transport infrastructure in Sweden in the works of the corridor forum and other constellations carried out jointly at EU-level to facilitate the development and implementation of the ScanMed Corridor.
- EFNS emphasizes in addition that the extension of the Scandinavian-Mediterranean Corridor and the North Sea-Baltic brings benefits to European, national and regional development from several perspectives: Geopolitics, The Arctic (The proposed extension anticipates growing importance of the Arctic policy), A Coherent Union, Coordination of system planning³.

² ASF-report <https://publications.europa.eu/en/publication-detail/-/publication/6a1be3f7-f1ca-11e7-9749-01aa75ed71a1/language-en/format-PDF/source-60752173>

³ Europaforum Northern Sweden's standpoint on the EU's future transport policy with a focus on revision of the CEF Regulation as well as reflections on development of the TEN-T-system, adopted 22/02/2018



- EFNS is pleased that next to the core network, the Commission proposes to complement the development of the infrastructure with sections of the comprehensive networks in specific cases: cross-border links, including with third countries.

CEF Transport budget

- EFNS supports the continued high level of ambition in the budget for CEF Transport which is crucial in order to achieve the goals set in the TEN-T Regulation by year 2030.
- EFNS welcomes the new approach focusing the co-finance form of the CEF Transport on grants.
- EFNS welcomes the proposal of a clear focus on cross-border sections, in line with a higher co-funding rate.
- EFNS underlines the importance of financial support from the EU to develop the transport system which will create European added value and connect the major natural resources in the north to the entire Europe.
- EFNS welcomes the continued focus on classic infrastructure in CEF.
- EFNS welcomes the ambitious climate goals in the transport sector.
- EFNS welcomes the new initiative on CEF funding for civilian-military dual use transport infrastructure to adapt Europe's transport network to military requirements and to improve military mobility in the EU

Adopted at Europaforum Northern Sweden, 2018-09-05

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<http://www.europaforum.nu/wp-content/uploads/2018/03/efns-position-on-eus-future-transport-policy.pdf>