

Mid-Nordic Transport Corridor: The Norwegian Point of View

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National guidelines

- Climate change is a real challenge and must be taken seriously.
- The transport sector contributes significantly to emissions.
- Measures, cf. National Transport Plan (NTP): more freight on rail and sea
 - Strengthen accessibility of goods by road
 - Improve operational stability of railway
 - Encourage greater use of short-distance sea shipping
 - Grant schemes for investments in designated port
 - Grant schemes for port cooperation and goods concentration
 - Strengthen research and studies on transport of goods by sea and combined solutions
- National goods transport analysis



Key regional issues

- Electrification of the Meråker-line
- New logistics centre in Trondheim Region
- Trondheim Airport Værnes
- European Route E14



Electrification of the Meråker line



- The key to green transport in the future
- The county authorities in Trøndelag and Jämtland has formed «Elbanen Steinkjer-Trondheim-Storlien», an association which aims to facilitate planning and promote investment.
- Norwegian National Rail Administration started detailed planning in August 2012, financed by the county authorities in Trøndelag.
- The project has secured its funding through the Parliament's decisions on National Transport Plan 2014-2023.

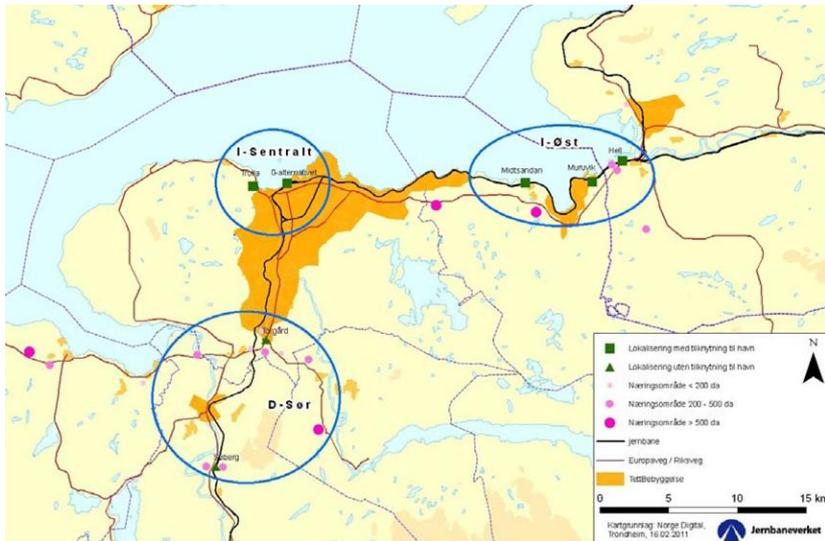


The Meråker Line.

- provides larger potential than what the current infrastructure has to offer.
- becomes important in the Mid-Nordic transport system, both for freight and passenger traffic.
- allows faster and more efficient freight.
- Electrification is the 1. step. Need for modernization.

Electrification of the Meråker line means lower costs and significantly lower emissions.

New logistics centre in Trondheim Region



Kart: Jernbaneverket

- There is need for a new and modern freight terminal in the Trondheim Region.
- Norwegian National Rail Administration recommended the concept of «combined south», with separate port and railway terminals.
- It is intended to create opportunities for an integrated solution even if the port and railway functions are split.
- Sør-Trøndelag county authority are taking additional investigations on the eastern alternatives, especially regarding intermodality.

New logistics centre in Trondheim Region (cont 'd)

- Logistic hubs: No agreement - no funds.
 "Not in my backyard!"
- Need for dialogue with the transport industry to find possible action
- The county invites participants to workshop where people discuss what can be agreed on.
- Need for regional transport stream analysis?



Trondheim Airport Værnes

- Over 4 million passengers passed through the airport in 2012.
- Aviation Forum Trøndelag works for increased traffic and needs a greater east-west focus
- Larger surrounds providing greater basis
- Better deals on international destinations
- For Norway: strengthen the airport's position
- For Mid-Nordic region: in combination with the train, a better international offer and opportunities for cooperation in connection with major events.





European Route E14

- The main thoroughfare between east and west, connecting Trondheim and Sundsvall
- Some funds in National Transport Plan (NTP) for remediation of bottlenecks
- Need for better communication and cooperation between Norway and Sweden? (cf. success with the Meråker line)



FUTURE

- EU Sulphur Directive gives Trøndelag and the Mid-Nordic region a special position with great opportunities.
- Continued need for Mid-Nordic cooperation. Mid-Nordic Committee as a basis?
 - Building on what we already have rather than building something new
- Need for political support at regional level
- Important to include and involve:
 - INTERREG
 - SØT cooperation (Sundsvall – Østersund – Trondheim)
 - Both public and private actors