



Round table discussion – written update from Region of Southern Denmark

Ordinary business meeting, Aberdeen, 19th of February 2020

Release of Environmental Impact Assessment of Central Jutland Highway

The Danish Road Directorate has released the EIA of Central Jutland Highway in January 2020 – the southern part of a new north-south highway in central Jutland. The project is of particular political interest for the 22 municipalities in the Region of Southern Denmark and the authority of Region of Southern Denmark, because the highway is one of three common political infrastructure priorities, which the municipalities and the regional authority seek to promote towards final national-political approval.

In short, the EIA concludes that the project has a less attractive economy than preliminary studies indicated. The analysis also concludes that the new highway offloads far less vehicles from the congestion-plagued highway E45 than the preliminary studies indicated. There is a public hearing on the EIA until 13th of April.

Mobility strategy of Region of Southern Denmark close to political approval (April 2020)

With connection to a new regional development strategy the regional council in Southern Denmark will be presented for (and will hopefully approve) a new regional (and the first of its kind) mobility strategy in April 2020. The mintage of the strategy will widely be based on partnerships with municipalities and regional and national mobility actors. It is among the primary goals to secure green transition of public and private transport (the regional busses), to prevent further congestion on the main highways of the region and to explore new mobility solutions for citizens living in areas of the region with absence of critical mass (and where public transport is ‘thin’).

National Political agreement on infrastructure in 2020

A new political agreement on infrastructure will, by all means, be presented in 2020 and possibly during autumn. The agreement will be facilitated and negotiated by the ruling party The Social Democratic Party, which has a political tradition for accommodating public transport. A new political agreement will be reviewed in light of the Government’s ambitious goals on green transition and their overall goal of 70% co2 reduction by 2030 (compared to the level of 1990), and it is expected that a new agreement on infrastructure (alongside a coming plan for climate and green transition) will contribute to the green transition of the transport sector and transport in general. In Region of Southern Denmark it is of particular interest to see how the transition of the regional public busses is handled with regards to schedule and demands.