North Sea Commission, Transport working group meeting

Aberdeen, Scotland   **2020.02.19**

News from Region Örebro:

Follow up meeting with DG Move regarding the Oslo-Stockholm line

There have been some progress after the North Sea Commission meeting on The future of the TEN-T, held in November last year. During the meeting Jonas Karlsson (CEO Oslo-Sthlm 2.55 AB) presented the Oslo-Stockholm business case on the meeting were Mr. Herald Rejutiers from DG Move were in the audience (and also held a presentation).

Three weeks ago Jonas was in Brussels for a follow up meeting with Mr. Reuijters who had also invited Martin Zeitler to the meeting (the right hand of ScanMed-coordinator Mr.Pat Cox).

Reujiters was well prepared an understood the problematics. The Oslo-Sthlm stretch is on the core network but it is not in the ScanMed-corridor. Therefore, the project has not been qualified to apply for CEF funding.

Mr. Reuijters told us that the European added value for this project is obvious and that he will do what he can to give his support the project.

Meanwhile the problem remains at the national level. Mr Reuijters told us that we need to go back to national level and speak to the Swedish representatives in the CEF-committee to encourage them to argue that the criteria for CEF-financing should be broadened so more projects/actors could apply.

Since then we have had two meetings with representatives on national level to lift this issues.

New buses in the Örebro regions public transport system

This autumn more than 120 new biogas buses were introduced in the regions public transport system. This means that we now have reached our goal for the public transportation to be run with fossil-free fuels by 2020.

We have about 300 buses, of which about half are run on biogas and the rest on HVO/FAME.

The future of the public bus trafic

The future of electrified bus traffic in Örebro is being investigated. One of the aspects is how the region should handle any crises and then the need for a large-scale evacuation of hospitals or parts of the area due to flooding, electricity outages in severe cold. How does it work with electric power then. Electricity is difficult to move and all crisis preparedness plans we have that, within the relocation of residents, depend on a functioning bus fleet.

Evaluation of the policy on the Rail Freight Corridors (RFC)

Region Örebro have also submitted an answer to the evaluation of the policy on the European Rail Freight Corridors (RFC). Se attached file, the document contains both a Swedish and English version.

Region Örebro County argues that it is important for the EU to promote the transfer of goods to railways and considers that the measures and tools introduced by the regulation correspond to the level of ambition set in the White Paper on transport. However, we believe that applications to and from a corridor should be given some priority as we feel that it does not always match nationally planned connection to the corridor situation as well as contributing to meeting the customer's needs in the transport chain. In particular, we would like to emphasize the importance of adjusting the ScanMed freight corridor in accordance with the new ScanMed core network corridor, including the Bothnian corridor with the freight route through Bergslagen included.

Region Örebro considers it important to include more actors in the advisory groups, where regions and other more strategic infrastructure alliances, (such as Mälardalsrådet, CPMR) have great added value in contribution to the work. Regions can signicicantly coordinate advisory actors (such as ports and terminals) that we have gound to be diccicult to include in the work o freight corridors. Similary, we want to emphasize the importance of good planning in order to create predictability for transport buyers.

Evaluation of the Regulation N°1315/2013 on Union Guidelines for the development of the Trans-European Transport Network Global Survey'
A survey from Region Örebro regarding the topic above have also been submitted. See attached file.