



## Resolution on the prolongation of the Scandinavian-Mediterranean Corridor

Approved by the North Sea Commission Annual Business Meeting – 13 June 2018 –  
Fredrikstad, Østfold (Norway)

The Jutland corridor runs from Hamburg and Schleswig-Holstein through Jutland, with maritime links to Western Sweden and South Norway [*see map below*]. The corridor is very important for the transport of freight from Scandinavia to the European continent, and makes a vital contribution to boosting long-term competitiveness, sustainable growth and employment in Scandinavia and Northern Germany. Furthermore, the corridor has a network of Ro-Ro ferries, and is thus also important for passenger traffic.

The Danish part of the Jutland corridor is part of the TEN-T Core Network, but the stretch from Taulov up to ports of Hirtshals and Frederikshavn is not included in the Scandinavian-Mediterranean Core Network Corridor (Scan-Med). Experience shows that this situation serves to limit the visibility of the northern part of the Jutland corridor among transport users and the funding opportunities from the Connecting Europe Facility (CEF) instrument.

The NSC contribution to the adjustment of CEF corridors from June 2017 therefore called for the inclusion of rail and roads links from Taulov up to the ports of Hirtshals and Frederikshavn in the Scan-Med Corridor. This was also supported in the final declaration from the NSC Annual Business Meeting in Göttingen in June 2017.

This call was also repeated in a letter from the Chairman of the North Denmark Region to the Danish Transport Minister from December 2017. The letter emphasised the importance of the Jutland corridor for the export-oriented industries, and as a link for transport from Scandinavia/North Atlantic to Europe. It also mentioned that the port of Aalborg has succeeded in launching rail freight services, and that Danish public funds have been granted to establish a rail freight terminal in the port of Hirtshals.

We were therefore very pleased to see that the European Commission in its proposal for a regulation for the CEF post 2020 from 6 June has indeed proposed that the Scan-Med Core Network

Corridor should be extended up through Jutland to the ports of Frederikshavn and Hirtshals. This is exactly what we are arguing for in this resolution.

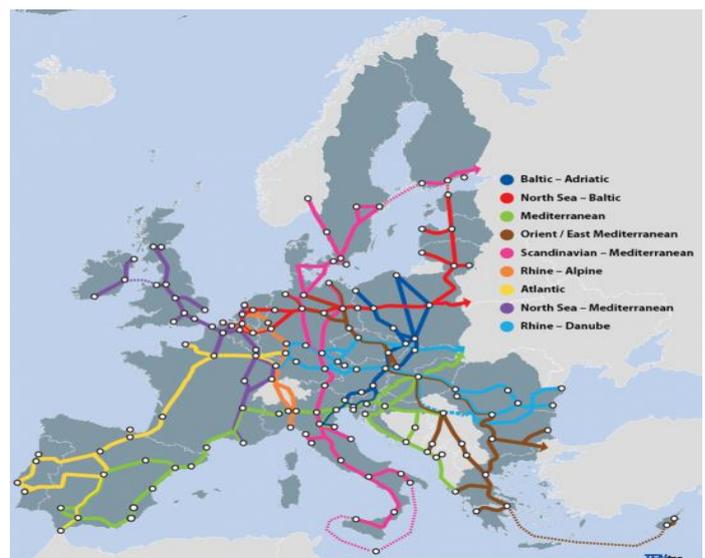
## RECOMMENDATIONS:

The North Sea Commission:

1. Calls on the European Parliament and the European Council to support the proposal of the Commission in the CEF regulation to extend the Scan-Med corridor from the current "end point" in Taulov up to the ports of Frederikshavn and Hirtshals in conjunction with the final adoption of the regulation and the upcoming revision of the TEN-T.
2. Also calls on the Norwegian Government to ensure that the rail and road links to the ports in South Norway are complying with TEN-T standards, and that the pace of infrastructure investments in this area matches the developments in the Danish side of the Jutland corridor.

The NSC would like to highlight that the port of Frederikshavn is serving important connections to Gothenburg (SE) and Oslo, in particular by RoRo/ferries. The Port of Frederikshavn was in 2016 together with the Port of Gothenburg awarded funding from the Motorways of the Sea priority under the CEF – which indicates high priority as part of the maritime dimension of the core network. The Northern part of the Jutland corridor links up to the Swedish sections of the Scan-Med corridor, and contribute to a more integrated corridor in line with actual freight flows.

The port of Hirtshals have RoRo/ferry connections to the ports of Kristiansand and Larvik in Norway, and also represents an important link to third countries.



Note: the nine TEN-T core network corridors are based on the CEF and TEN-T Regulations (1316/2013 & 1315/2013); they have been created as a coordination instrument to facilitate the completion of major parts of the core network of strategic importance.  
Source: European Commission, Directorate-General for Mobility and Transport, TEN-T Information System

### The CPMR North Sea Commission

The CPMR North Sea Commission represents 32 regional authorities in Denmark, England, France, Germany, the Netherlands, Norway, Scotland and Sweden. We have been working since 1989 to create partnerships between our members and to promote the interests of the North Sea Region in Europe, specifically in the fields of marine resources, accessibility and sustainable transport, energy and climate change and prosperous and sustainable communities.

We are part of the Conference of Peripheral and Maritime Regions, a leading regional interest organisation and think tank with 160 member regions across Europe.