

Investing into Transport Infrastructures

The way forward: priorities and responsibilities

Linda Thulin

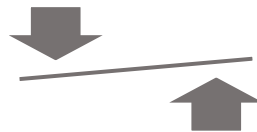
President Rail Freight Corridor Scanmed

A joint challenge across Europe

- Market demand of travels and freight transports
- Political ambitions
- Military Mobility
- Effect of major unexpected changes

- Meeting the demand, ambitions and the effect of major changes
 - Investments
 - Capacity
 - Reliability
 - Flexibility
 - Quality
- Regional, national, international perspective

- Satisfied passengers, citizens, enterprises and end users
- Satisfied Governments and EU
- Preparedness
- A Climate-Neutral Europe





Fehmarn Belt Link

**Connecting
Denmark
and Germany**

**Connecting
Scandinavia and
Continental Europe**

Femern belt Platform

The overall scope of the Femern Belt Platform is to create a forum where stakeholders together have an overview of the new potential and jointly work to maximize the effects when the tunnel open 2029 as part of the European transport network.

The platform focus on:

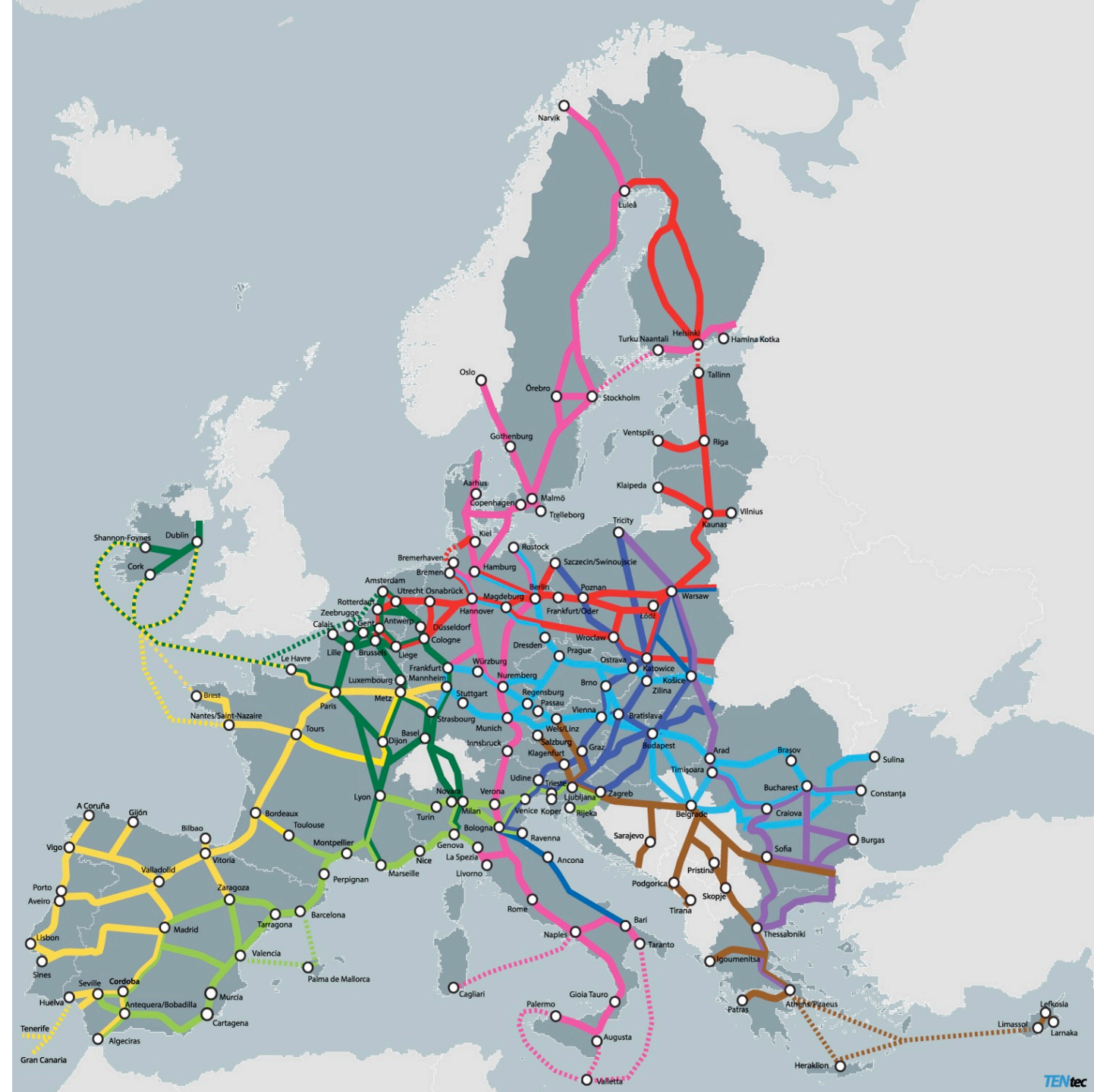
- Forecast
- Capacity
- Infrastructure
- Communication
- Traffic management and contingency planning
- Legal Matters



Platform North

- Increased demand
- New establishment of enterprises
- Military activity
- Political ambitions to become climate neutral by 2050

Cooperation is required at regional, national and international level and between stakeholders



Transport times Timetable

Line	2024	Target?
Oslo – Malmö	10h45min	
Oslo - Göteborg	6h 5 min	
Oslo - Trelleborg	11h 40min	
Hallsberg – Maschen	15h 20min	
Malmö - Maschen	8h 45min	
Malmö – Verona	31h 30min	
Maschen - Verona	23h 00min	
Maschen – München	13h 25min	
Wörgl – Verona	5h 30min	
München - Verona	8h 04min	



European planning?

- Regional plan + Regional plan = National Plan?
- National plan + National plan = European plan?

European plan + National Plan + Regional plan = European, national and regional competitiveness and climate neutrality 2050

Responsibility to define the European plan?



Vision and long-term capacity planning is needed in Europe



Vision

Green Deal –duplicate freight traffic and tripple passenger long distance traffic to 2050

Detailed *idea* regarding planning on how this can be achieved on the basis of market needs, military mobility and political ambitions

Visualising the future possible transport and travel times
Visualising smart transport solutions from "door to door".
Multimodality



Planning for investments/measures to achieve the vision

Based on the detailed idea of capacity planning

Which infrastructure would be needed? Which redundancy to ensure reliability and quality

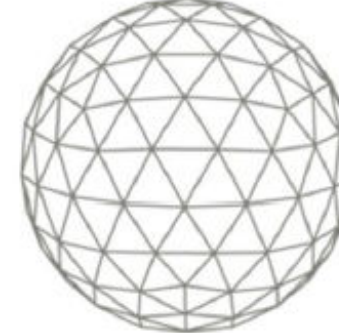
High uncertainty



Offering services to the market

Gaining market knowledge
Gaining knowledge of temporary capacity restrictions

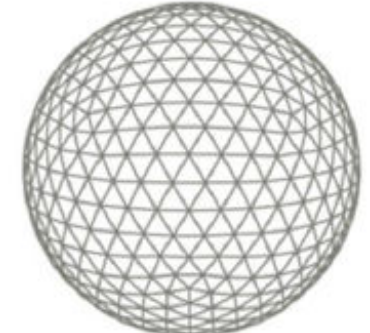
Uncertainty



Detailed request of capacity – traffic and construction works

Optimizing and finding the best socio and business economic solutions

Safeguard capacity for flexibility and later capacity needs



Allocation of capacity and optimization

Optimizing and finding the best socio and enviornmental economic solutions



Thank you



Cooperation

