



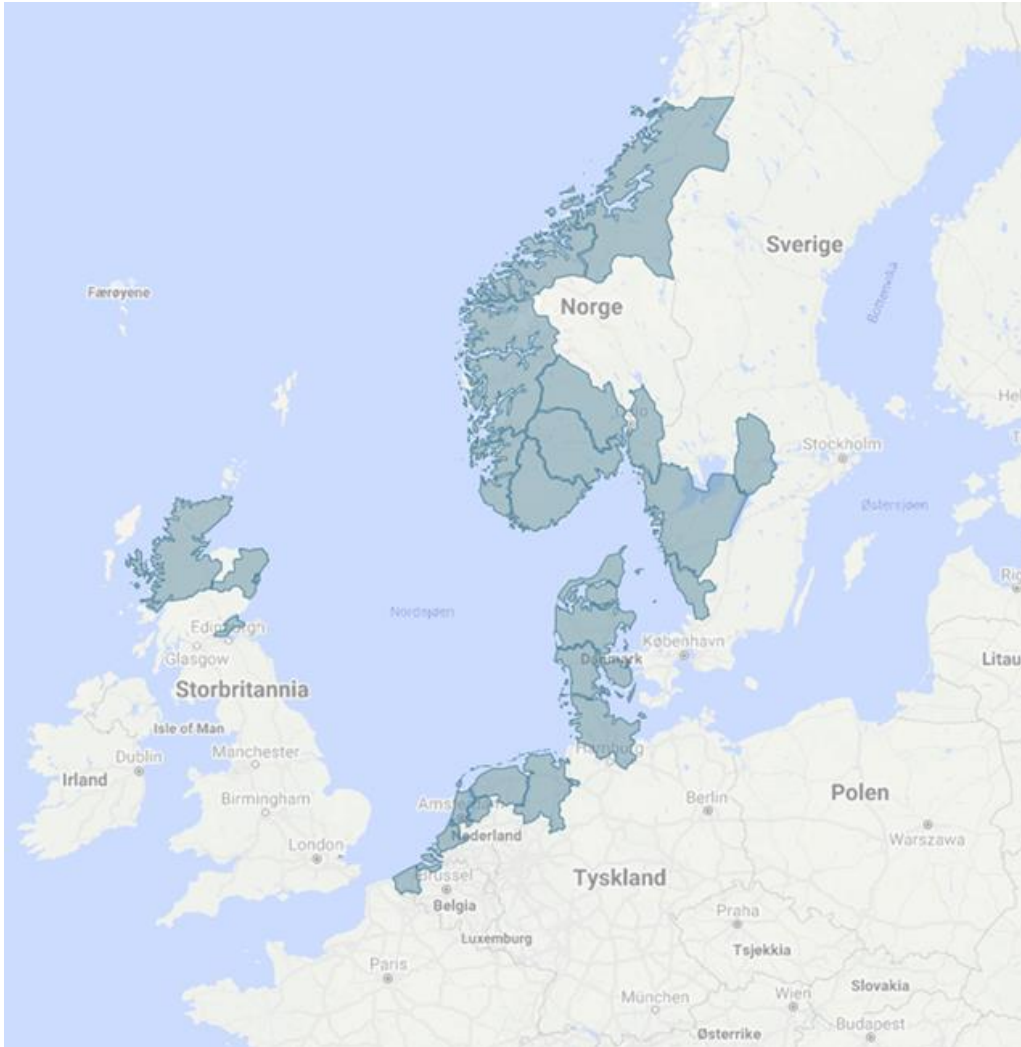
Jyllandskorridoren – og hvordan vi jobber med å fremme JK overfor EU

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Målrettet arbeid i CPMR Nordsjøkommisjonen



CPMR
NORTH SEA
COMMISSION

Position of the CPMR North Sea Commission on the proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013



Position of the CPMR North Sea Commission on TEN-T

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The North Sea Region (NSR) is one of the busiest and most intensively used seas in the world (with activities such as shipping, oil, gas, wind energy, fishing, aquaculture etc.). There is abundant export-based industry, and the economies are open to the world with considerable transport needs. Besides, there is a demand in the NSR for both efficient and green transport.

The NSR is a major transport hub in Europe and vital for the competitiveness and sustainable growth in the EU and neighbouring countries. There is a need for better connections between the urban and rural areas that make up the NSR, in order to support a balanced, polycentric spatial development.

The CPMR North Sea Commission (NSC) welcomes the proposal for a Regulation on guidelines for the development of the Trans-European transport network (TEN-T), and believes that the proposal contains many positive elements in line with our input to the consultation process. Nonetheless, the NSC believes that the following amendments should be made.

The NSC is pleased that the Jutland corridor has been included in the ScanMed corridor, as part of the adoption of CEF, which has been a long held position of the NSC. Nonetheless, the NSC regrets that some of our proposals for amendments to the TEN-T maps which were submitted in the consultation process have not been included, and asks the Member States involved and the European Parliament to put forward the following amendments in the upcoming legislative process:

- Include the Oslo-Stockholm railway in the European Transport Corridor ScanMed
- Upgrade the Rail/Road Terminal in Padborg (DK) to the Core network
- Include the ports of Hanstholm and Skagen (DK) in the comprehensive network.
- Include the cross-border section of railway from Emmen (NL) to Rheine (DE) in the comprehensive network.
- Include the new railway line from Amsterdam to Groningen (NL) - Lelystad - in the extended core network as a crucial part of the existing missing link in the TEN-T network between Amsterdam and Hamburg
- Consider adding urban nodes to the TEN-T maps for Norway in the process of updating the maps and in dialogue with the Norwegian Government



- The NSC supports the 2040 deadline for the implementation of the new extended core network, but stresses that this advanced deadline must be complemented by sufficient funding (recital 17).
- The objective of cohesion, in art. 4(b), needs to be clarified when it comes to fostering connectivity within the periphery of the EU by strengthening connections between population centres to facilitate more balanced regional development.
- There needs to be stronger funding commitments by the EU and Member States in order for the alignments of standards and requirements between the comprehensive and core networks to be realistic.
- The NSC calls for stronger obligations for cooperation with neighbouring countries, which should be reflected in art. 9. TEN-T should be ambitious in promoting interoperability with the transport networks of all neighbouring third countries (ex. Norway, UK).
- All relevant EU legislation, including TEN-T, should take the total environmental impact of fuel into account (art. 3). Impact should be based on a life cycle assessment covering all aspects, and not just the emissions generated when the fuel is used. There should be incentives for the deployment of biogas infrastructure for heavy duty transport throughout Europe in line with the minimum standards for LNG by 2025 in every Member State.
- Member States should also consult regions when developing action plans for a well-functioning multimodal freight terminal network in their territory, given their responsibility for regional development.



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Innspill TEN-T

- 1. Feb, TEN-T seminar i Brussel (hybrid møte) sammen med Østersjøkommisjonen med representanter fra EU
- Sommer 2022: Deltatt i høring på Europakommisjonens TEN-T forslag
- Høst 2022: Innspill til Europaparlamentets politiske behandling





Grønn Jyllandskorridor på Connecting Europe Days (1/2)

#ConnectingEurope
Days >>>



LYON > 28-30 JUNE 2022



Grønn Jyllandskorridor på Connecting Europe Days (2/2)



Green Jutland Corridor

- connecting transport networks
in across borders Western Scandinavia

A continuous, and green Jutland corridor

The Jutland corridor is a transport corridor in Western Scandinavia that connects Norway, Sweden and Denmark via Jutland with Hamburg and continental Europe. The Jutland corridor includes road, rail and sea transport. The transport corridor is of great importance for the companies, as well as for the development in the surrounding regions.

The transport contributes to economic growth and development, but also creates a demand for alternative solutions that can safeguard





Scandria alliance



Deltakelse som del av Østlandssamarbeidet i årsmøte til Scandria alliance i Berlin 2. november 2021. Innlegg om Jyllandskorridoren, ved Kåre Pettersen, VTFK, på Jernbaneforum

Innspill til TEN-T der Jyllandskorridoren blir trukket frem som en av flere prioriterte korridorer





Hva nå?

- Jobbe parallelt in mot EU (TEN-T, CEF) og nasjonale myndigheter (NTP)
- Fremme Jyllandskorridoren i nettverk og samarbeid
 - ScannMed Corridor forum – jyske regioner
 - ScanMed RFC – rolle for regionene?



Takk for oppmerksomheten!