



The Stockholm Mälardalen Region and the Development of the Trans-European Transport Network

Consultation response regarding the revision of the TEN-T Regulation



The regional land-use planning authorities and public transport authorities in the Swedish regions of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Östergötland and Gotland, are hereby submitting our joint response, through the Council for the Stockholm Mälaren Region, to the EU Commission concerning the revision of the Regulation on the Trans-European Transport System (TEN-T). The consultation response extends what the regions have stated previously regarding the cross-regional joint vision for the priorities for the Stockholm Mälaren Region's transportation infrastructure.

Summary

- The transport infrastructure co-operation of the Council for the Stockholm Mälaren Region welcomes the possibility to submit a response to the EU Commission's consultation to evaluate the TEN-T Regulation. The prioritisations in the En Bättre Sats cooperation of the Council for the Stockholm Mälaren Region coincides to a great extent with the prioritisations of the EU Commission for TEN-T.
- Reliable, efficient and sustainable transport to and from the Stockholm Mälaren Region are crucial to the competitiveness of the region, Sweden and associated European regions. Reduced mobility is not an option if the competitiveness of the Union is to be maintained.
- The Council for the Stockholm Mälaren Region supports the development of the TEN-T Regulation, but wishes to retain its principal focus on a developed transport infrastructure system. The division of TEN-T into two networks with two different time frames is a good planning model.
- That making the proper prioritisations within the transport infrastructure is a prerequisite for achieving the climate goals of the Paris Agreement. Along the TEN-T routes, there is a need to expand the use of sustainable fuels and combustibles, as well as an infrastructure for electric charging.
- The Council for the Stockholm Mälaren Region wishes to highlight the importance of Stockholm and Örebro (Hallsberg) continuing to be nodes in ScanMed and that all counties in the En Bättre Sats cooperation should be encompassed by the TEN-T core network. The urban nodes need to encompass the entire functional area around the nodes.
- An extension of the ScanMed Corridor in a north-south direction, and to the west towards Oslo, would bring value to the region and mark Örebro (Hallsberg) and Stockholm, respectively, as nodes rather than endpoints in the context of European trade.
- The waterways of the Baltic Sea and Mälaren are of growing significance to the international benefits accruing to the region. The "Motorways of the Sea" should be integrated and valued just as highly within TEN-T as the remaining land infrastructure. Stockholm's new port, Norvik, must be included in the corridor.
- The model with responsible corridor coordinators and corridor-related meetings is a success. Neither the mandate nor the focus of the work needs to be changed in the new Regulation.
- Openness to new technical solutions, the potential of digitalisation and the growth of new modes of transport will favour more innovative, efficient and sustainable transport solutions.

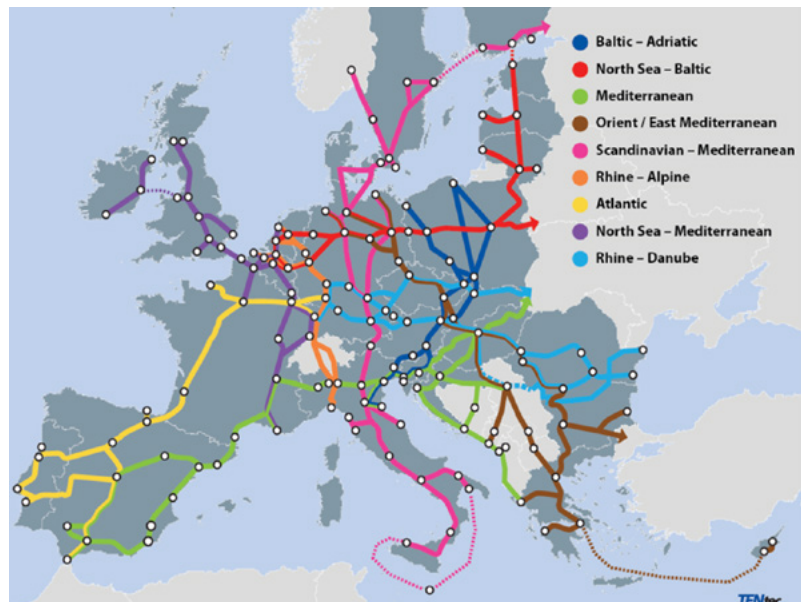




The Stockholm Mälars Region is growing and becoming increasingly important to the development of all of Sweden as well as the country's international competitiveness.

The Stockholm Mälars Region: half of Sweden's GNP is generated here

The Stockholm Mälars Region is growing and becoming increasingly important to the development of all of Sweden as well as the country's international competitiveness. By virtue of its location in central Scandinavia, the region serves an important function in the trans-European transport system (the Trans-European Transport Network, TEN-T). The ScanMed Corridor designated by the EU Commission in TEN-T, the Scandinavian-Mediterranean Core Network Corridor, runs through the region from the Baltic Sea in the east, continuing on to the south-east via Örebro and Östergötland, respectively.



The Trans-European Transport Network, The European Commission.

There are 4.3 million people living in the Stockholm Mälars Region, who collectively contribute 49 percent of Sweden's GNP. Estimates are that the population will increase by nearly 1.5 million inhabitants by 2050. The region comprises Sweden's largest consumer market, with extensive production of goods and large flows of goods in transit. Goods worth in excess of EUR 50 billion are exported from the region every year. In addition to this, there is the large value of exports that pass through the region every year as goods in transit along the ScanMed Corridor. Goods transport has been increasing in recent decades, first and foremost the long-haul lorry shipments as well as foreign sea-based transport. The EU Commission calculates that freight transport within the EU will increase by 80 per cent between 2005 and 2050 and that passenger traffic will increase by 50 per cent over the same period.¹

¹ Transport 2050: The major challenges, the key measures, MEMO/11/197

Reliable and efficient transports to and from the Stockholm Mälardalen Region are crucial to the competitiveness of the region, Sweden and connected European regions. The Stockholm Mälardalen Region is an important European transportation hub with transport flows in all cardinal directions. The railway and terminal operation in Hallsberg is a designated node in TEN-T and fulfils a vital function in the transfer of goods from road to rail. The Nordic Region's largest marshalling yard is located in Hallsberg, where over 500,000 train carriages are marshalled each year alongside the extensive goods handling at the Hallsberg Terminal. The region includes Arlanda, Sweden's most important international airport, with over 180 destinations and 28 million passengers per year. International ferry traffic also plays a large role in the region, first and foremost with the connections to Finland, the Baltic States and Poland. A total of 12 million passengers and 9 million tonnes of goods pass through Stockholm's ports every year. Two-thirds of all journeys to/from Sweden pass through the Stockholm Mälardalen Region.

Joint vision concerning the Stockholm Mälardalen Region's infrastructure priorities

The Council for the Stockholm Mälardalen Region is coordinating the transport policy cooperation programme, En Bättre Sats, which encompasses the county land use planning authorities and public transport authorities in the counties of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Östergötland and Gotland. In Stockholm County, Region Stockholm is the regional planning body. The counties are working together for a cohesive, sustainable region with infrastructure and public transport that makes the everyday lives of their population easier. The cooperation safeguards high national and international accessibility to the Stockholm Mälardalen Region.

The transport infrastructure co-operation is being led by a political committee with representatives of regional land use planning authorities and public transit authorities from the regions of the Stockholm Mälardalen Region. Within the co-operation, the regions have agreed on a common System Analysis for deficiencies and needs in the Stockholm Mälardalen Region's transportation infrastructure. The System Analysis emphasises the importance of viewing the Stockholm Mälardalen Region as a part of a larger national and international transport system.²

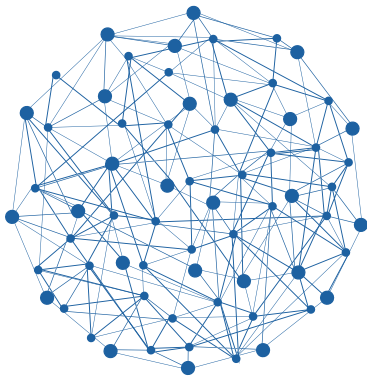
Goods worth in excess of EUR

50
billion

are exported from
The Stockholm
Mälardalen Region
every year.

**The Stockholm
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² System analysis 2020. The Journeys of the Future.



An overarching European policy level is important for achieving the goals of the Paris Agreement and of the Union concerning smarter and more sustainable transport for a competitive and resource-efficient transport system throughout Europe.

A joint objective for sustainable growth

In order to achieve the climate goals for 2050, a combination of a number of factors is required: for example, a reduction in car journeys, an increase in journeys by public transport, more advanced societal planning, technology development and more effective use of the transport system. However, other requirements are the replacement of fossil fuels by renewable fuels, efforts to manage resources and rewarding the most energy-efficient technology. The development of direct express services and public transport should be prioritised for environmental and capacity-related reasons. In order for it to be possible to transfer long-distance freight transport from road to rail and sea, more efficient multimodal transport will be required, with functioning connections and an increased capacity on our railways.

Action is required in areas of technology, legislation and planning, as well as a change in travel habits and a society that travels more sparingly. We consider that particular consideration must be given to areas such as a behavioural change towards less travel by car, increased travel by public transport and cycling, and a greater focus on combined mobility and the transfer of freight to rail and sea. Developments in the areas of building structure and the transport system are central to achieving a society with efficient transport. This development needs to be viewed from an overall perspective, and with an openness towards new technical solutions such as drones and vacuum tube trains. Paying greater regard to the potential of digitalisation, for example automation and the growth of new modes of transport, will favour more innovative, efficient and sustainable transport solutions and thus benefit both goods and passenger traffic.

Overall perspective required in the European policy

An overarching European policy level is important for achieving the goals of the Paris Agreement and of the Union concerning smarter and more sustainable transport for a competitive and resource-efficient transport system throughout Europe. Given the limited budgetary scope, efforts should be made where the benefits are the greatest. In addition to the obvious purpose of supporting cross-border projects, the European transport policy ought to be directed towards innovative transport solutions, multimodal transport chains and towards supporting the prioritised nodes and routes in the European transport system.

The implementation of joint standards in the Union benefits the planning of the infrastructure system as well as creating predictability for the traffic itself. At the same time, the transition to joint systems such as ERTMS must be done thoughtfully and in close dialogue with regional and national representatives. Studies show that there is a risk that ERTMS will be more expensive than estimated and lead to increased costs to transport operators and, in the future, consumers.

The increased costs of the introduction of ERTMS must not be allowed to lead to a reduction in passenger volumes and negative transfer effects where more commuters opt for the car and goods are transported by lorry. This would not be in line with the climate goals of the Commission, Sweden or En Bättre Sits.

The Stockholm Mälardalen Region takes a positive view of the European financing instruments for a better transport infrastructure in the Union. Investments in transport infrastructure at the EU level are very valuable for sustainable development and for enhancing the competitiveness of the Stockholm Mälardalen Region, Sweden and Europe, and these should continue to be prioritised. It is of great importance that the EU's programme and funds for infrastructure have a continued focus on the long term as well as strategic planning for good functionality in the trans-European infrastructure system. During the 2007–2013 programme period, the project funds granted to objects in the Stockholm Mälardalen Region amounted to EUR 100 million. Project funds have partly financed infrastructure projects to a value of EUR 1.3 billion. These include the Northern Link, East Link, Värtahamnen Port, the Port of Norrköping and the Rosersberg Combi Terminal.

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Effective use of the transport system required

From society's point of view, there are significant gains from transferring freight from road to rail and sea, mainly in the form of reduced emissions of greenhouse gases and less strain on and crowding of the land infrastructure. Effective use of all modes of transport in the transport system is needed. At present, however, there is no prevailing competitive neutrality regarding charges among the various means of transport, which acts as a barrier to such development. A transition will also place demands on both ports and fairways, as well as the associated land infrastructure (road/rail and terminals), which means that further measures will be required. Transshipment between modes of transport is also often felt to be too expensive compared with long-distance shipment by road to allow more intermodal shipments, and for this reason a technological development needs to take place.

Development of TEN-T on the basis of accessibility and sustainability

TEN-T has been under revision for a while. On 9 July 2019, the Council for the Stockholm Mälardalen Region's En Bättre Sits submitted a consultation response regarding the development of TEN-T. A further consultation, this time directed at the Commission's impact assessment on possible focuses and measures for the future Regulation, was submitted on 17 December 2020.

High national and international accessibility are prerequisites for the development of the Stockholm Mälär Region, and require the infrastructure development at national and European levels to interact with the cross-regional prerequisites and ambitions in the Stockholm Mälär Region.

High national and international accessibility are prerequisites for the development of the Stockholm Mälär Region, and require the infrastructure development at national and European levels to interact with the cross-regional prerequisites and ambitions in the Stockholm Mälär Region. The Council for the Stockholm Mälär Region supports the development of the TEN-T Regulation, but wishes to retain its principal focus on a developed transport infrastructure system and its areas of demarcation. For example, air quality and noise planning should not be included in the corridor work.

Different standards and qualities for rail and road mean that high levels of emissions are generated through losses of efficiency. The Stockholm Mälär Region concurs with the proposal by the EU Commission that there should be an adjustment of the quality levels in the TEN-T infrastructure in order that this can increase efficiency and help to reduce climate change emissions.

We welcome the fact that, in the impact assessment, the Commission notes the importance of paying greater regard to the sustainability aspect when implementing the European transport network. Moreover, we consider that the socio-economic calculations during infrastructure planning should place greater emphasis on climate-related added value.

There need to be flexible transitions between aircraft, long-distance/ express trains, regional trains and other local public transport. Moreover, sufficient capacity is needed in order to increase railway competitiveness, for transit traffic as well as for facilitating the development of a sustainable transport system. This also involves a realisation of the trans-European core network (TEN-T) within the timescales determined, and adaptation to the “Motorways of the Sea”, i.e. sea freight both inside and outside the region, including shipping on Lake Mälär. Furthermore, the coordination between the core network corridors and rail freight corridors (RFCs) should be strengthened.

The Council for the Stockholm Mälär Region shares this problem profile and sees the need for a joint goal of high accessibility to alternative fuels along TEN-T and for the links between TEN-T and the trans-European energy network (TEN-E) to be strengthened. Shortcomings in these regards affect and impair the use on the market of vehicles with zero or very low emissions. The Stockholm Mälär Region welcomes the EU Commission’s proposed policy change in order to ensure the continuous coverage of alternative fuels and an increased used of biofuels and electric charging along the TEN-T routes. We would additionally like to add that biofuels should be included in this paper in order to include a broader diversity of sustainable fuels and combustibles.

In its impact assessment, the EU Commission points out that better preparedness of the TEN-T infrastructure is required in the areas of dealing with unforeseen events, such as security threats or extreme weather and natural disasters. The Council for the Stockholm Mälars Region views the securing of a high structural quality of infrastructure and high level of resilience in the system as positive. Added to this is safety along the European transport corridors. For example, through the cross-regional goods strategy for the Stockholm Mälars Region, the need for safe and secure parking areas for road freight has been pointed out.

Good planning through two networks

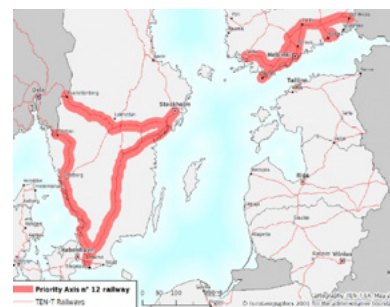
The En Bättre Sits cooperation of the Council for the Stockholm Mälars Region sees great value in the system of core network corridors and an overall network that has been established. The division into two networks with two different time frames is a good planning model. The core network corridors function both as support as well as a point of departure for the planning at the national and county levels and tie regions and hubs of commerce together between the member states.

Corridor coordinators are central to the joint dialogue

The model with responsible corridor coordinators and corridor-related meetings with invited representatives from parties along the corridor is a success. We consider that neither the mandate nor the focus of the corridor coordinators needs to be changed in the new Regulation. In the event of any extended mandate, this should be able to include areas such as alternative fuels and digitalisation, with a view to achieving the timely fulfilment of goals. The Council for the Stockholm Mälars Region stresses the importance of a more detailed and joint dialogue between the European, national and regional levels, with a view to providing for the possibilities and needs for infrastructure development at different levels.

The Stockholm Mälars Region has several important nodes in TEN-T

Important TEN-T nodes in the Stockholm Mälars Region are the railway terminals in Hallsberg and Stockholm (included in the core network) and the airports in Stockholm (Arlanda and Bromma), Nyköping, Visby and Örebro, of which only Arlanda is included in the core network. Among the ports, the Port of Stockholm is included in the core network, whereas the ports of Köping, Västerås, Kapellskär, Nynäshamn, Södertälje, Oxelösund, Gotland, Norrköping, Grisslehamn and Gävle are included in the overall network.



The Government of Sweden. Memorandum/5 October 2018/IN2018

The Council for the Stockholm Mälars Region wishes to emphasise the importance of Stockholm and Örebro (Hallsberg) continuing to be nodes as per the present formulation and of the EU Commission not revising the formulation of the corridor in these respects. The Council for the Stockholm Mälars Region supports the Swedish Government's proposal that Hallsberg be stated explicitly in the ScanMed Corridor and not just Örebro as per the formulation of the present Regulation.

The transport infrastructure in the Stockholm Mälars Region meets to a large extent the guidelines for TEN-T, for both the overall network as well as the core network. The infrastructure that still does not meet the TEN-T standard is specified in selected points below and must be attended to with respect to the entirety of the European transport system.

- The East Coast Line between Stockholm and Uppsala and further to the north, which needs to be upgraded in order to improve the connections between Central and Northern Sweden.
- The East Link, which encompasses new double tracks for high-speed trains between Stockholm/Järna and Linköping, in order by extension to better connect Stockholm, Malmö and Gothenburg as well as to improve the connections to Denmark and Germany.
- The infrastructure between Stockholm and Nynäshamn needs to be upgraded in order to improve accessibility between modal centres in Stockholm. Both rail and road infrastructure, such as the Södertörn Interconnection. Efforts here will be of special importance for Stockholm's new port, Norvik.
- In order to maximise the benefits to freight transport in the Stockholm Mälars Region and make use of the investments made in ports, fairways and canals in Mälaren, a new Hjulsta Bridge will need to be built.
- Capacity enhancements need to be made on the E4 north of the Stockholm Bypass in order to reinforce accessibility to Arlanda (part of the core network).
- E18: Capacity increase on the Köping-Västjädra section, for increased accessibility and road safety.
- Hallsberg Railway Station, which must be expanded coherently and with a system perspective in order for longer (750 metre) and heavier trains to be able to be run in accordance with the requirements for the TEN-T network.
- The railway between Hallsberg and Degerön, which needs to be upgraded in order to create better conditions for goods on the railway.

A broader definition of urban nodes is required

In order to ensure the proper functioning of TEN-T corridors, a broader definition of urban nodes is required. The urban nodes need to encompass the entire functional area around the nodes, and also include regional areas around an urban centre. The routes within TEN-T need to be properly connected both to modal hubs and to the regional-local transport system. This is important not least in order to meet the goals of sustainable travel and a transport-efficient society.

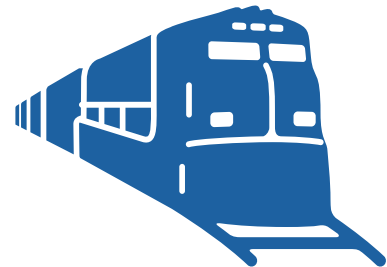
The entire Stockholm Mälardalen Region as part of the ScanMed Corridor

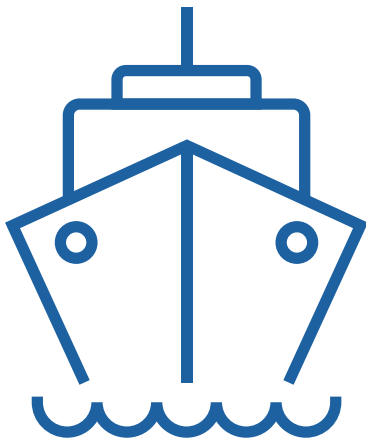
The Stockholm Mälardalen Region is an important Scandinavian transport hub with north-south flows along the Hamburg-Copenhagen-Malmö axis to the Stockholm Mälardalen Region and Central and Northern Sweden. This is in addition to the east-west flows along the Oslo-Stockholm Mälardalen Region axis and further on to Mariehamn, Turku (Åbo), Helsinki and the rest of the Northern Growth Zone in Finland. Goods and passenger traffic moving along the routes are of importance to parties far beyond Sweden's borders. One example is the heavy freight transport that passes through the region as transit traffic in a north-south direction from mines in Northern Sweden to industries on the continent.

It is important that the entire Stockholm Mälardalen Region be viewed as a part of the ScanMed Corridor, because all the counties have a direct bearing on the integration of the traffic system. The Council for the Stockholm Mälardalen Region wishes to highlight the value of all counties in the En Bättre-Säms cooperation being encompassed by and being named in the ScanMed Corridor as well as them being able to participate in the EU's programme and funding in the infrastructure area. The Council for the Stockholm Mälardalen Region wishes furthermore to emphasise the importance of this programme and funds having to contribute to the fulfilment of the Paris Agreement as well as continuing to focus on the long-term and strategic planning for good functionality in the trans-European infrastructure system.

The Commission has proposed an enlargement of the ScanMed Corridor to Central and Northern Sweden. The Swedish Government has presented a special clarification concerning the route between Örebro (Hallsberg) and Gävle (Söderhamn). An extension of the ScanMed Corridor as per the Commission's and the Swedish Government's proposal would bring value to the region, because this would mark both Örebro and Stockholm as parts, rather than endpoints, in the context of European trade. The discussion also encompasses a south-north link from Östergötland to the north via Örebro to Sandviken (Mjölby-Storvik). A passage to the side of Stockholm would reduce the traffic loads in the eastern parts of the Stockholm Mälardalen Region.

The Council for the Stockholm Mälardalen Region wishes to emphasise the importance of Stockholm and Örebro (Hallsberg) continuing to be nodes as per the present formulation and of the EU Commission not revising the formulation of the corridor in these respects.





In the impending revision, Stockholm's new harbour for ro-ro goods and containers at Norvikudden outside Nynäshamn (Norvik) must be included in the corridor.

The Nordic triangle's northern leg (Oslo-Stockholm) connects two of the Nordic capitals and was one of the designated routes in the 2007–2013 TEN-T period. Conversely, it was not a prioritised route for the 2014–2020 programme period. The Oslo-Stockholm route – with the important traffic on the Svealand Line and Mälaren Line – is very important to the population, business community and the seats of higher education along the route and ought to be included in the ScanMed Corridor.

Integrate the Motorways of the Sea in TEN-T

The Baltic Sea area is of growing significance to the international benefits accruing to the Stockholm Mälaren Region. The Council for the Stockholm Mälaren Region therefore considers that the fairways across the Baltic Sea designated in Motorways of the Sea must be viewed from an overarching perspective and clarified as a link in the ScanMed Corridor as well as to the North Sea-Baltic Corridor on the other side from the Baltic Sea. The Council for the Stockholm Mälaren Region supports the Swedish Government's view that icebreaking is central to maintaining the connections between Sweden and Finland and the other Baltic States. There is great potential in the Stockholm Mälaren Region in developing waterborne city logistics and regional freight transport. Here, shipping on inland waterways – i.e. inland shipping – plays an important role and should be integrated and valued just as highly within TEN-T as the remaining land infrastructure.

In the impending revision, Stockholm's new harbour for ro-ro goods and containers at Norvikudden outside Nynäshamn (Norvik) must be included in the corridor. The Port of Gävle at present belongs to the overall network, but a revision of the port's status in relation to the core network should be performed owing to the port's function for the import of aviation fuel for Arlanda.

All policy options need to be included

In the impact assessment published by the EU Commission, three policy options are presented to address the three problem areas. The three options are to develop the infrastructure, enhance its quality and promote digitalisation and innovation within TEN-T routes. The Stockholm Mälaren Region considers that the intention of the TEN-T Regulation can only be achieved if the continuing work impacts on and deals with all policy areas.

Continued dialogue for a developed transport network

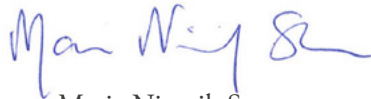
Reliable and climate-efficient transport to and from the TEN-T network is crucial to the competitiveness of both the Stockholm Mälardalen Region and Sweden, as well as for meeting the regional, national and international climate obligations. The ambition of the Council for the Stockholm Mälardalen Region is to continue the dialogue and strengthen the work at the national and EU levels in order for the Stockholm Mälardalen Region to become a powerful component of the European transport network. The Council for the Stockholm Mälardalen Region would be pleased to provide more information on the cross-regional and joint vision and priorities for the Stockholm Mälardalen Region's transport infrastructure.

COUNCIL FOR THE STOCKHOLM MÄLARARLEN REGION



Kristoffer Tamsons (M)

Chair



Maria Nimvik Stern

Secretary General

Samråd avseende revideringen av TEN-T-förordningen

Länsplaneupprättare och kollektivtrafikmyndigheter i Stockholms, Uppsala, Västmanlands, Örebro, Sörmlands, Östergötlands och Gotlands län som samarbetar i En Bättre Sits lämnar genom Mälardalsrådet här ett gemensamt svar till EU-kommissionens samråd om revideringen av förordningen om det transeuropeiska transportsystemet (TEN-T). Samrådsvaret bygger vidare på vad länen tidigare yttrat avseende den storregionala samsynen om prioriteringarna för Stockholm-Mälardalsregionens transportinfrastruktur.

Sammanfattning

- Mälardalsrådets En Bättre Sits-samarbete välkomnar möjligheten att inkomma med ett svar till EU-kommissionen. Prioriteringarna i Mälardalsrådets En Bättre Sits-samarbete sammanfaller i hög utsträckning med EU-kommissionens prioriteringar för TEN-T.
- Tillförlitliga, effektiva och hållbara transporter till och från Stockholm-Mälardalsregionen är avgörande för såväl regionens som Sveriges och anslutande europeiska regioners konkurrenskraft. Minskad rörlighet är inte ett alternativ om konkurrenskraften i unionen ska upprätthållas.
- Mälardalsrådet stödjer en utveckling av TEN-T-förordningen, men vill behålla dess huvudsakliga inriktning mot ett utvecklat transportinfrastruktursystem. Uppdelningen av TEN-T i två nät med två olika tidshorisonter är en god planeringsmodell.
- Att rätt prioriteringar görs inom transportinfrastrukturen är en förutsättning för att nå klimatmålen inom Parisavtalet. Längs TEN-T-stråken behövs en utbyggnad av hållbara bränslen och drivmedel, som biobränslen och en infrastruktur för elladdning.
- Mälardalsrådet vill understryka vikten av att Stockholm och Örebro (Hallsberg) fortsätter vara noder i ScanMed och att samtliga län i En Bättre Sits-samarbetet omfattas av TEN-T:s stamnät. De urbana noderna behöver innefatta hela det funktionella området kring noden.
- En förlängning av ScanMed-korridoren i nord-sydlig riktning och i västlig riktning mot Oslo, skulle medföra värden till regionen och tydliggöra Örebro (Hallsberg), respektive Stockholm, som noder, snarare än ändpunkter i den europeiska handelskontexten.
- Östersjöns och Mälarens vattenvägar har en växande betydelse för regionens internationella utbyte. Havets motorvägar bör integreras i och värderas lika högt inom TEN-T som övrig landinfrastruktur. Stockholms nya hamn Norvik måste inkluderas i korridoren.
- Modellen med ansvariga korridorssamordnare och korridorsvisa möten är framgångsrik. Varken mandatet eller inriktningen för arbetet behöver förändras i den nya förordningen.
- Genom öppenhet för nya tekniska lösningar, digitaliseringens potential och framväxten av nya transportmedel gynnas fler innovativa, effektiva och hållbara transportlösningar.



The Council for the Stockholm Mälardalen Region coordinates the cross regional transportation policy co-operation programme, “En Bättre Sits”, which encompasses the eight Swedish regions of Stockholm, Uppsala, Västmanland, Örebro, Sörmland, Östergötland and Gotland. The regions work together for a cohesive, sustainable region with infrastructure and public transport that makes the everyday lives of their population easier and to support transport flows to, from and through the Stockholm Mälardalen Region in Sweden. The co-operation safeguards high national and international accessibility to the Stockholm Mälardalen Region.



MÄLARDALSRÅDET

malardalsradet.se

THE COUNCIL FOR THE STOCKHOLM MÄLAR REGION