

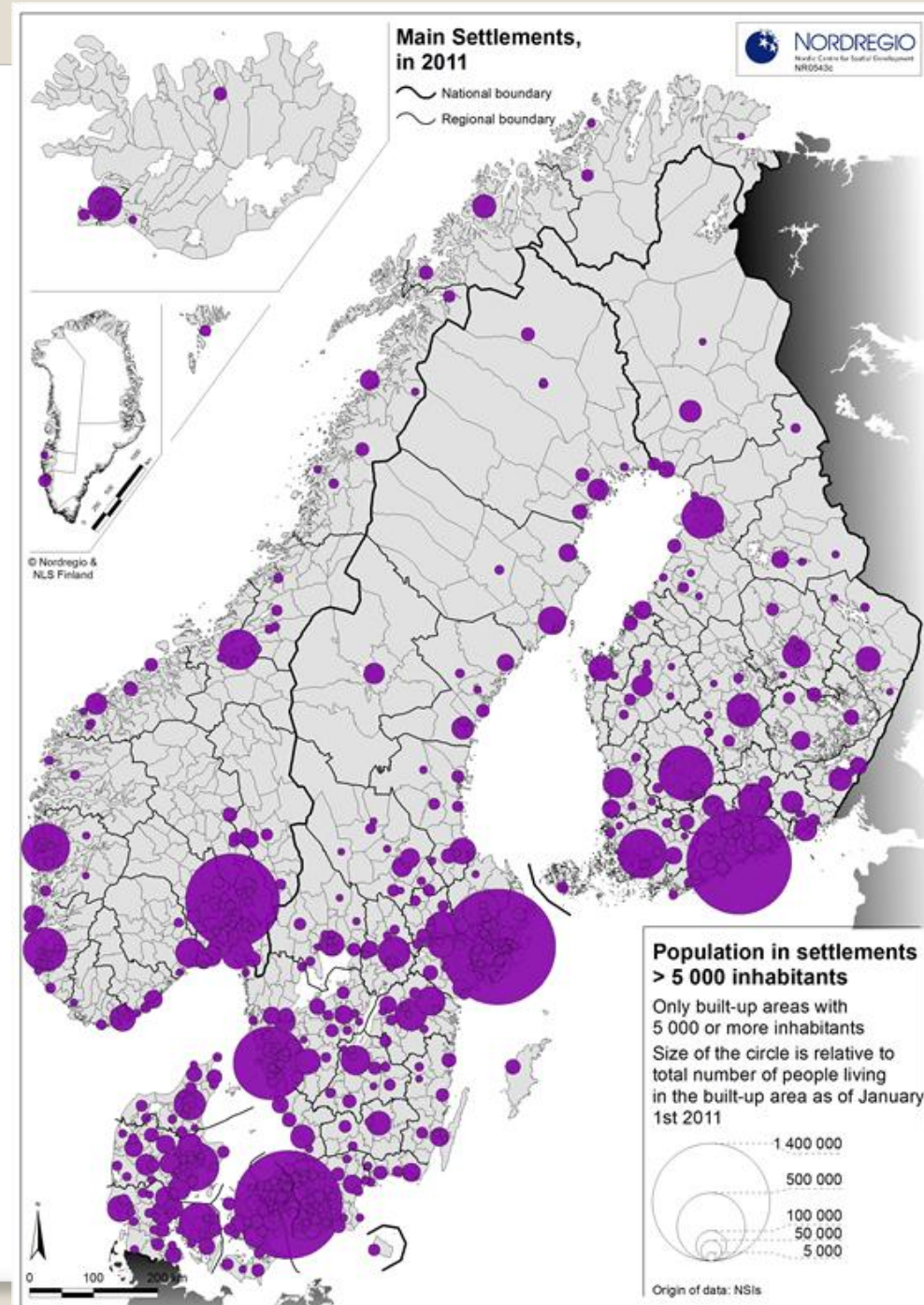
# The Nordic Triangle and the Oslo-Stockholm- St. Petersburg Axis

Mayor of Askim Thor Hals  
Siauliai, 29th Nov 2012

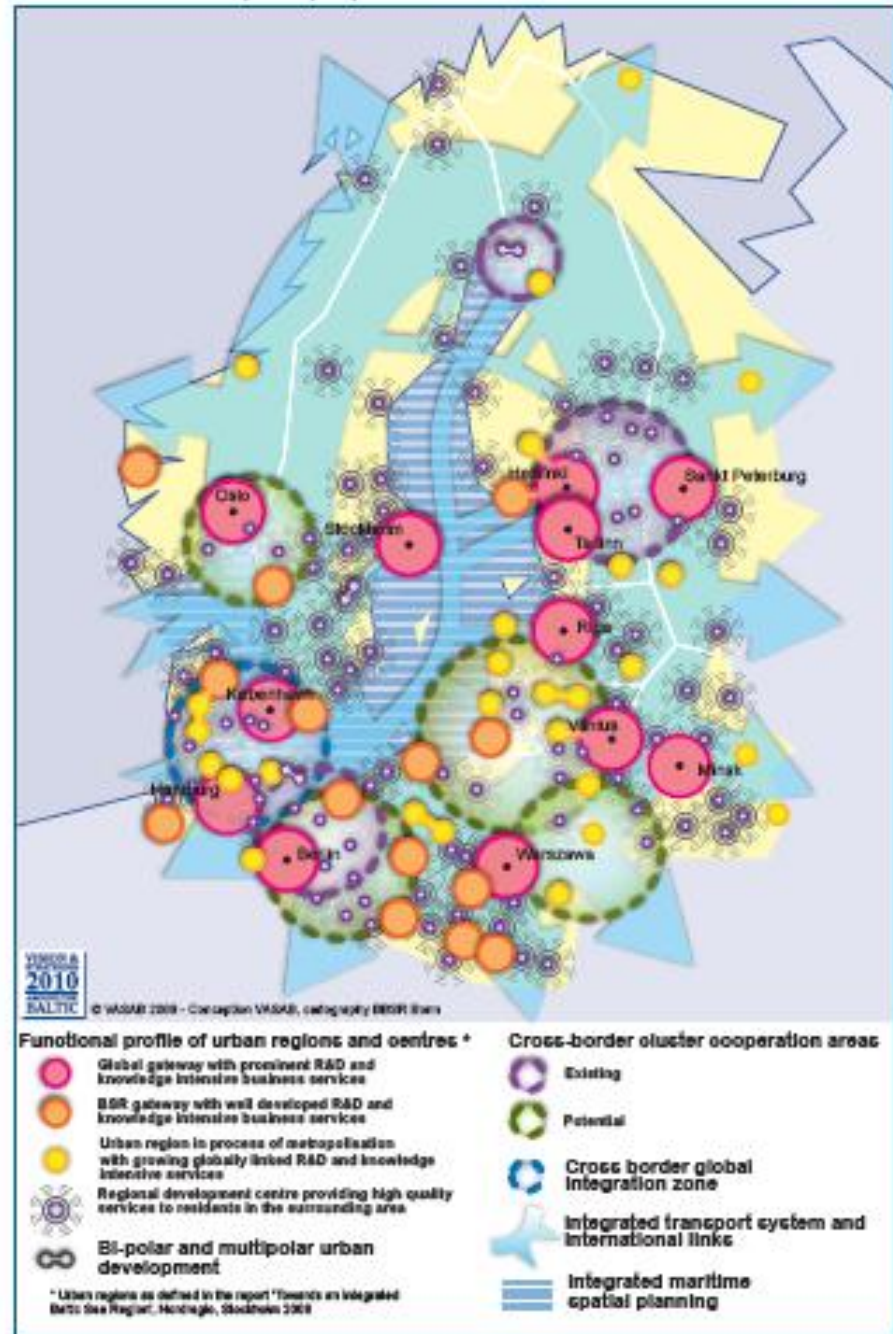


# Nordic capitals

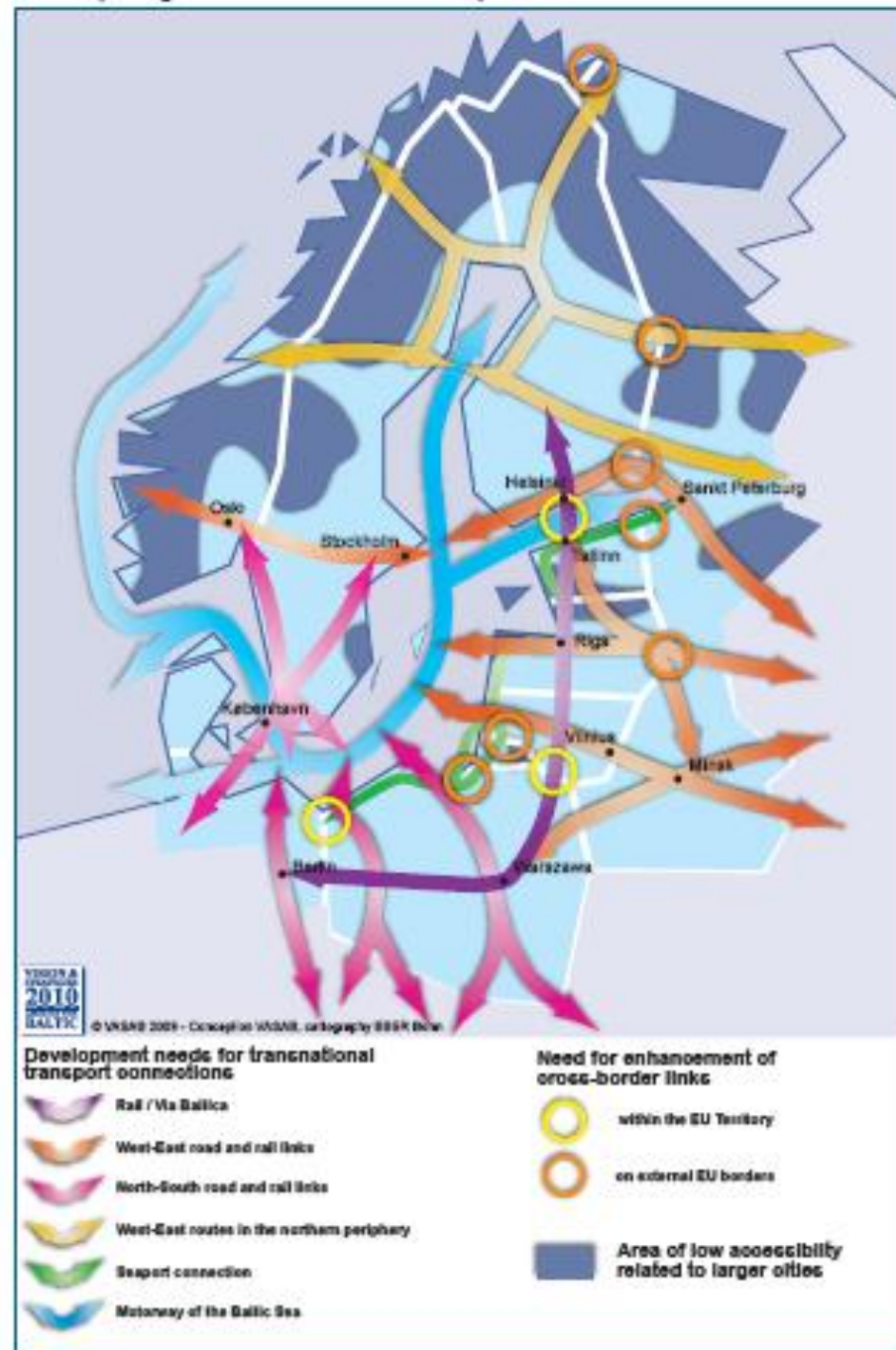
- Oslo
- Stockholm
- Copenhagen
- Helsinki



# VASAB: Functional profiles «Gravitation centers» and cross border clusters and cooperation areas

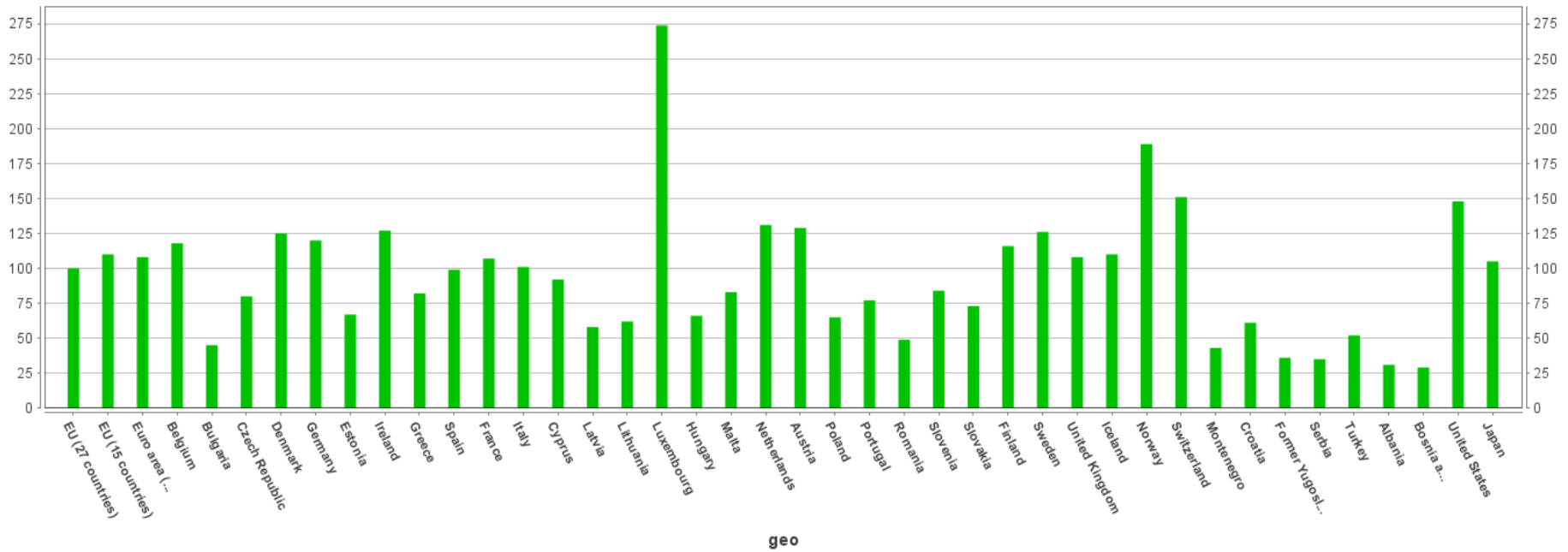


# VASAB: Development need for transnational transport connections





# GDP per Capita 2011, PPS (Eurostat)

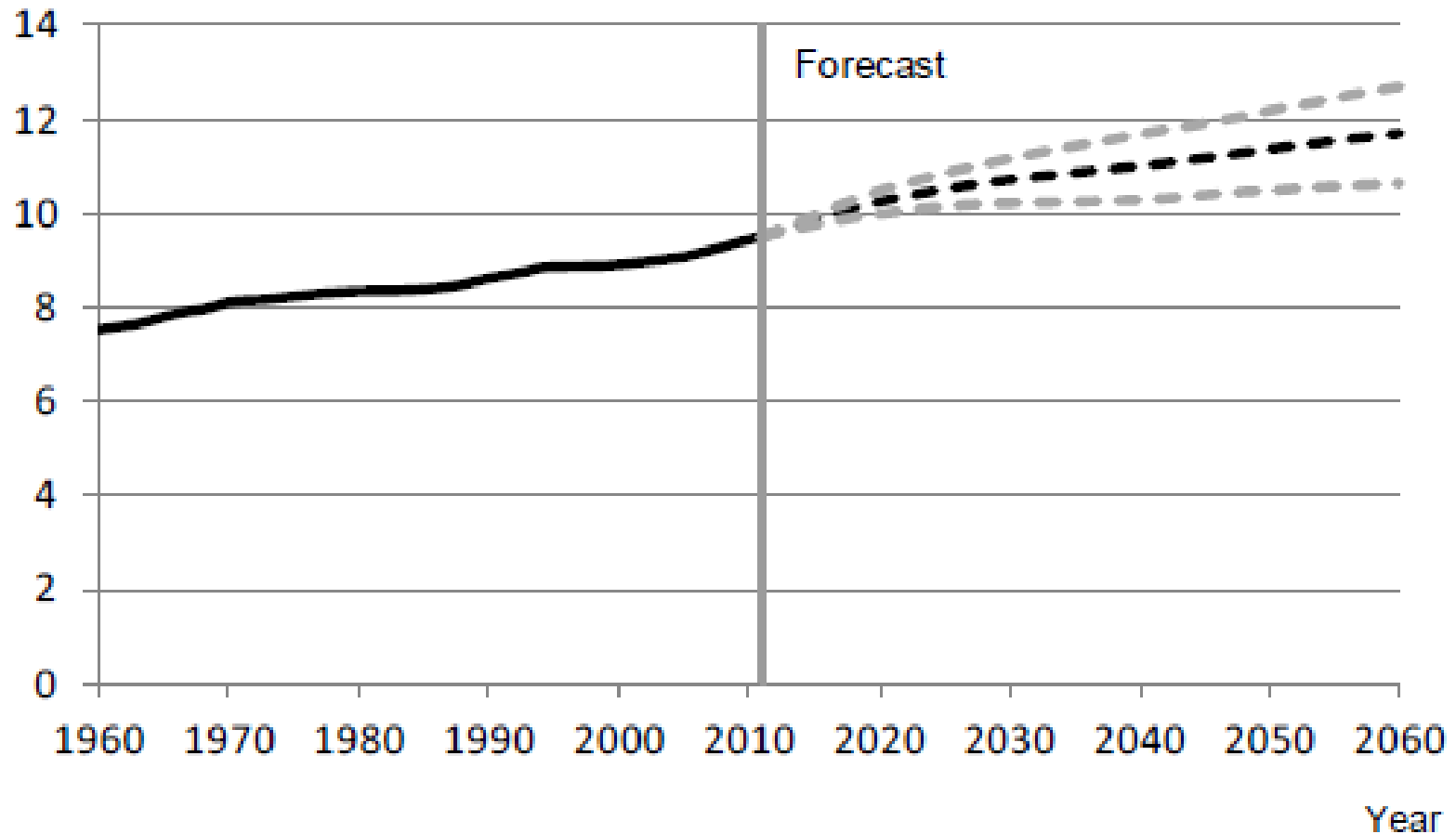


## SWEDEN, [www.scb.se](http://www.scb.se)

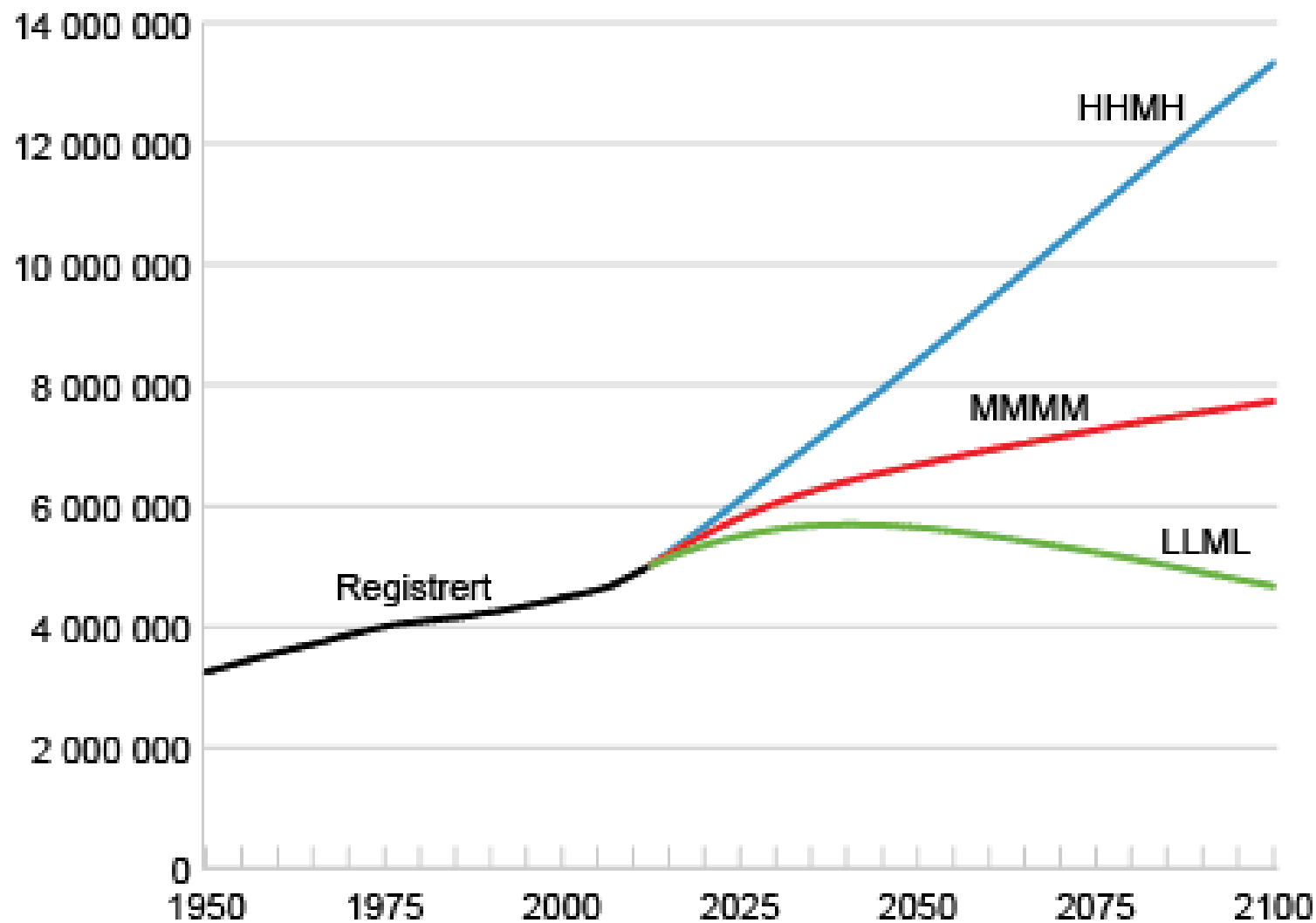
Figure 2.16

Population 1960–2011 and forecast 2012–2060 with prediction interval

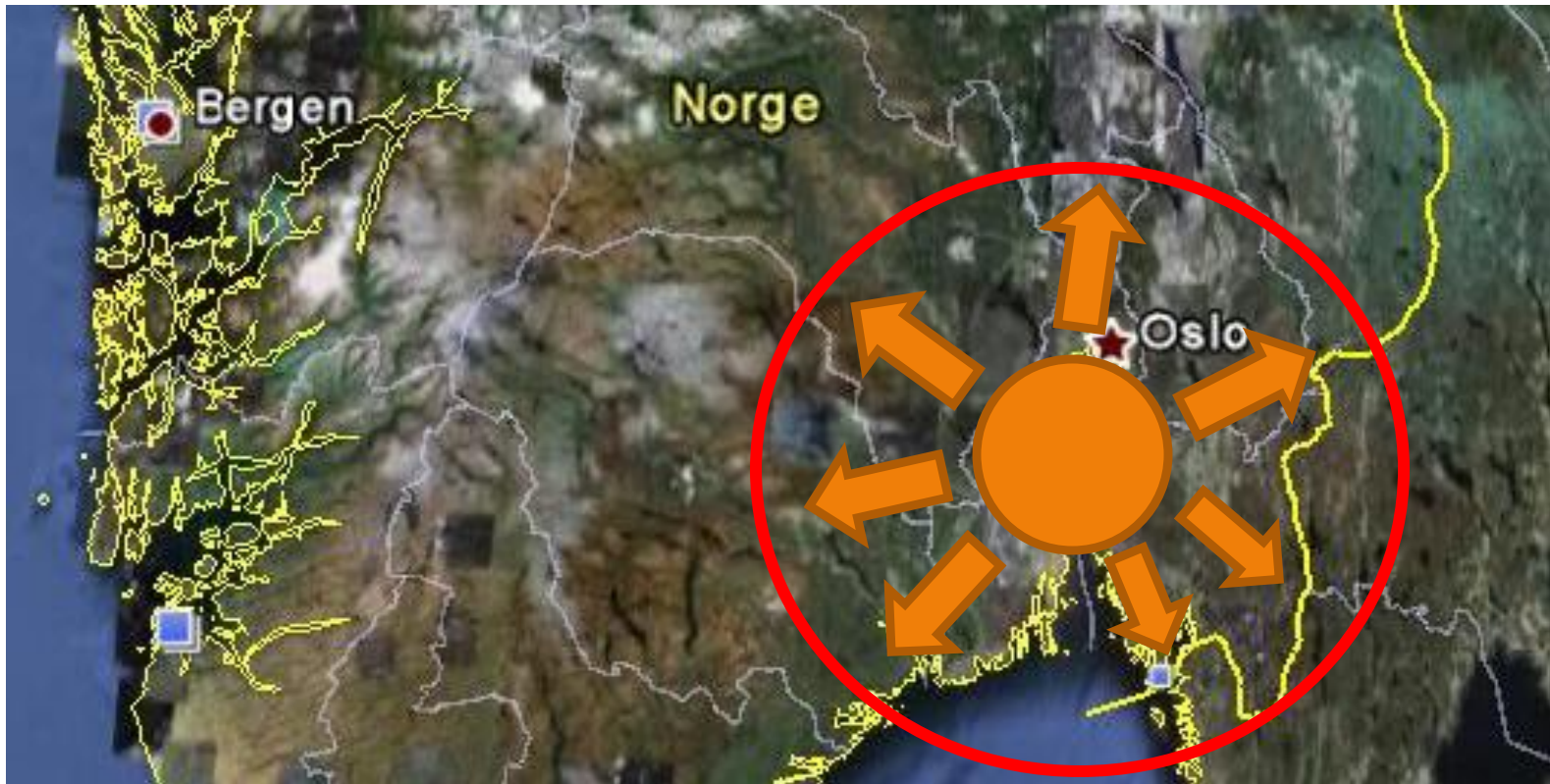
Millions



# Norway, population growth Forecast , [www.ssb.no](http://www.ssb.no)



**1,0 mill more people 2012-2040 in  
the Oslo region (+30 000 per year)**



**Oslo/Akershus grew with 26.000 in 2011  
(NTP estimated 12.500)  
Østfold county with 3.000 in 2011**

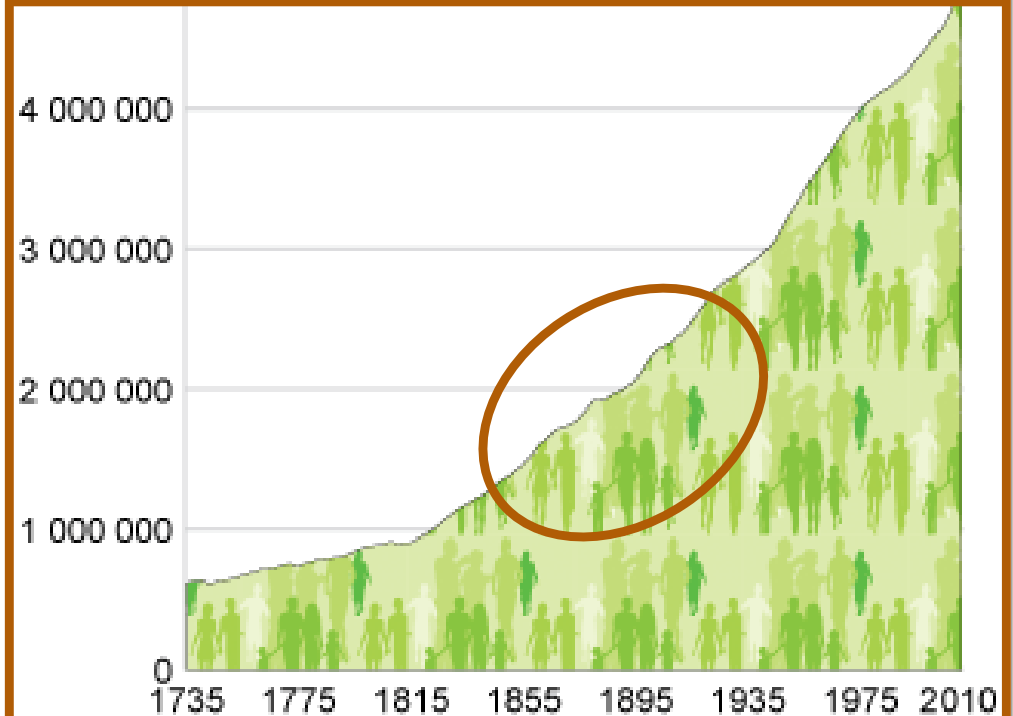


## Estimated population growth I.Ø region 2012-2040

Prognoser	HHMH		HHMH	MMMM	
Kilde: SSB	2012	2040	% vekst	2040	% vekst
0118 Aremark	1423	1628	14,41	1440	1,19
0119 Marker	3518	4107	16,74	3571	1,51
0121 Rømskog	688	1081	57,12	941	36,77
0122 Trøgstad	5219	7838	50,18	6804	30,37
0123 Spydeberg	5348	8341	55,96	7223	35,06
0124 Askim	15096	22200	47,06	19254	27,54
0125 Eidsberg	11049	17722	60,39	15347	38,90
0127 Skiptvet	3631	5781	59,21	4992	37,48
0138 Hobøl	4911	8202	67,01	7125	45,08
0128 Rakkestad	7698	10225	32,83	8934	16,06
Indre Østfold (9)	50883	76900		66697	
Indre Østfold (10)	58581	87125		75631	

Most railroad infrastructure was planned and constructed 1850-1920

Population in Norway  
1735-2011



Travel distance with rail Oslo-Askim

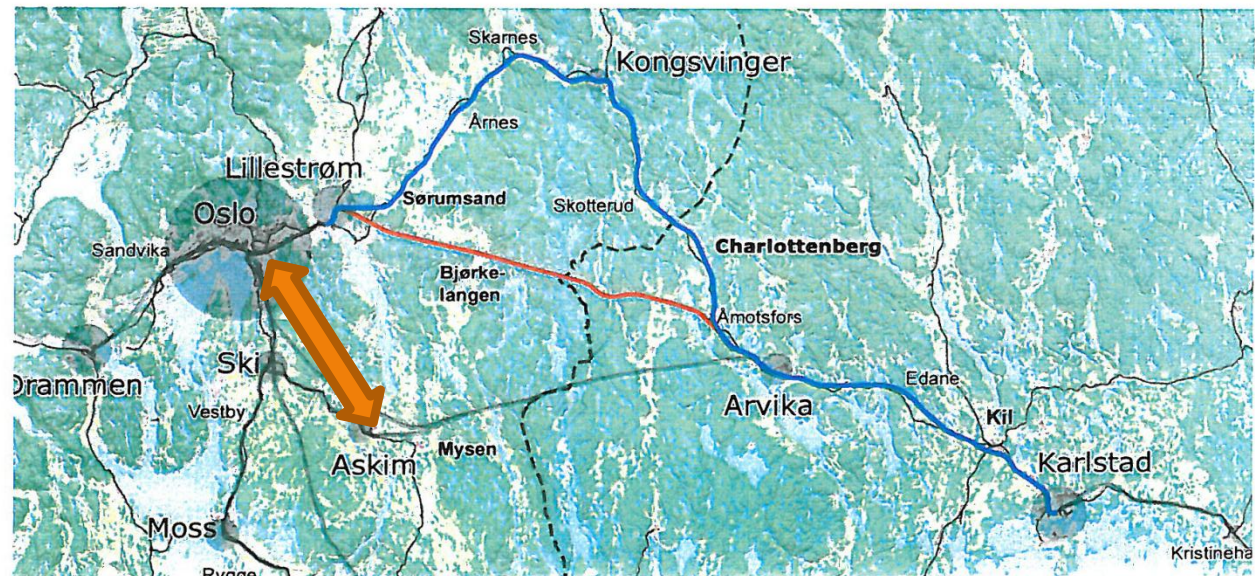
is today 58 min.

future goal is 20 min.

Today it is faster to drive with private car.

Alt. 2\*: Lillestrøm - Karlstad (via Kongsvinger)

Norconsult 



- Alternative 2\* is a new double track along the existing line via Kongsvinger - Charlottenberg to Arvika and Karlstad
- All alternatives towards Stockholm are identical from Arvika to Karlstad and Västerås (standard 2\*)



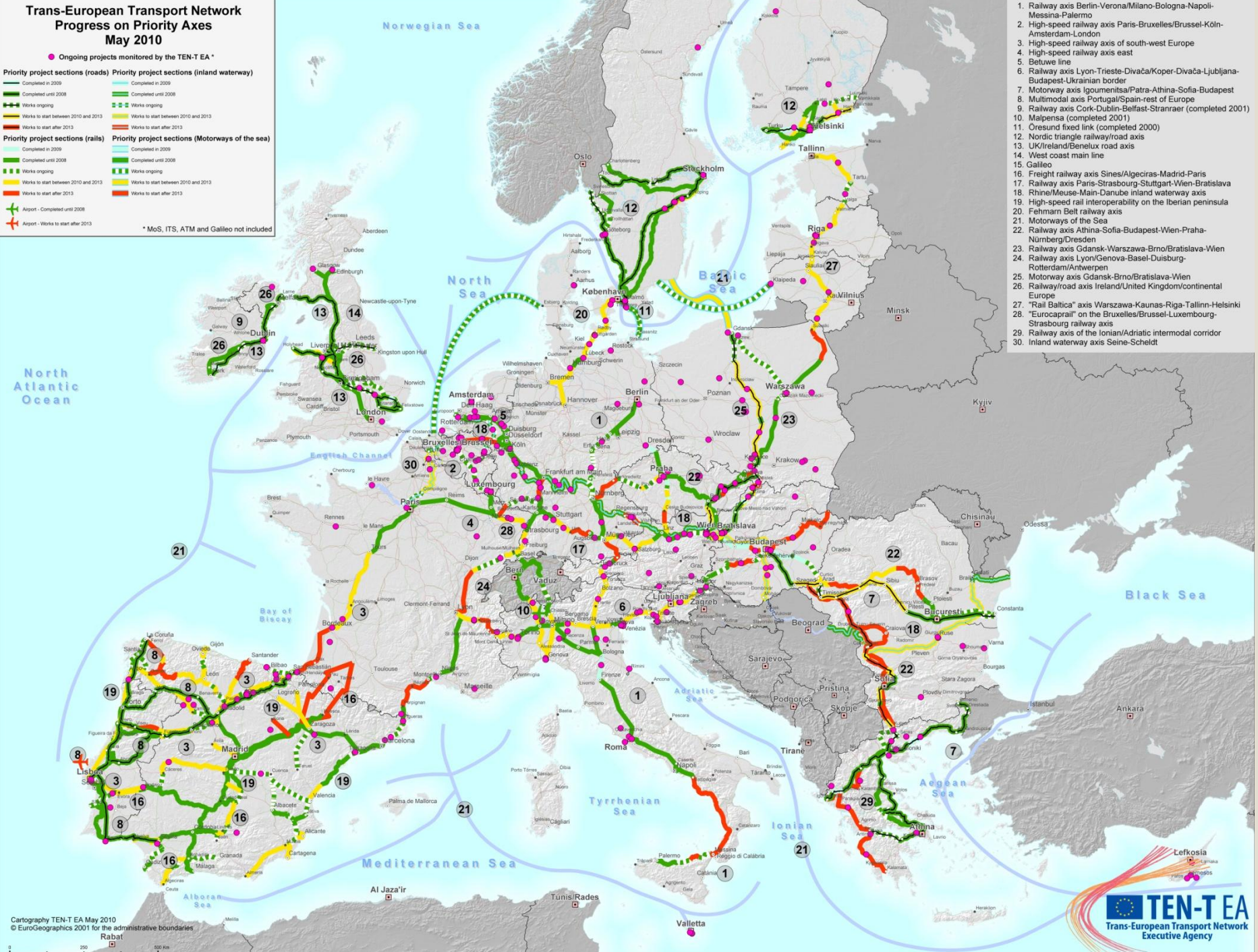
# Trans-European Transport Network Progress on Priority Axes May 2010

● Ongoing projects monitored by the TEN-T EA \*

<b>Priority project sections (roads)</b>	<b>Priority project sections (inland waterway)</b>
Completed in 2009	Completed in 2009
Completed until 2008	Completed until 2008
Works ongoing	Works ongoing
Works to start between 2010 and 2013	Works to start between 2010 and 2013
Works to start after 2013	Works to start after 2013
<b>Priority project sections (rails)</b>	<b>Priority project sections (Motorways of the sea)</b>
Completed in 2009	Completed in 2009
Completed until 2008	Completed until 2008
Works ongoing	Works ongoing
Works to start between 2010 and 2013	Works to start between 2010 and 2013
Works to start after 2013	Works to start after 2013

✈ Airport - Completed until 2008  
✈ Airport - Works to start after 2013

\* MoS, ITS, ATM and Galileo not included



1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Beltuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igomuntsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
10. Malpensa (completed 2001)
11. Öresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the Sea
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Brno/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Bruxelles/Brussel-Luxemburg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt



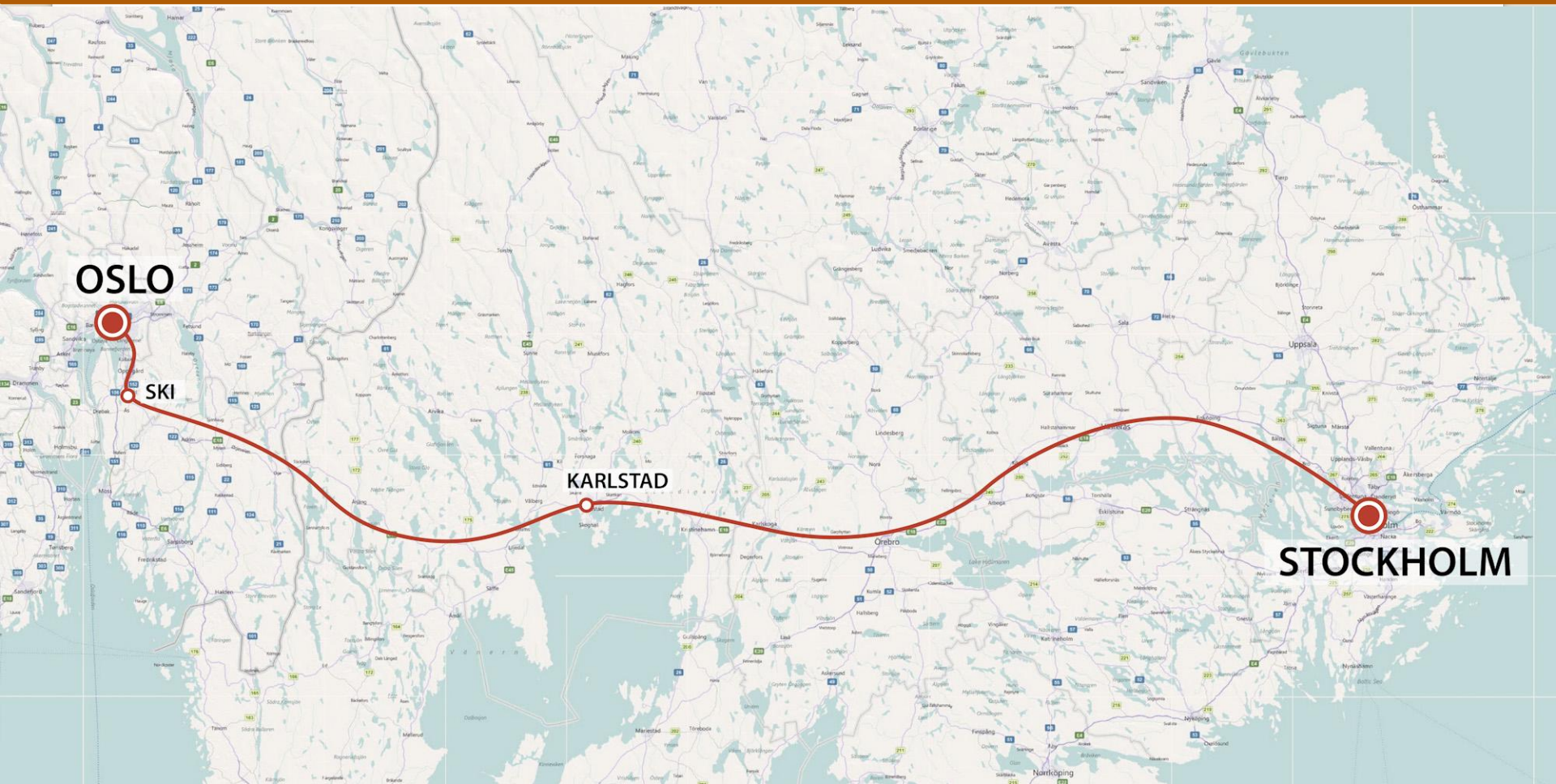
**Multimodal hubs with rail, road, air, harbour, as far as possible, will give synergy and more compact transport network**





# Vision 1

## Highspeed railroad Oslo-Stockholm



# Vision 2

## High speed railroad Bergen-Moscow

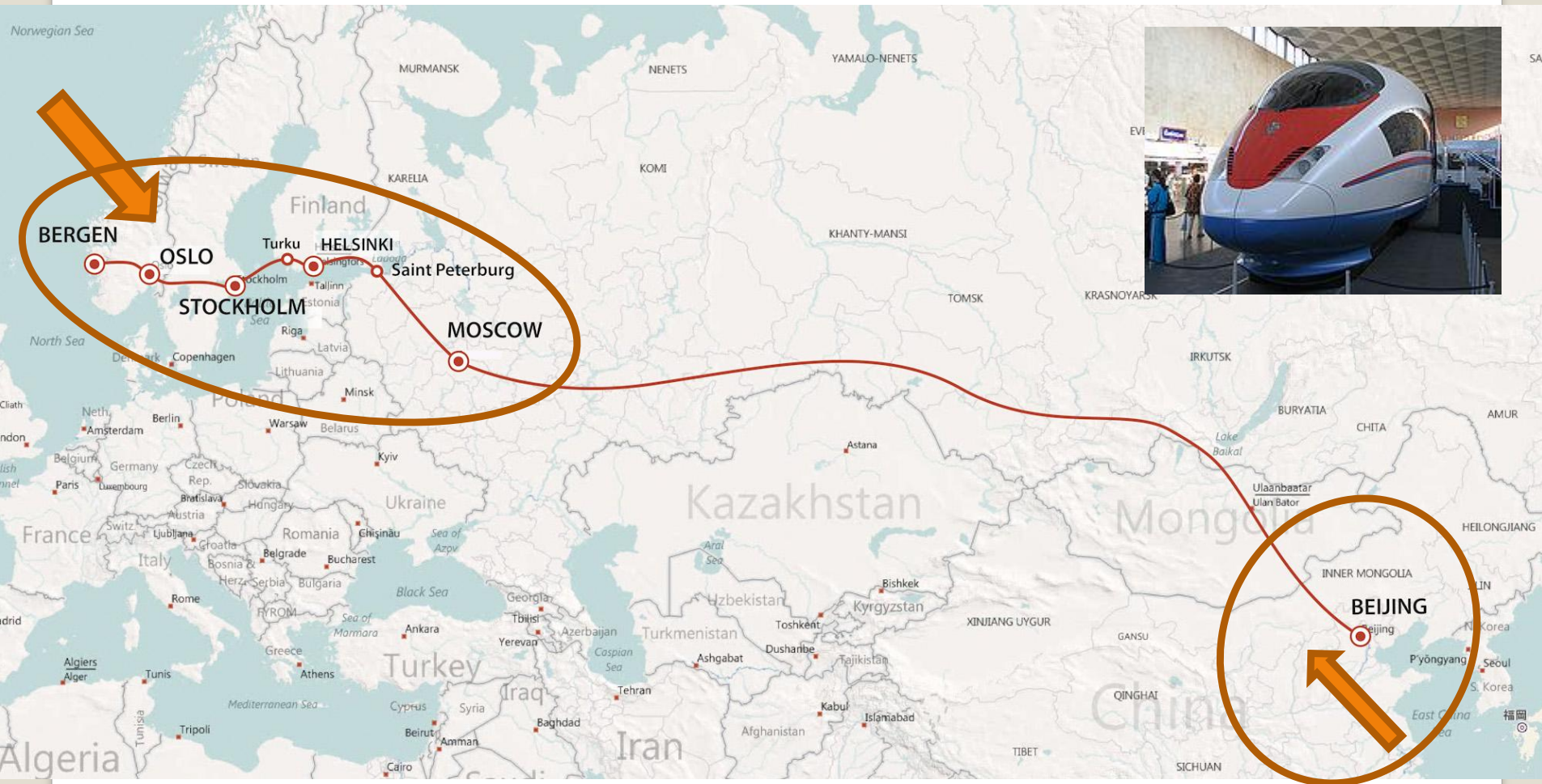


Illustrasjon: Innovation Circle Network 2011



# Vision 3

## High speed railway Bergen - Beijing



# The importance of cross border cooperation and macro regional perspectives. There is a need for a Nordic transport master plan





# UNIONTRACK MOSS-KARLSTAD







**Oslo-Stockholm**  
**2h35 min(future)**  
**versus**  
**6h30 min(today)**

DB is suggesting a flexible stop pattern  
with use of several stations  
Oslo- Stockholm: 2h 35 min. with 8 stops  
Oslo-Karlstad 1 h 05min. with 4 stops.



**Today there is 1,2 mill flight passengers Oslo-Stockholm per year, increasing rapidly.**

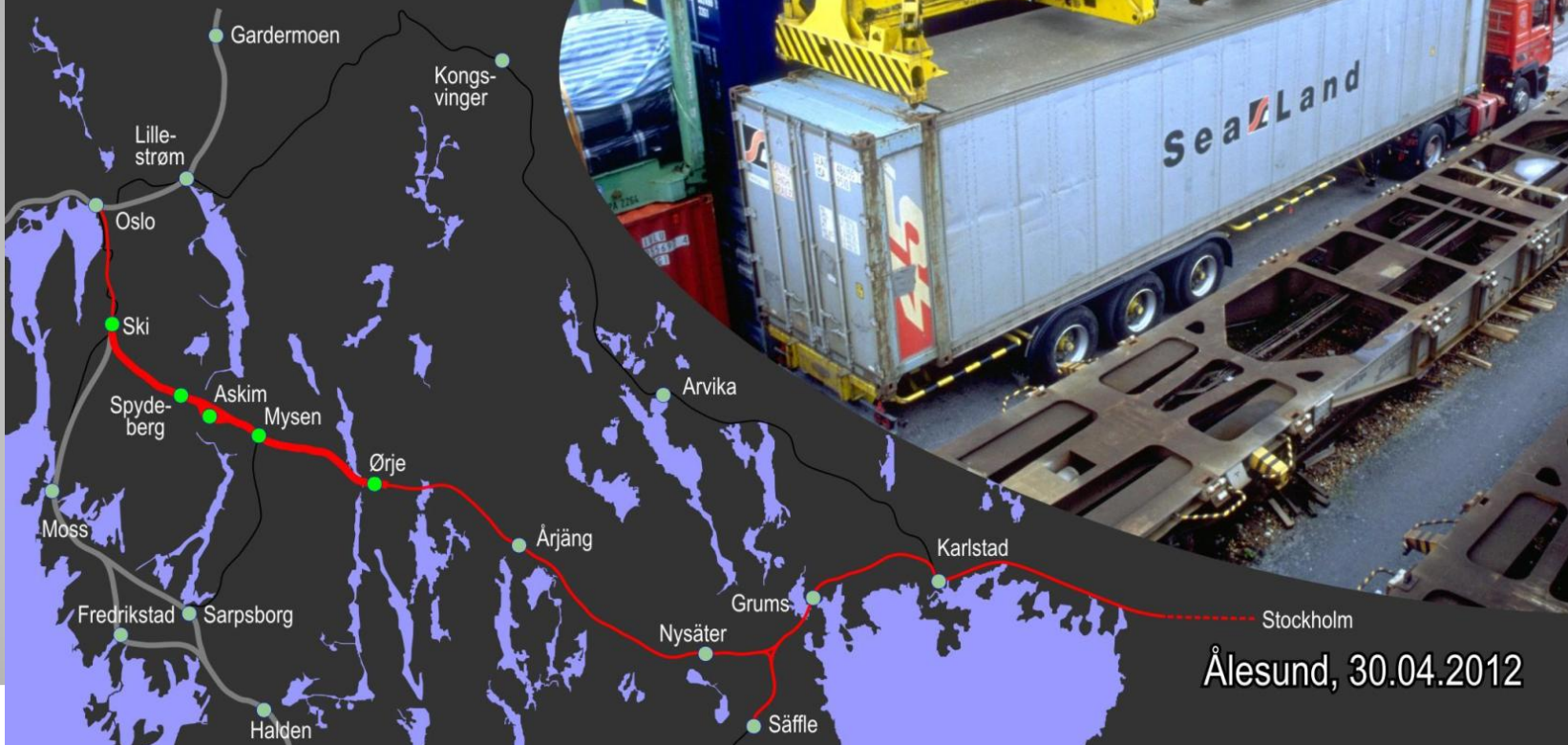
**With high speed railroad 80-90% will change to train**





# Norsk Bane – Deutsche Bahn

Høyhastighetsbane Oslo - Stockholm  
Utredningens fase 1



Ålesund, 30.04.2012

Thank you for your attention!

[www.askim.kommune.no](http://www.askim.kommune.no)

[www.indreregion.no](http://www.indreregion.no)