

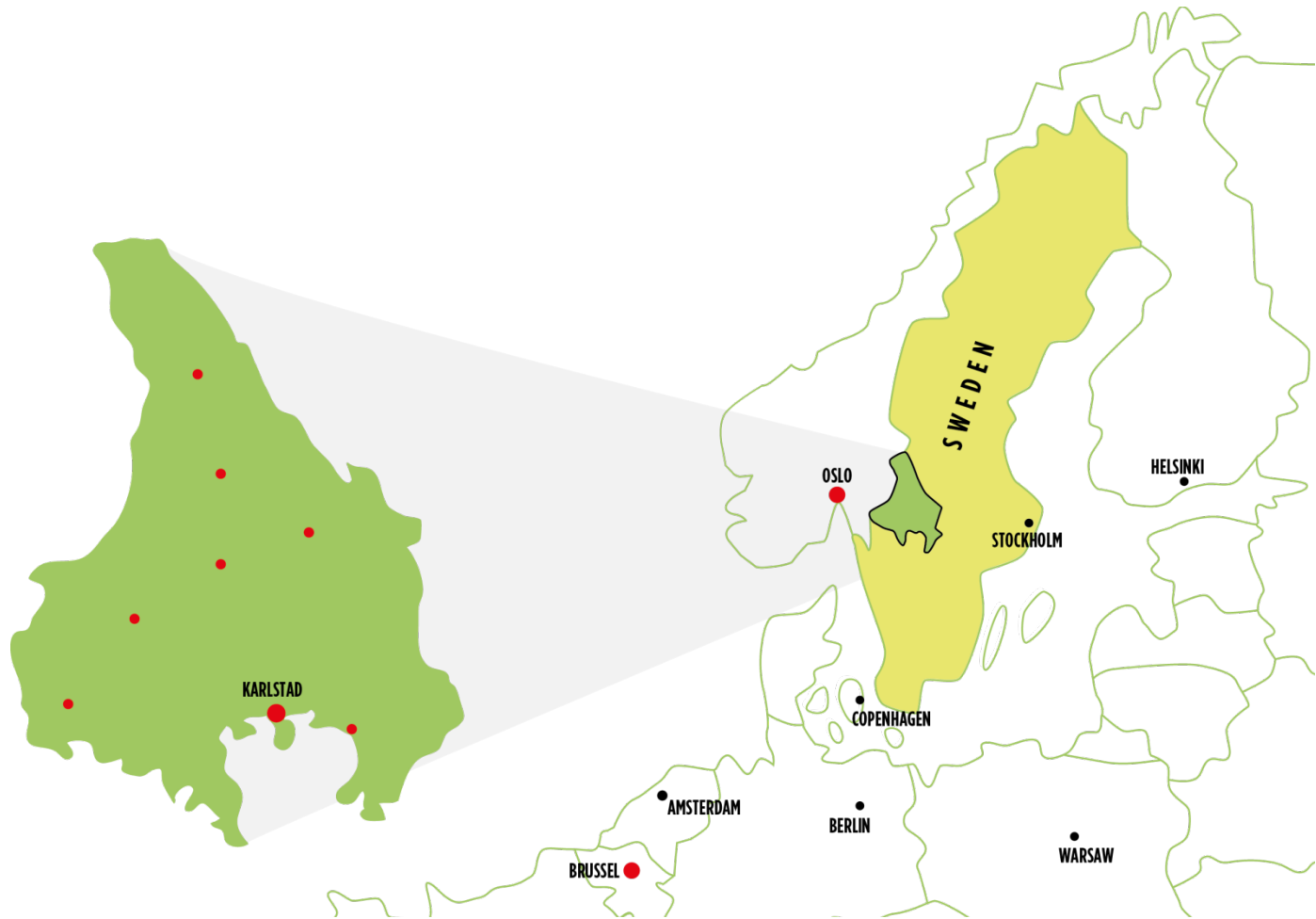
Central Scandinavian Borderland

Infrastructure and regional development related to TEN-T

Marcus Smedman

Infrastructure Manager





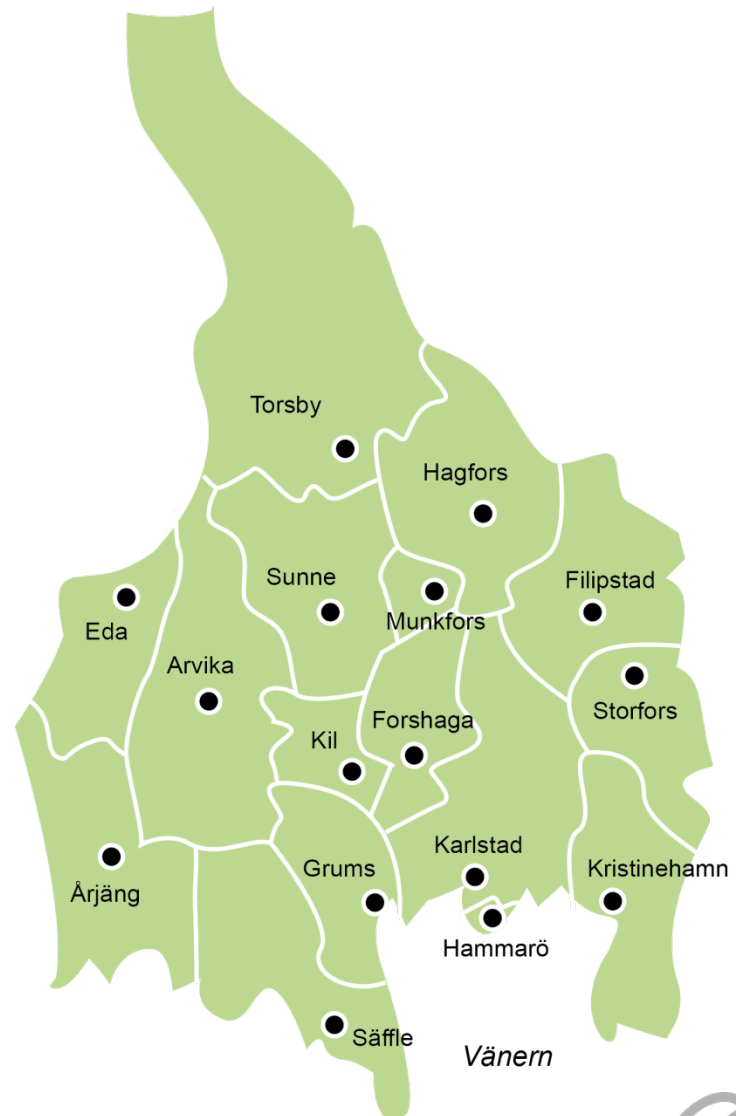
REGION VÄRMLAND

Our mission:

To promote regional growth and create favourable conditions for regional development in Värmland.

We strive to ensure that the residents of Värmland are able to live a good life, now and in the future:

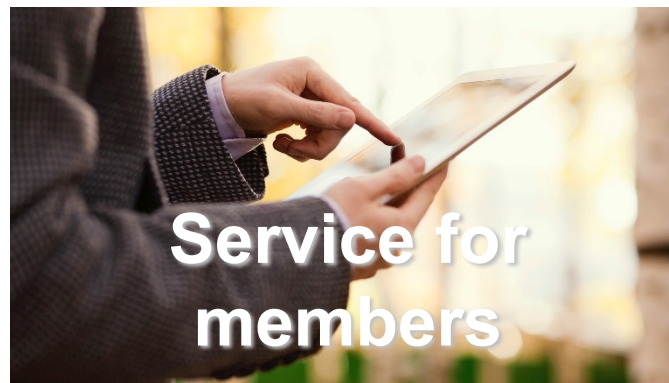
- growth questions
- regional development
- culture
- adult education
- public transportation



WORK AREAS



Work Areas



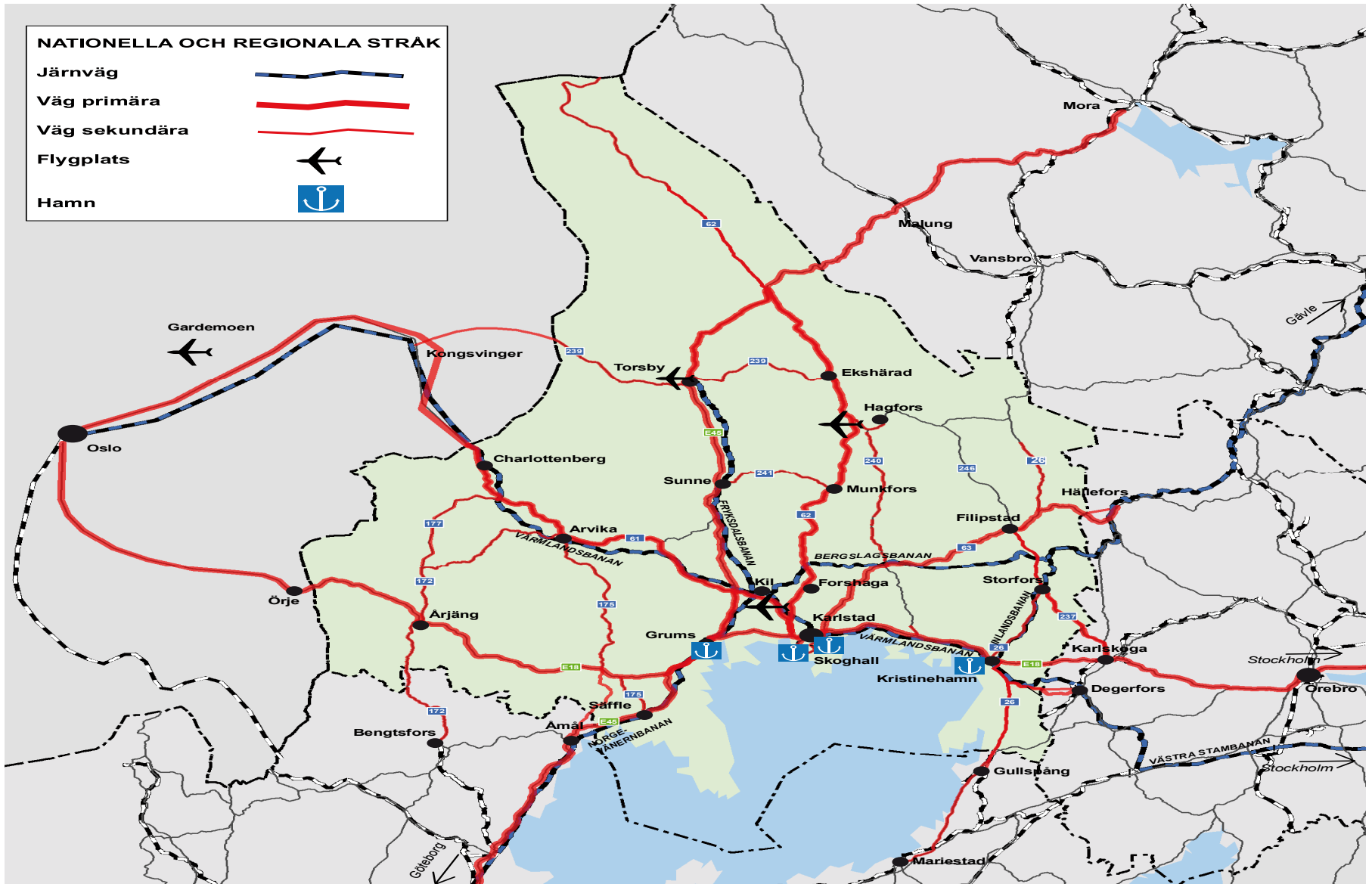
Communication and Infrastructure

Region Värmland works to make whole Värmland available for everybody. This is done by means of:

- County's transport plan
- Broadband development (new position 2016: broadband coordinator)
- Reports and analysis



Infrastructure of great importance to Värmland





Despite poor transport communication- Norway and Sweden are the countries that matters most to each other when it comes to trade and investments

Sweden`s export 2015, 1182 billions

1. Norge, 122 miljarder
2. Tyskland, 121 miljarder
3. USA, 91 miljarder
4. Storbritannien, 85 miljarder
5. Danmark, 81 miljarder

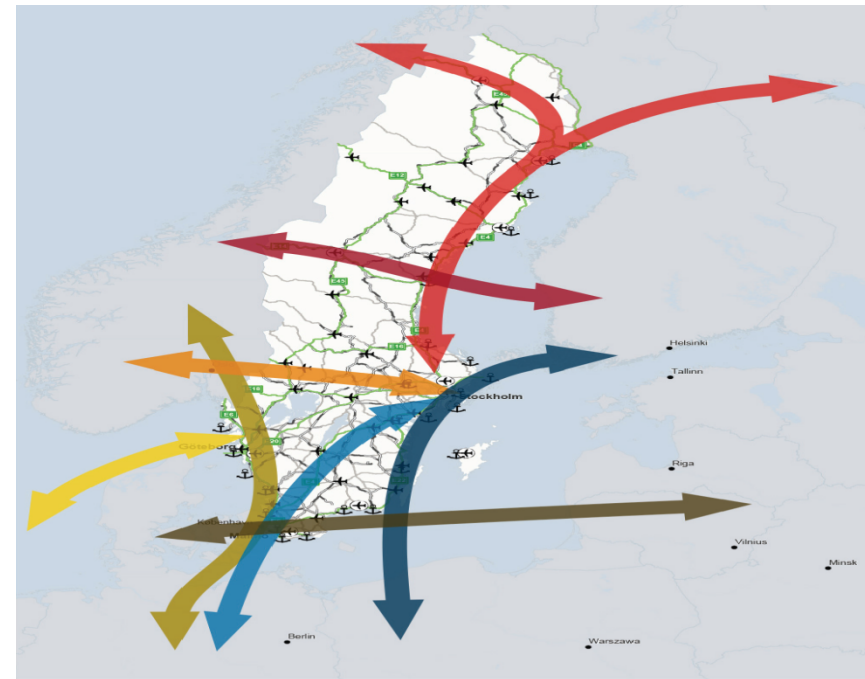
10. Kina, 45 miljarder





Priority TEN- Missing link between Oslo and Örebro

Norway and Sweden priority transport routes



- ▶ Stråk 1 Nordnorge–Norra Sverige–Bottenhavet–Finland–Ryssland
- ▶ Stråk 2 Finland–Sundsvall–Östersund–Trondheim
- ▶ Stråk 3 Stockholm–Oslo
- ▶ Stråk 4 Oslo–Göteborg–Malmö–kontinenten
- ▶ Stråk 5 Stockholm–Malmö–kontinenten
- ▶ Stråk 6 Stockholm som internationell målpunkt
- ▶ Stråk 7 Västkusten–kontinenten
- ▶ Stråk 8 Sydsverige–Östeuropa

Trafikslagsövergripande stråk med stor relevans för internationella gods- och persontransporter. Stråken baseras på flödenas betydelse ur ett regionalt, nationellt och internationellt hänseende.



Rail capacity problems in Sweden between Oslo and Stockholm

1. Värmlandsbanan Arvika-Krhmn
2. Västra stambanan Hallsberg-Laxå
3. Västra stambanan S-tälje-Stockholm

Shortcomings in punctuality for trains

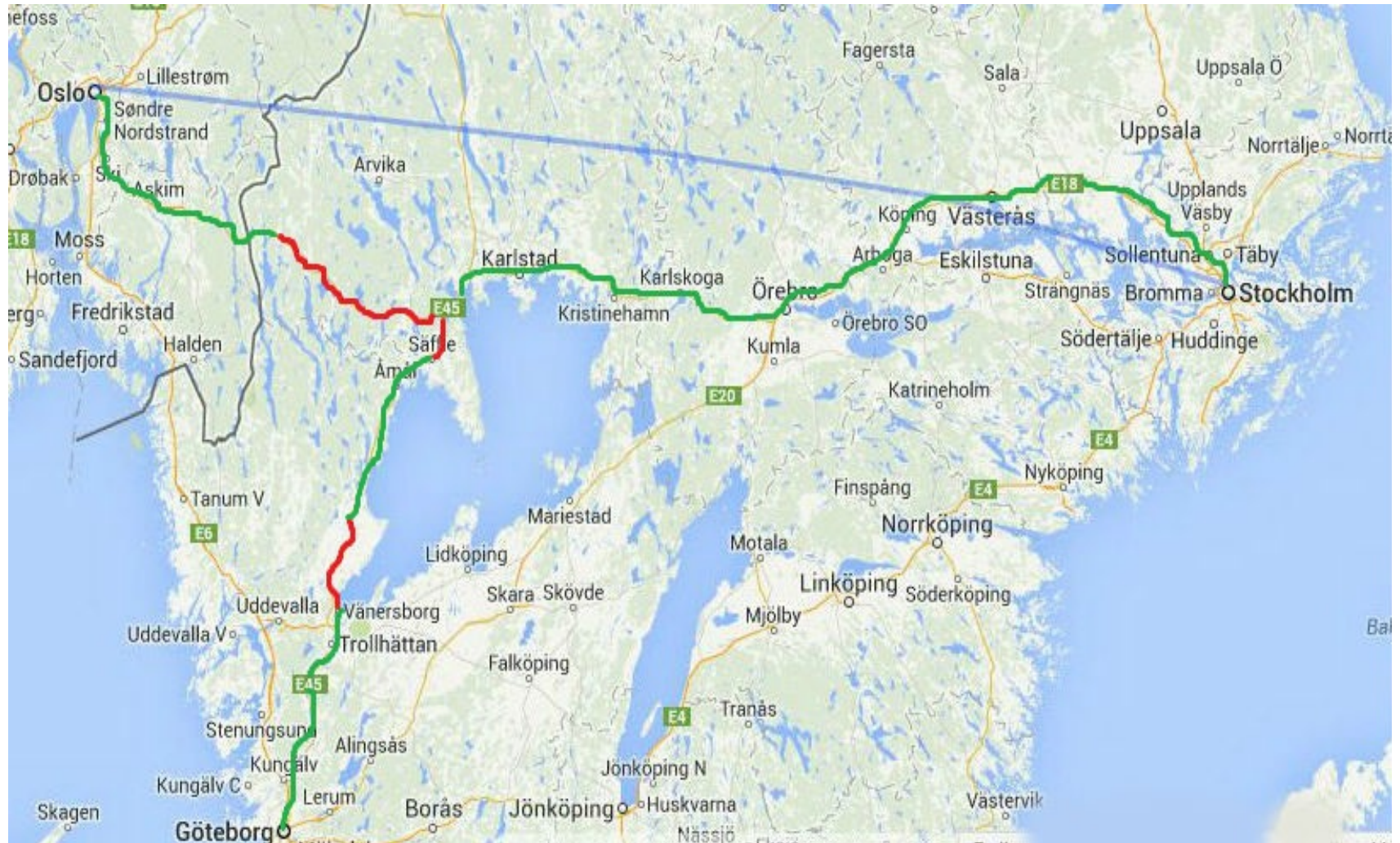
Passenger trains



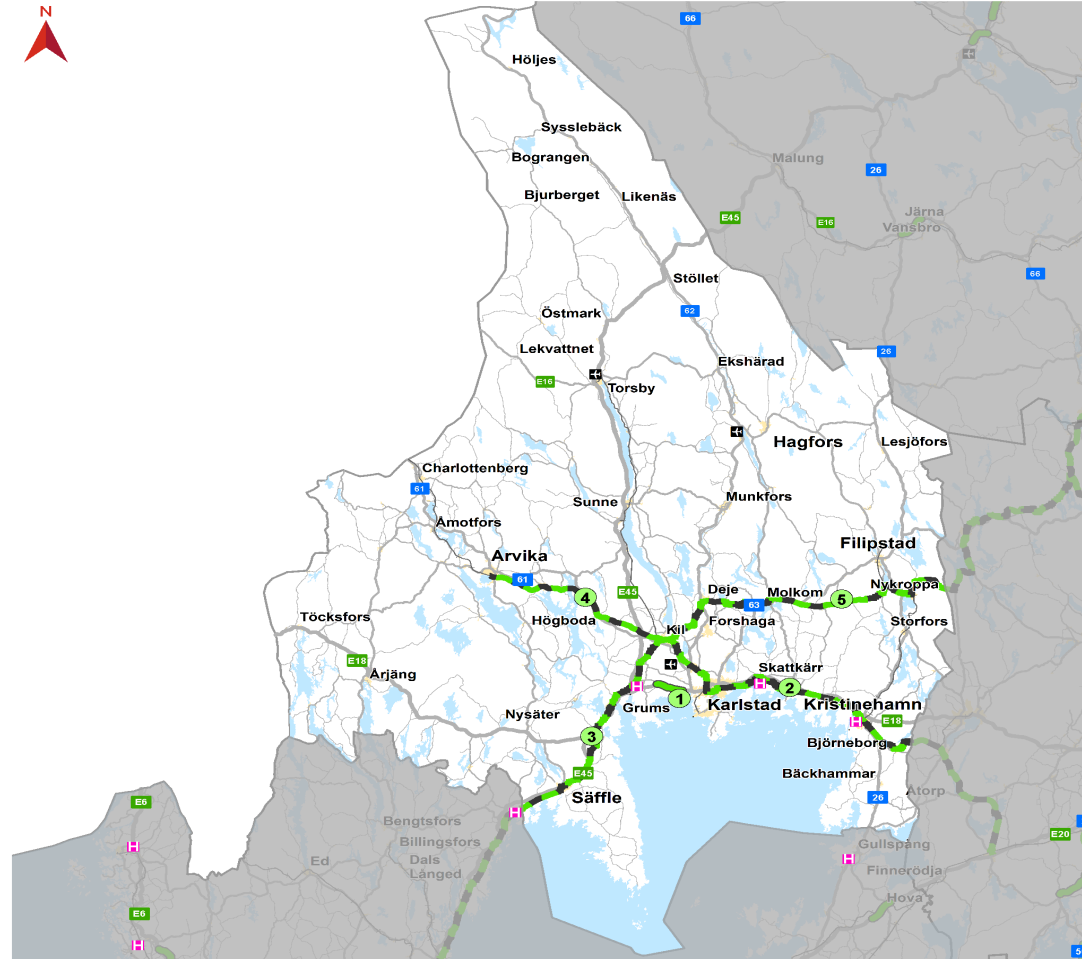
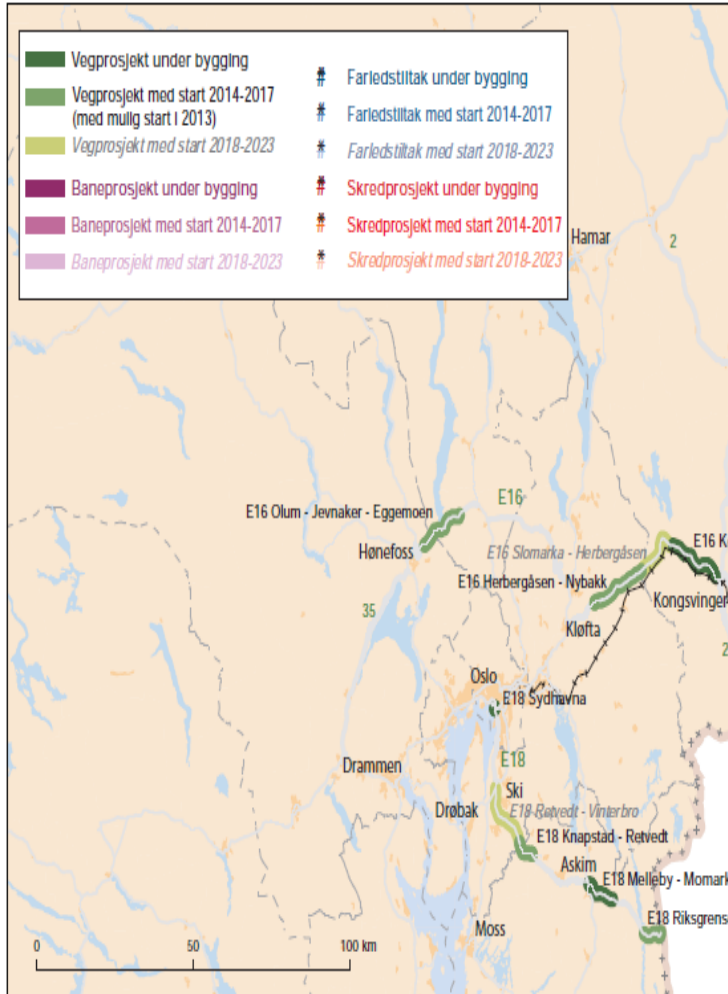
Freight trains



Missing Links Road



Current plans national investments in Norway and Sweden in the border region



Figur 15.10 Riksveg-, jernbane- og farledsprosjekt i korridor 2

I korridor 2 mellom Oslo – Ørje/Magnor er hovedprioriteringene knyttet til utbygging av E18 og E16. På jernbanesiden vil kapasitetsøkning på Kongsvingerbanen bli vurdert for å kunne kjøre flere/lengre tog på strekningen.

Comparison-- Investments in current national transport plans (priority route Oslo-Sthlm)

Norway~12,7 Billions

Korridor	Type of infrastructure	State funding	Other funding
1 Oslo–Svinesund–Kornsjö	Road	1 630 MNOK	1 900 MNOK
	Railway	39 575 MNOK	
2 Oslo–Örje–Magnor	Road	7 690 MNOK	5 000 MNOK

Sweden- 1,3 Billions

Corridor Oslo- Sthlm

- Road:
 - E18- motorway Karlstad (397 MSEK) and Västerås (234 MSEK)
 - Other investments in E18 is around Stockholm
- Railway:
 - Värmlandsbanan meeting stations and tuning measures (687 MSEK)
- Others: County plan : road 61 (Karlstad-Magnor) meeting separated road (200 MSEK)

Region Värmland's priorities of a national plan 2018-2029 for transport infrastructure

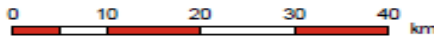
- Rail
 - Improvements in the capacity of Värmlandsbanan Laxå-riksgränsen
 - focus on the most congested parts between Kil-Karlstad-Kristinehamn
 - Shorter travel times between Oslo-Karlstad-Örebro-Stockholm
- Sea
 - New locks for continued shipping between lake Vänern and the sea
- Road
 - Meeting separated road- E18 Valnäs-Töcksfors and E45 Säffle-Valnäs



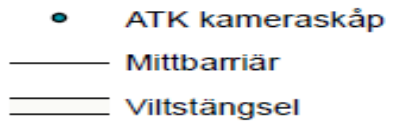
Värmland

Europavägar, riksvägar & primära länsvägar

Skala (A4): 1:1 040 000



ADT Fordon



Figur 5. Årsdygnsmedeltrafik samt trafiksäkerhetsåtgärd i Värmland 2013. Källa: Trafikverket

**Region Värmland är en regional
utvecklingsorganisation.
Vi skapar förutsättningar för en
hållbar tillväxt i Värmland.**

