

2005-03-29

Directorate General for
Energy and Transport
Unit B2 - TEN Policies &
Technological Development
BE-1049 BRUSSELS

Summary

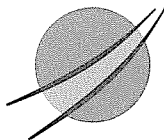
In 2001-2003 Nyköping-Östgötalänken AB carried out a feasibility study for a high-speed railway line (Ostlänken) on the Eastern Link of the Nordic Triangle. The project is now at the planning stage with the National Swedish Rail Administration. This is the first high-speed railway line to be planned for the Nordic Triangle in Sweden so it is only reasonable that the Eastern Link be entered on the new MIP list as a prioritised Swedish project. The company's views below are therefore to a large extent based on real experiences gained from the current planning work for the Eastern Link.

The company feels that:

- The proposed targets for economic and long-term sustainable development in Europe require coordination and joint planning of national arterial infrastructures. Railway and shipping must play a leading part in this internationally coordinated system.
- The recent EU enlargement makes it all the more natural to further discuss the key eastbound transport corridors (the extension of the major TransEuropean transport axes to neighbouring countries and regions).
- Transport corridors of this magnitude require a broad-based planning strategy. For this reason, linking the large ports in the Baltic States and Gulf of Finland with the sea motorways and the new eastbound transport corridors should be top of the agenda.
- The link between prioritised eastbound transport corridors (C1, C6 and C9) and the development of strategic transport and logistic hubs along the Baltic Sea and corridors should therefore also be reviewed.
- TEN-T will take a good many years to implement and requires credible and sustainable financing and standards consensus.
- There is an inherent risk of losing the integrated effect if certain links are not built. It is therefore of utmost importance to stimulate and monitor the expansion plans to ensure they get full national support and transnational coordination.

Nyköping-Östgötalänken AB

As mentioned above the company was responsible for the feasibility study and has therefore special competences in this field. This first link of the Nordic Triangle comprises a 150-kilometre stretch, 50-200 kilometres southwest of



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Stockholm. Six municipalities and two regional development councils that are directly affected by the plans own the company. The regional authorities represent 22 municipalities and two county councils.

The planning situation

In 2003, the National Swedish Rail Administration began an inquiry based on the feasibility study, which should be completed by 2005-2006. The project is part of the future plan for Swedish railways.

TEN-T

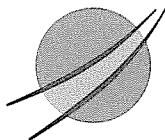
Commitment to the Eastern Link has brought with it greater awareness of the need for coordinated development of basic national infrastructures. Structures and systems are vital if railway and sea transport is to acquire the desired market penetration. The expansion of TEN-T corridors including sea motorways in 2003 was therefore a natural complementary stage.

Future transport corridors east

In line with previous assessments, it is also natural to discuss the continuation of TEN-T eastward following the latest EU enlargement (the extension of the major TranEuropean transport axes to neighbouring countries and regions).

When prioritising the new transport corridors it is also important to develop effective inter-modal systems, as the company's work on the Eastern Link high-speed line underlines. The improvement in line capacity offers an opportunity to develop goods transport and regional passenger services and paves the way for a significant increase in Baltic trade. Furthermore, two of Sweden's larger Baltic ports (Norrköping and Oxelösund) are located within the 150-kilometre development corridor and are near Skavsta, the most rapidly expanding airport in the country. This means that planning of a transport corridor of this magnitude must follow normal broad-based planning projections and include good inter-modal and logistics solutions. With regard the above-mentioned ports, it is not only about securing shipping channels to sea motorways but also about improving the land infrastructures that link up with these ports.

Bearing this in mind, it is of great interest to see how larger ports in the Baltic States and Gulf of Finland can be linked with the sea motorways and the transport corridors under discussion in the same way. The connection between the prioritised eastbound transport corridors (C1, C6 and C9) and the development of strategic transport and logistic hubs along the Baltic Sea and corridors should therefore also be included in the planning from the outset.



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From planning to gradual implementation

TEN-T will take a good many years to implement and requires sustainable financing and standards consensus. An increasingly important part of this system building is in ensuring building plans are supported by national plans and coordinated across country borders. If certain links are not built then the coordinated effect will disappear.

For Nyköping-Östgötalänken AB

Göran Forssberg
Chairman of the Board

Per Sandström
Chief Executive Officer

Copy:

- Ministry of Industry, Employment and Communication,
Kristina Geiger-Weichbrodt