



MÄLARDALSRÅDET

The Council for the Stockholm Mälär Region

**Regional plan and contribution to
national and EU planning**

Kristoffer Tamsons (M)

Chair for Transport on the Stockholm County Council
Chair of The Council for the Stockholm Mälär Region

Monica Johansson (S)

Chair of the Regional Executive Board of Sörmland

Gustav Hemming (C)

Vice President of the Stockholm Regional board

43% of the Swedish population live in the region – that is **4,3** million inhabitants

In total, goods are exported to the value of **50 billion euro** from the region

The region accounted for **52%** of housing construction in Sweden

8 av 10 train trips in Sweden begin or end in Stockholm

49% of the Swedish GDP is created in the region



2/3 of all travels to and from Sweden passes the region

29 out of 48 Swedish higher education institution are located in the region

150 million metric tons of goods passes the region every year

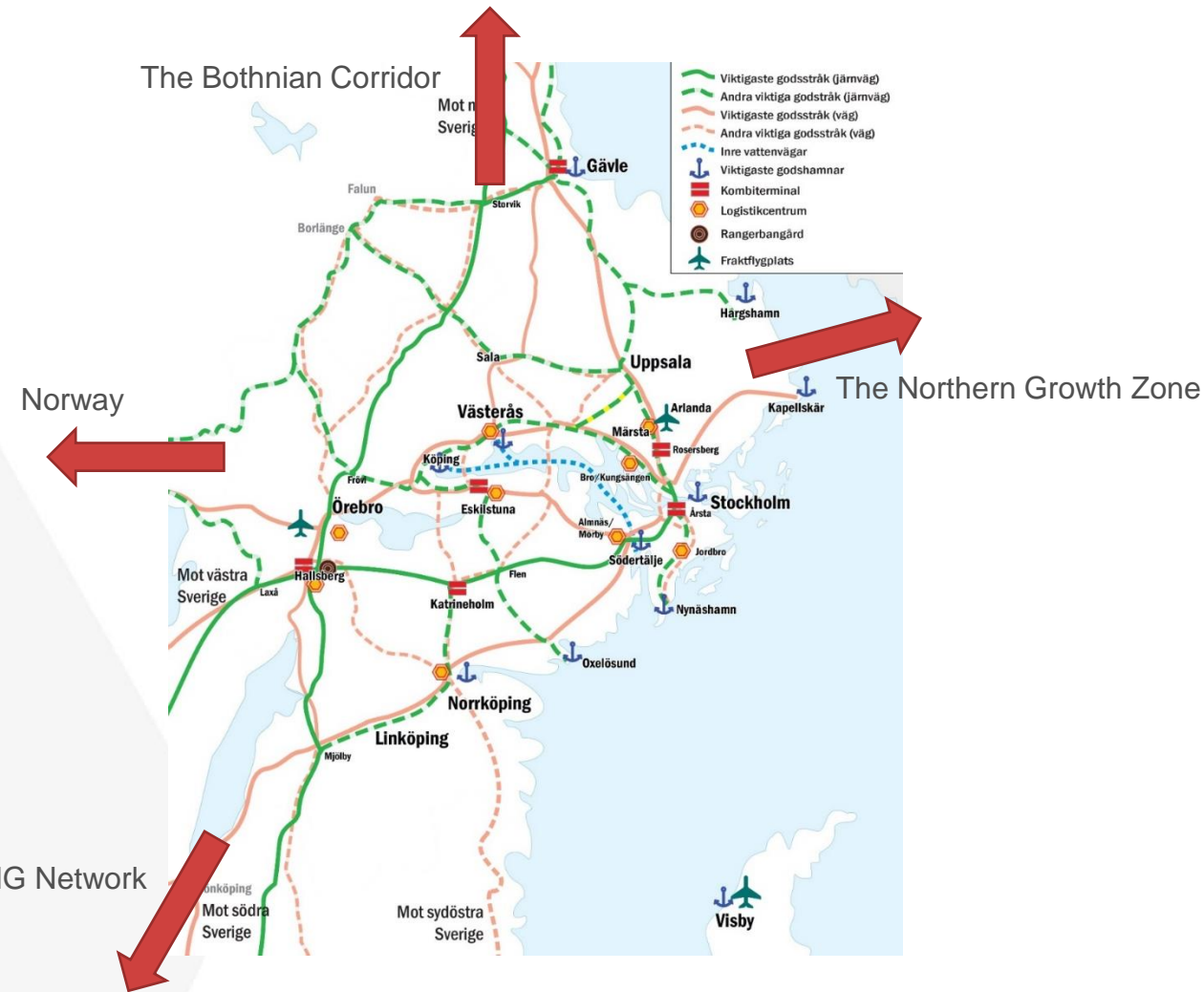
The Council for the Stockholm Mälar Region

- Platform for strategic political cooperation
- 60 municipalities, 10 counties
- Chair Kristoffer Tamsons (M), Stockholm Region
- Cross-party representation
- Joint regional development
 - Infrastructure & transport
 - Knowledge & skills
 - International benchmark



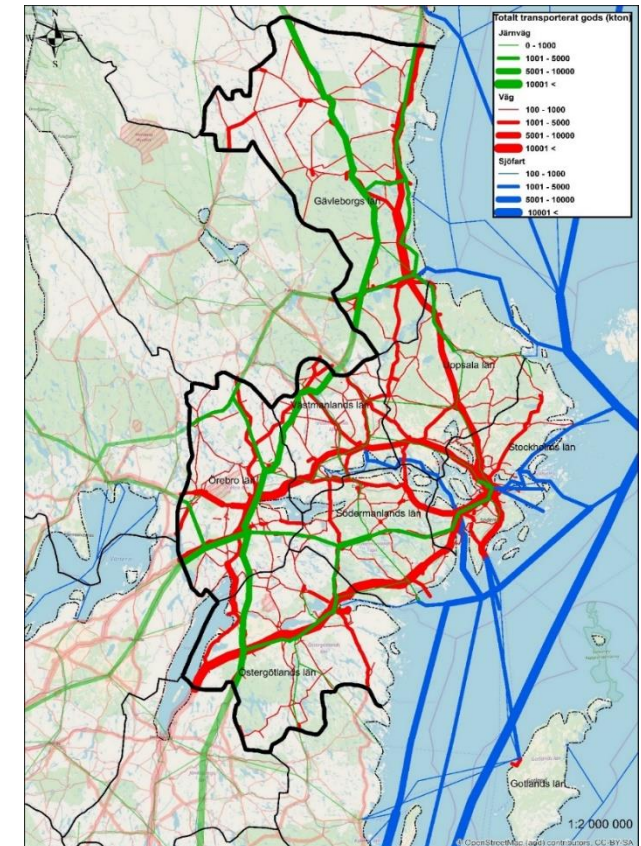
The Board of the Council for the Stockholm Mälar Region.

The Stockholm Mälar Region in the ScanMed Corridor



Increasing connections and common challenges

- Growing population
- 1990-2018: strong increase in daily commuting
- 750 000 commute across municipal borders, 200 000 across county borders
- Sweden's largest consumer market
- Large flows of goods in transit, 150 million metric tons of goods every year
- Reliable and efficient transports to and from the region crucial to the competitiveness
- Climate goals



Strategic Goals for the Transport Infrastructure

- Ostkustbanan – East Coast Line
- Mälarbanan – Mälaren Line Project
- Svealandsbanan
- Hallsberg marshalling yard
- European Highway E4 Arlanda
- Hjulstabron
- Fine-tuning measures



Joint response: Revision of the TEN-T Regulation

- Common standards and cooperation between EU and the regional level supports the planning and the predictability.
- Reliable and efficient transports are crucial to the competitiveness of the region, Sweden and neighboring regions
- Towards an extension of the ScanMed Corridor to The Bothnian Corridor, Norway and Finland. All seven regions in The Stockholm Mälars Region must be included in the Core network
- Important to maintain existing nodes Stockholm (with new harbor Norvik) & Örebro (Hallsberg)
- In order to achieve the climate goals in the Paris Agreement, investments must be made in a smart and efficient way
- The inland waterways and The Baltic Sea area is of growing significance. The ice-breaking capacity is a precondition for the cross-border connections
- Openness to new technical and innovative transport solutions



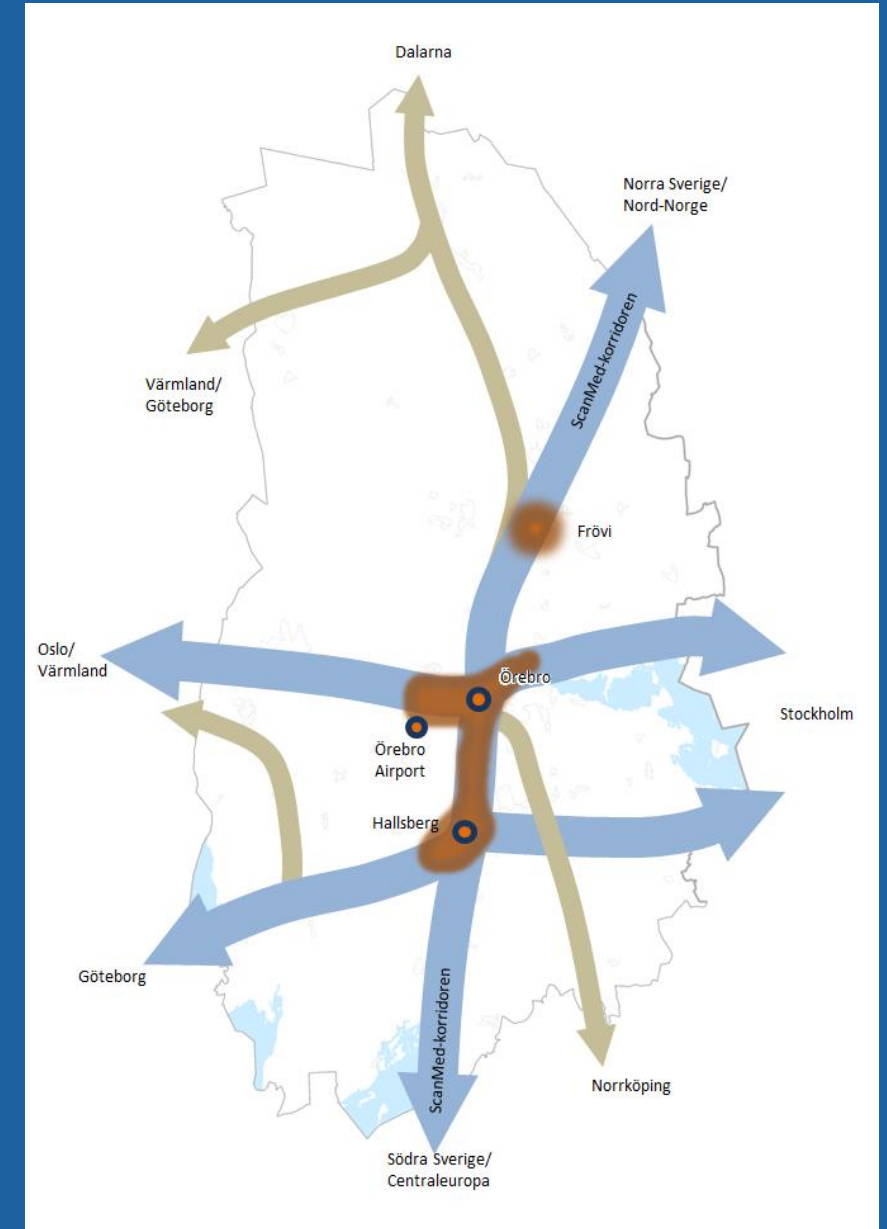
Ostlänken – The East Link Project

- The first of three new main railway lines
- A new double-track railway between Järna and Linköping
- Shorter travel times, increased capacity for more trains
- Releases capacity on existing mainlines for sustainable travel and freight transport
- Regional expansion and development
- 3 counties, 5 municipalities
- Operational by 2035



Transport Node Region Örebro

- **Örebro** functions as an urban node
- Connects core and comprehensive network with the ScanMed CNC (rail, road, airport)
- Railway operations in **Hallsberg**
- Challenges and opportunities



Ostkustbanan – East Coast Line

- Increasing commuting and travelling between Stockholm and Uppsala. 40 000 daily commuters.
- 23 km expansion to double-track railway between Uppsala and county border of Stockholm
- Increased capacity for more trains
- Brings cities together, regional expansion and city development.
- Extensive housing construction: 50 000-100 000
- Construction start: 2026



Urban node Stockholm

- For Stockholm better connections with the Nordic Capital cities and the continent is at core
- The transition towards a climate neutral society, demands the TEN-T and the financing instruments to focus more at the particular good conditions in the urban nodes for increasing the proportion of sustainable travel and public transport
- The definition of urban nodes should also include peri-urban and regional surroundings to insure an efficient system for last mile deliveries



Continued cooperation with and contribution to national and EU planning

- Freight Transport Council
- Common ticket system for public transport
- Active partner in the regional development

Thank you!

– We look forward to continued collaboration in the ScanMed corridor





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THE COUNCIL FOR THE STOCKHOLM MÄLAR REGION