



Comments from the Norrbotten, Västerbotten, Mid Sweden and Central Sweden Chambers of Commerce to the European Commission Working Document "The Future Trans-European Transport Network Policy (Com 2010/212)"

Good and cost-efficient infrastructure both on land and sea are crucial for continued expansion and growth in northern Sweden

Good and reliable transport solutions are key for industrial growth. The long distances and the remoteness from the major markets in northern Sweden put stringent demands on transport multimodality and flexible solutions. In many cases, transport by railway is the only economically sustainable option. The main line in northern Sweden allows for only 5% increased traffic and many companies are forced to use other means of transport, mainly by road. In addition steep inclines limits the speed and weight of the trains and due to the lack of double track railway the system is very fragile. Several new railway lines need to be built in order to satisfy the need of the industry as well as for commuting and tourism. Coming investments and increased production in the area will make the system even more vulnerable. See fig 1 for current and potential volumes.

Being located far from Europe and other markets, one of the most crucial factors to continued expansion and growth of the region is access to good and cost-efficient infrastructure both on land and sea. Therefore the revision of the EU transport policy is of major importance for enterprise in northern Sweden.

In this context we would like to express our support for the contributions given by the project Bothnian Corridor and Europaforum Norra Sverige on the Commission Working document, "The Future Trans-European Transport Network Policy (Com 2010/212)".

We would like to stress some main issues from these two contributions;

- The role of northern Sweden (and the Barents region) in raw material supply and energy production in the European Union.

- The importance of Haparanda/Tornio as a strategic node in the future TEN-T core network to ensure a sustainable raw material supply from the region to the rest of Europe.
- The need to consider the different specificities of freight and passenger transports when planning the core network.

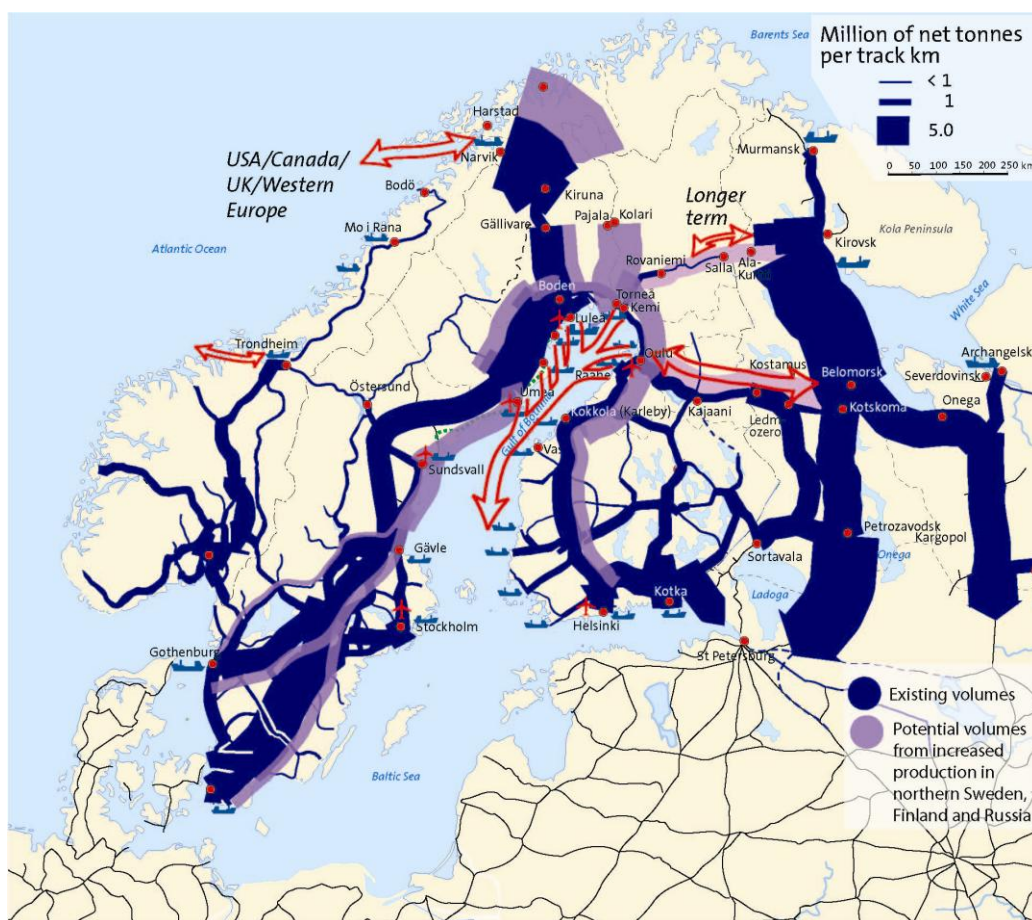


Figure 1: Existing and potential volumes of freight (Source: ÅF Infrastruktur AB)



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The four Chambers of Commerce represents industry and enterprise in northern Sweden. We are the independent business organisations in each sub-region and work for a more favourable business climate and are the collective business community's advocate in the region. We are owned, governed and financed by member companies, which represent firms in all branches and of all sizes.

Together we represent many large and world leading companies that are competing on the global market such as LKAB, SSAB Tunnpått, Boliden Mineral, SCA, SmurfitKappa Kraftliner, Outokumpu Stainless and Sandvik.

In the public opinion arena we function as a sounding board, and we also arrange seminars, conferences and calls for action to support our business community. We constantly monitor current business issues and work for regional growth.