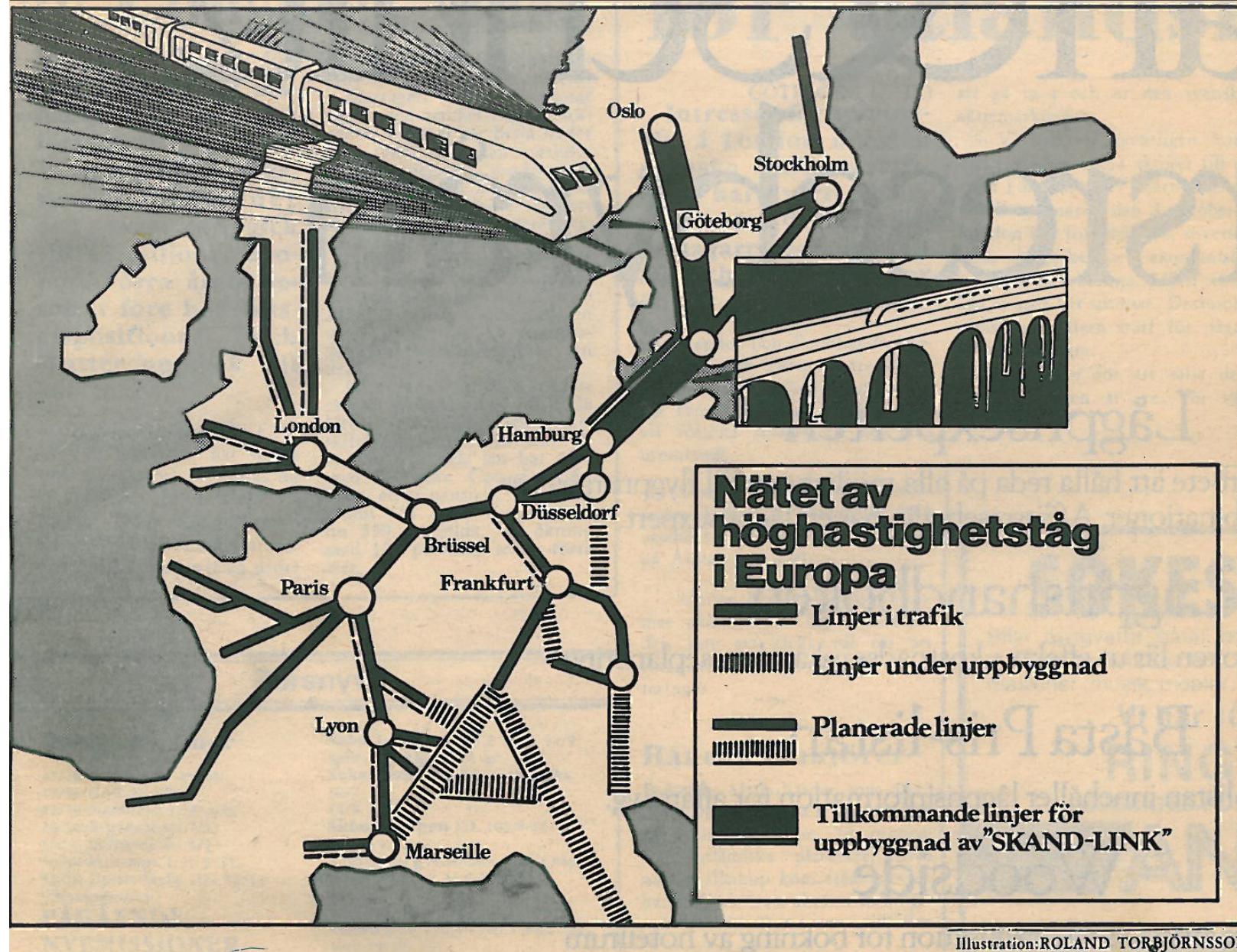


# The Scandinavian 8 Million City, #COINCO



## 1. oktober 1984, Göteborgs Handels- och Sjöfarts - Tidning



## The Railteam HSR network



Kart: Railteam

# World's top 50 cities, ranked by GDP

Urban economic clout moves east.

## World's top 50 cities, ranked by GDP<sup>1</sup>

- Dropout—included in 2007 but not in 2025
- Top 50 city in both 2007 and 2025
- Newcomer—absent in 2007 but included in 2025



<sup>1</sup>GDP is measured in dollars, using market exchange rates in 2007 and predicted real exchange rates in 2025. Data points on map and in lists refer to metropolitan areas rather than specific city jurisdictions, aggregating neighboring cities when appropriate (eg, Rhein-Ruhr in Germany; Los Angeles, Long Beach, and Santa Ana in California; or Mumbai and Thane in India).

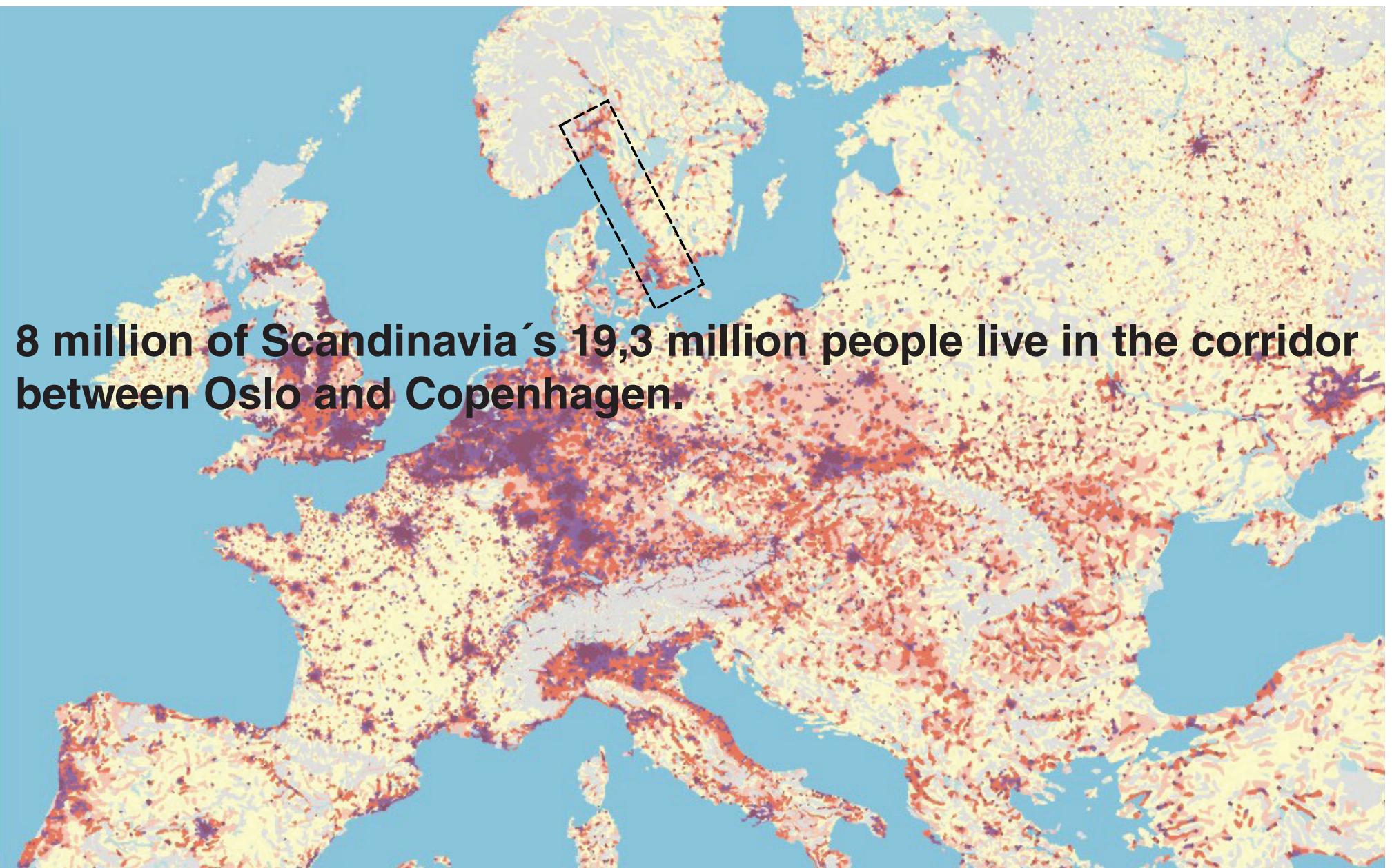
Source: McKinsey Global Institute

Diagram: McKinsey

In 1950, only New York and London had over 8 million inhabitants.

Today there are 22 mega-regions with over 10 million inhabitants.

## Demographic power



## Tapping the potential

### Knowledge power:

- 29 universities and university colleges
- 260 000 university students
- 14 000 researchers
- 22 science parks/incubators
- 44 000 new businesses annually

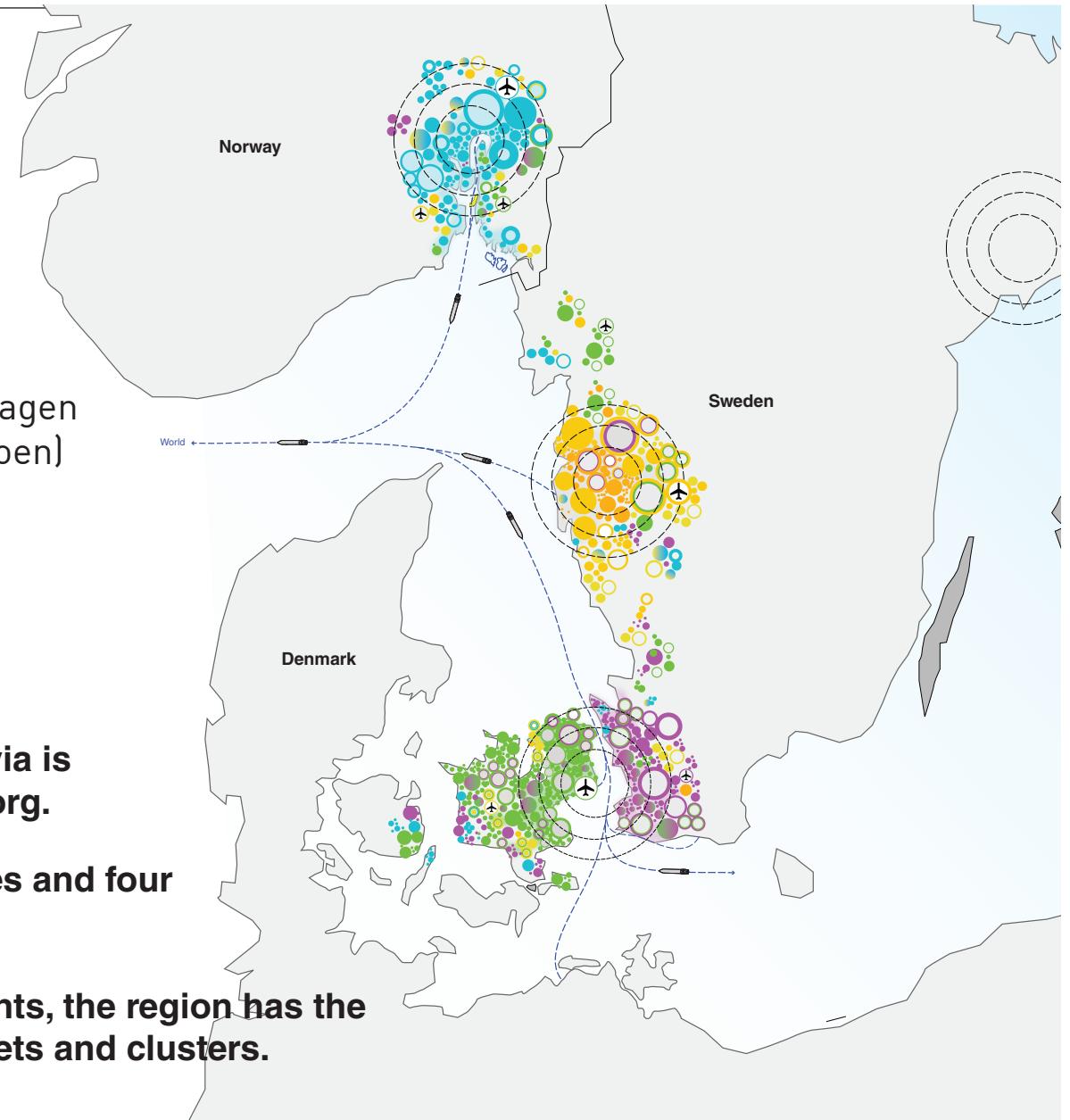
### Infrastructural power:

- Scandinavia's two largest airports: Copenhagen Airport (Kastrup) and Oslo Airport (Gardermoen)
- 8 international/regional airports
- Scandinavia's largest port (Gothenburg)
- 9 seaports
- 11 RORO/ferry ports
- 7 kombiterminals

**-50% of the industrial capacity in Scandinavia is found within a radius of 300km from Göteborg.**

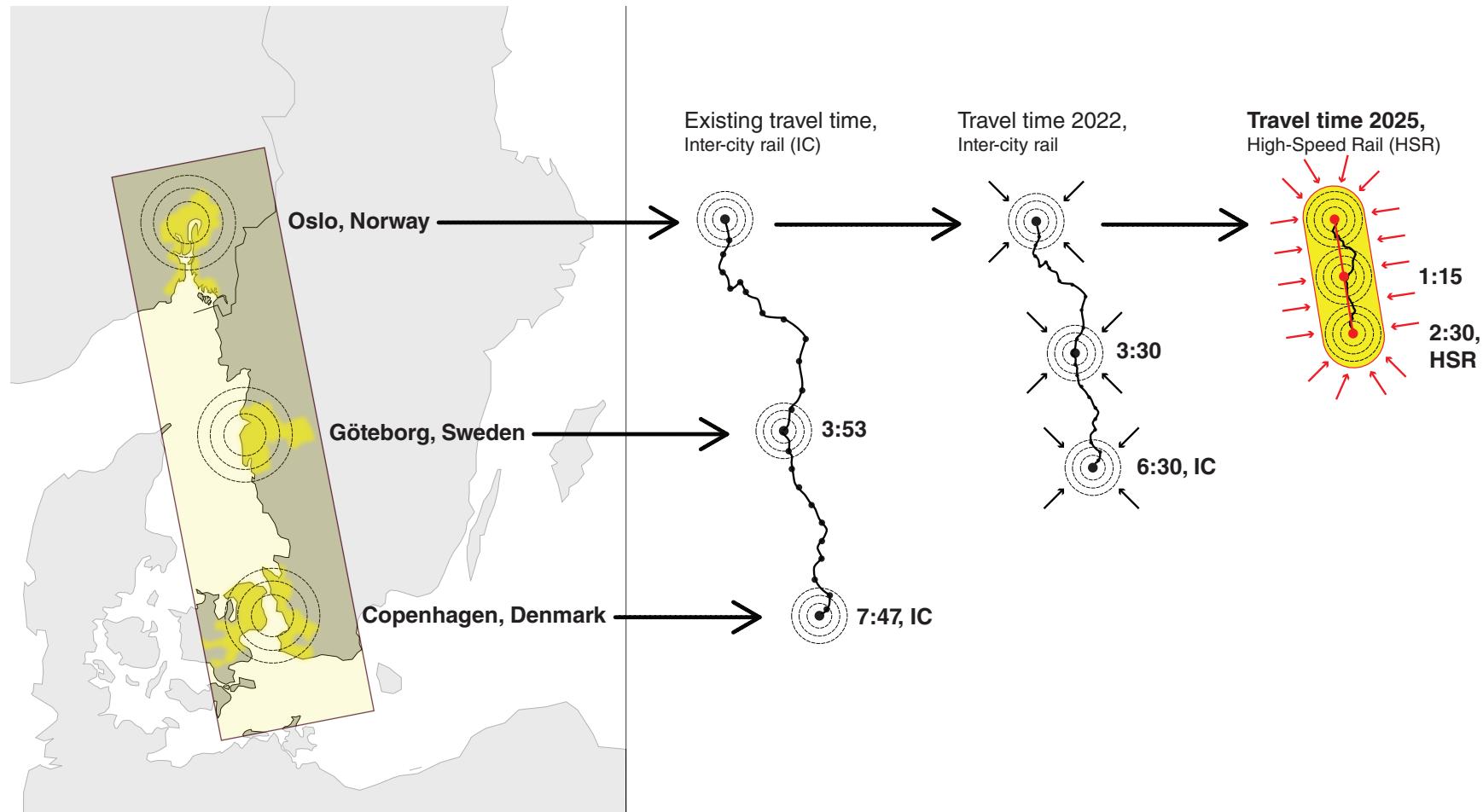
**-COINCO North comprises three nationalities and four metropolitan cities, including two capitals.**

**-Covering a population of 8 million inhabitants, the region has the potential to build strong transnational markets and clusters.**

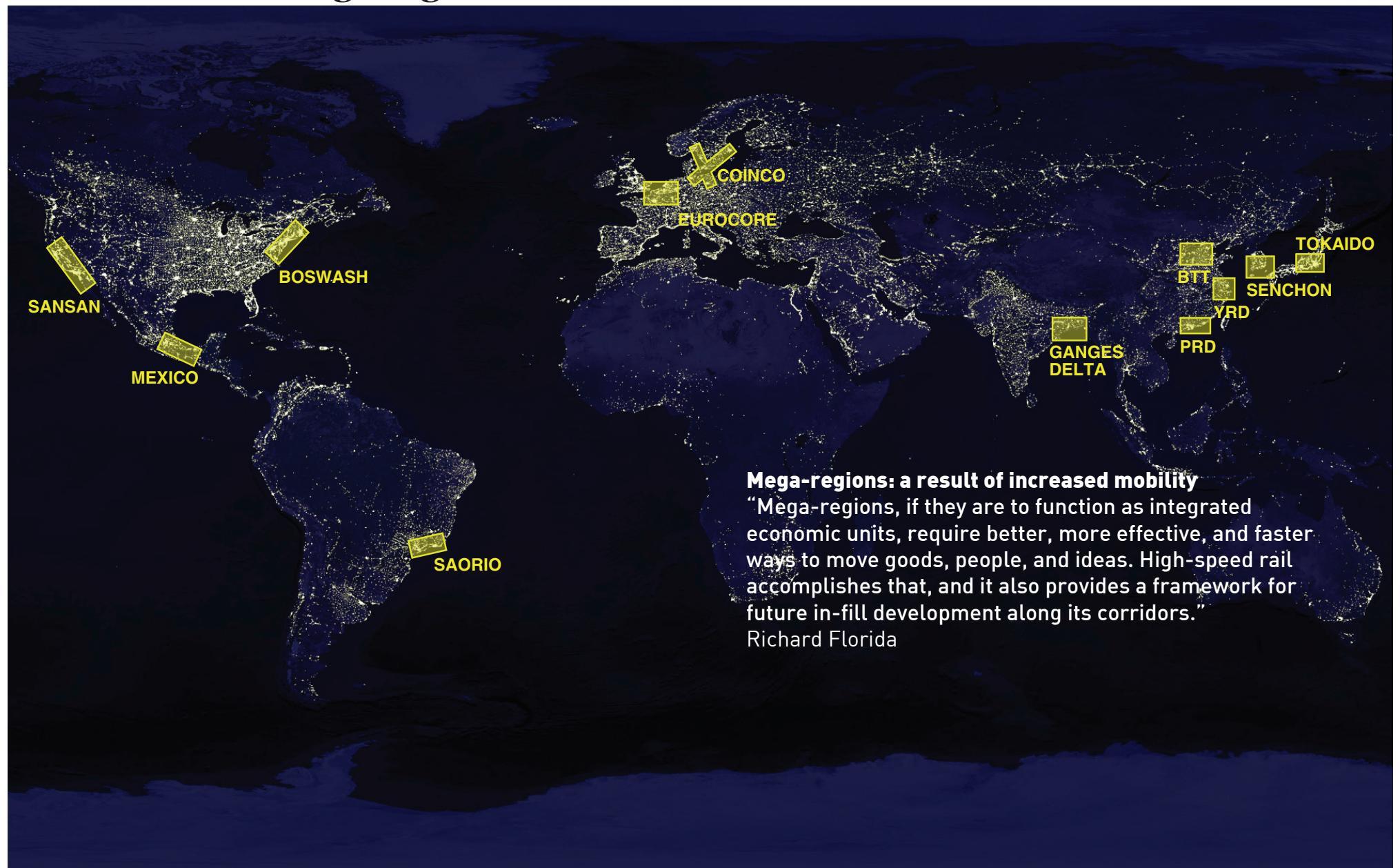


## Vision

The year is 2025. Oslo is connected by highspeed rail to Copenhagen. Eight hours travel has been reduced to 150 minutes, and the Oslo - Gothenburg - Copenhagen corridor has become one of the most attractive megaregions in the world.



## A Scandinavian mega-region



### Mega-regions: a result of increased mobility

"Mega-regions, if they are to function as integrated economic units, require better, more effective, and faster ways to move goods, people, and ideas. High-speed rail accomplishes that, and it also provides a framework for future in-fill development along its corridors."

Richard Florida

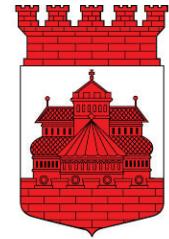
## 14 partners



Oslo kommune



Göteborgs  
Stad



HELSINGBORG



Malmö stad



KØBENHAVNS KOMMUNE



BUSINESS REGION  
GÖTEBORG



Statens vegvesen



Region  
Hovedstaden



TRAFIKVERKET



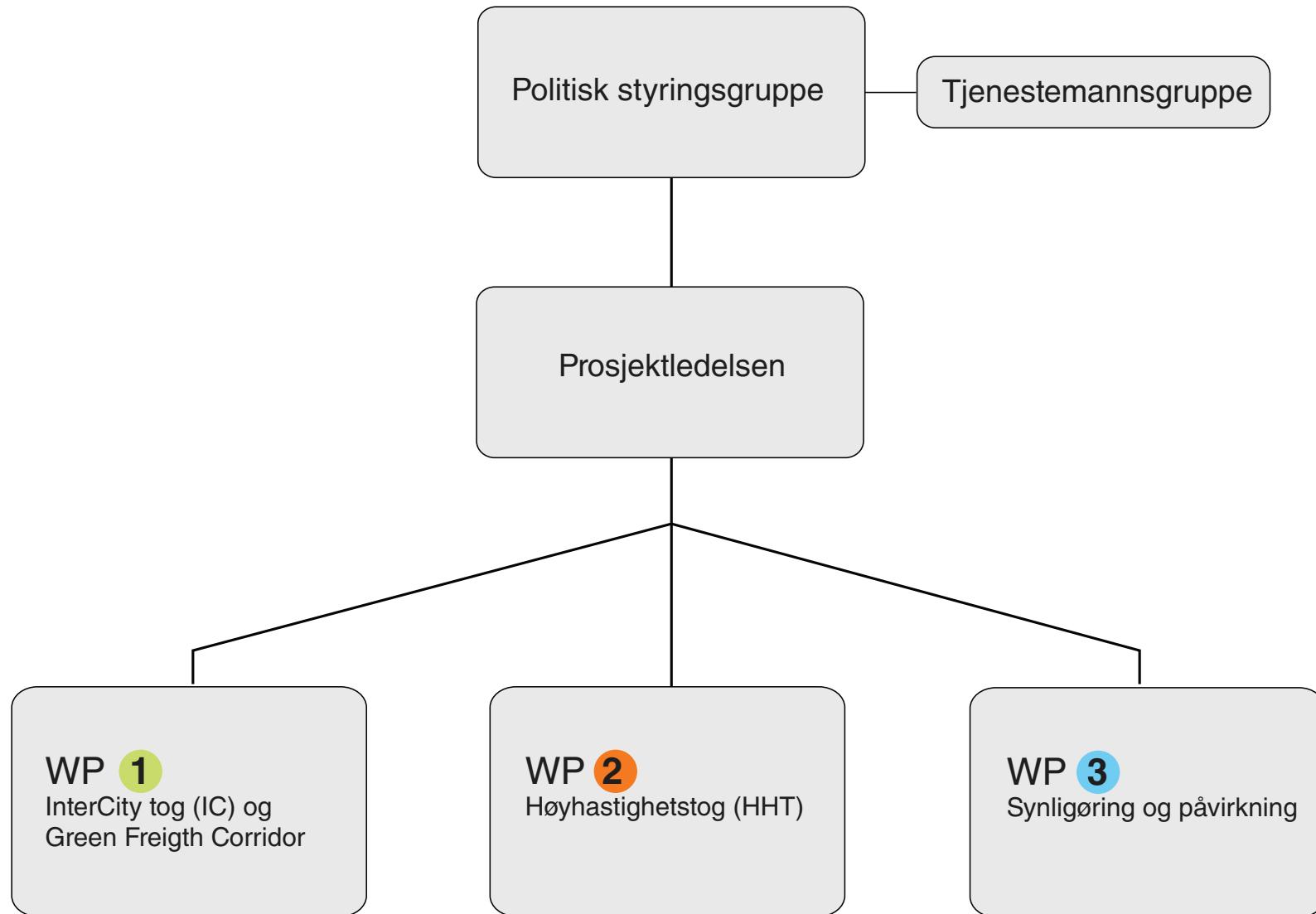
AKERSHUS  
FYLKESKOMMUNE



Østfold  
fylkeskommune



## Organisation



## WP1, Inter City trains and Green Freight Corridor

### Leadership:

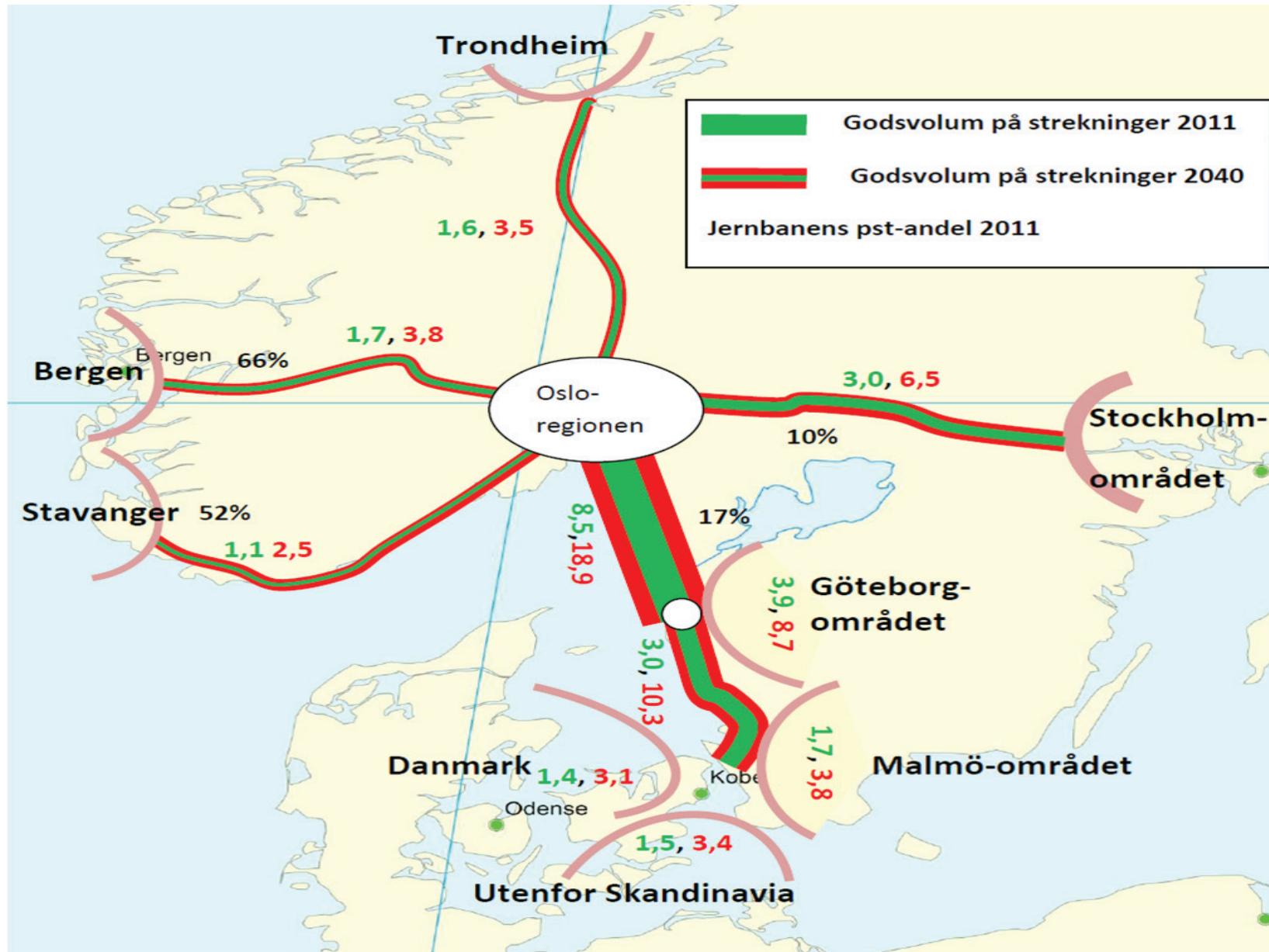
Akershus County Council and the Capital Region of Denmark.

- Ensure implementation of short-term measures regarding travel time and capacity to improve the attractiveness of the Inter-City train service between Oslo, Gothenburg and Copenhagen.
- Ensure harmonization of regulations across national borders for the establishment of a rail-based Green Freight Corridor between Oslo, Gothenburg, Copenhagen, Hamburg and Rotterdam.



Green Cargo

## WP1, Inter City trains and Green Freight Corridor



## WP2, HighSpeed Rail (HSR)

### Leadership:

City of Oslo and Skåne Regional Council

- Secure realization of a Scandinavian network for HSR with connectivity to the European networks
- Financing models to build separate tracks for high speed rail.
- Reduce travel time by train from Oslo to Copenhagen to less than 2.5 hours



## Planned HSR-network in Sweden

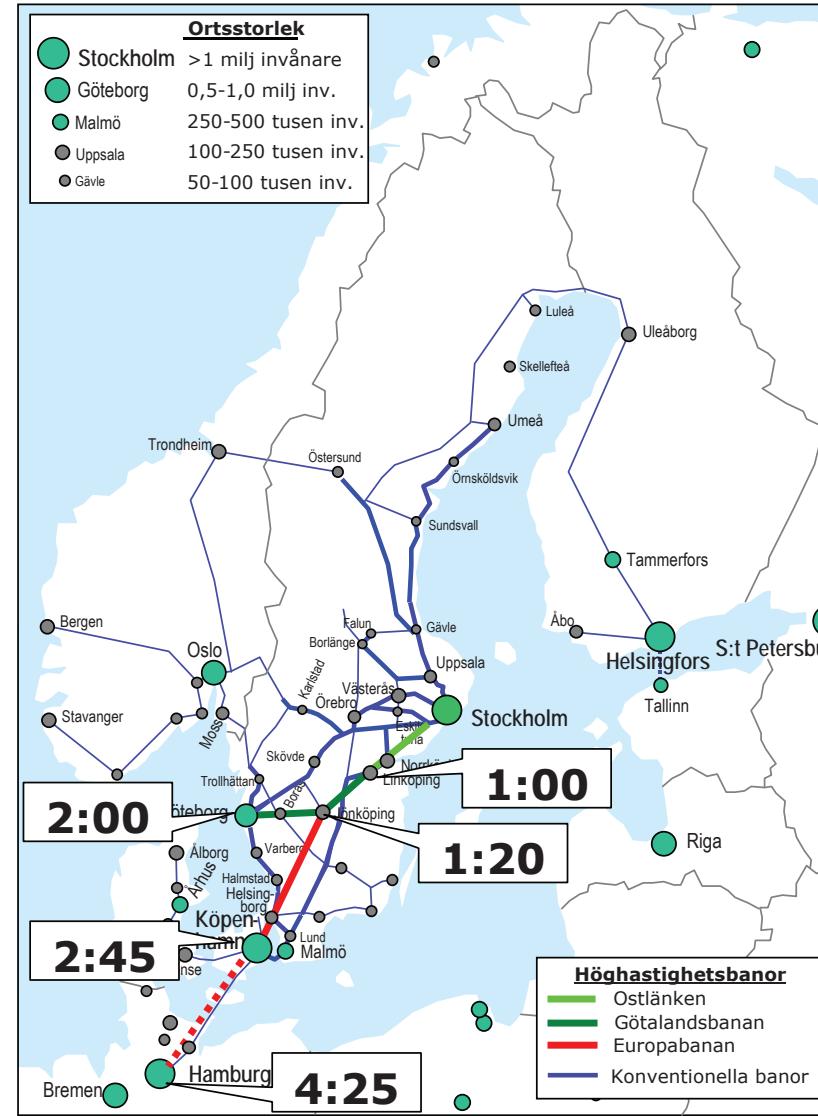


Järnvägsgruppen

### 1. Ostlänken Stockholm-Linköping

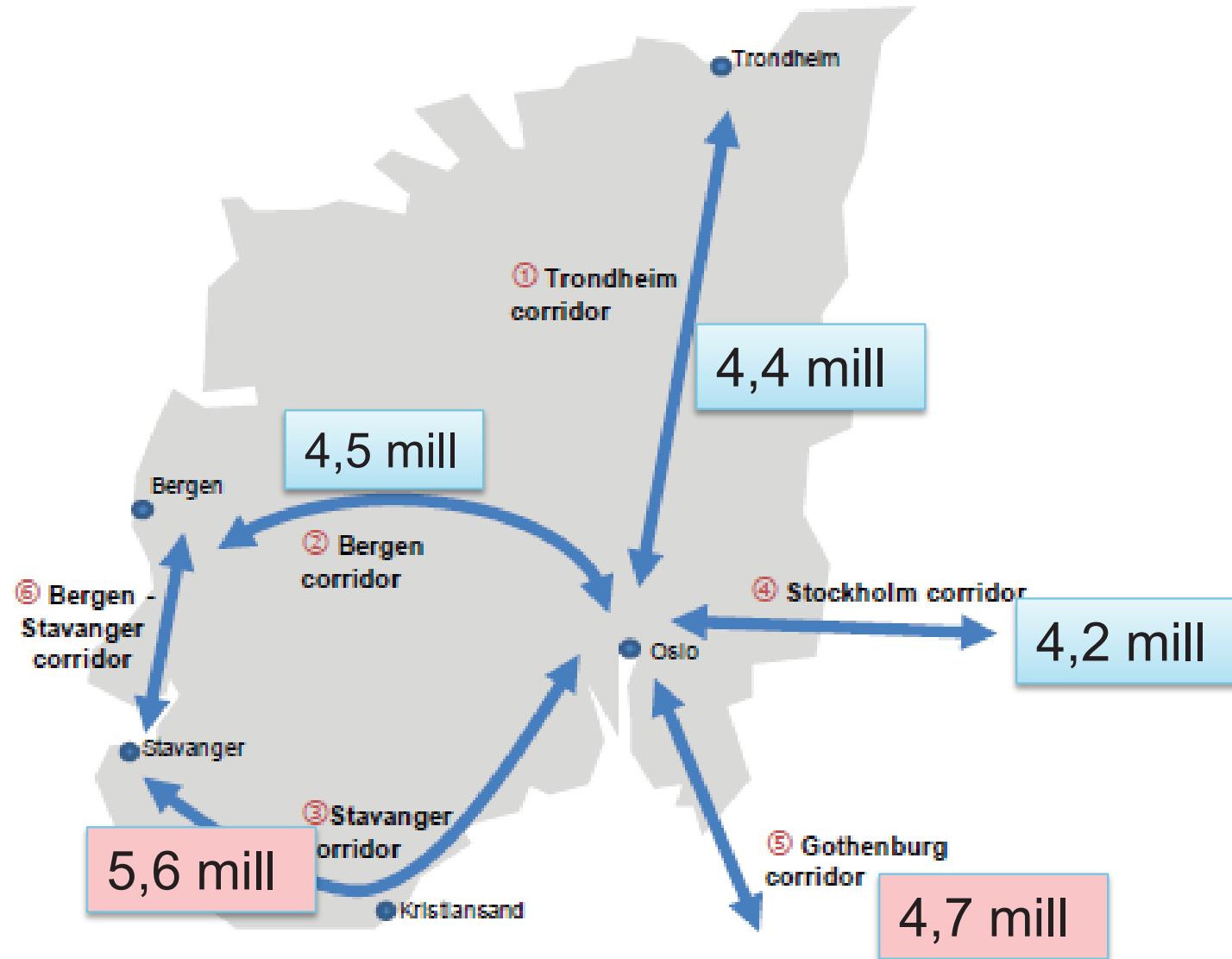
### 2. Götalandsbanan Linköping-Göteborg

### 3. Europabanan Jönköping-Helsingborg- Köpenhamn-Hamburg

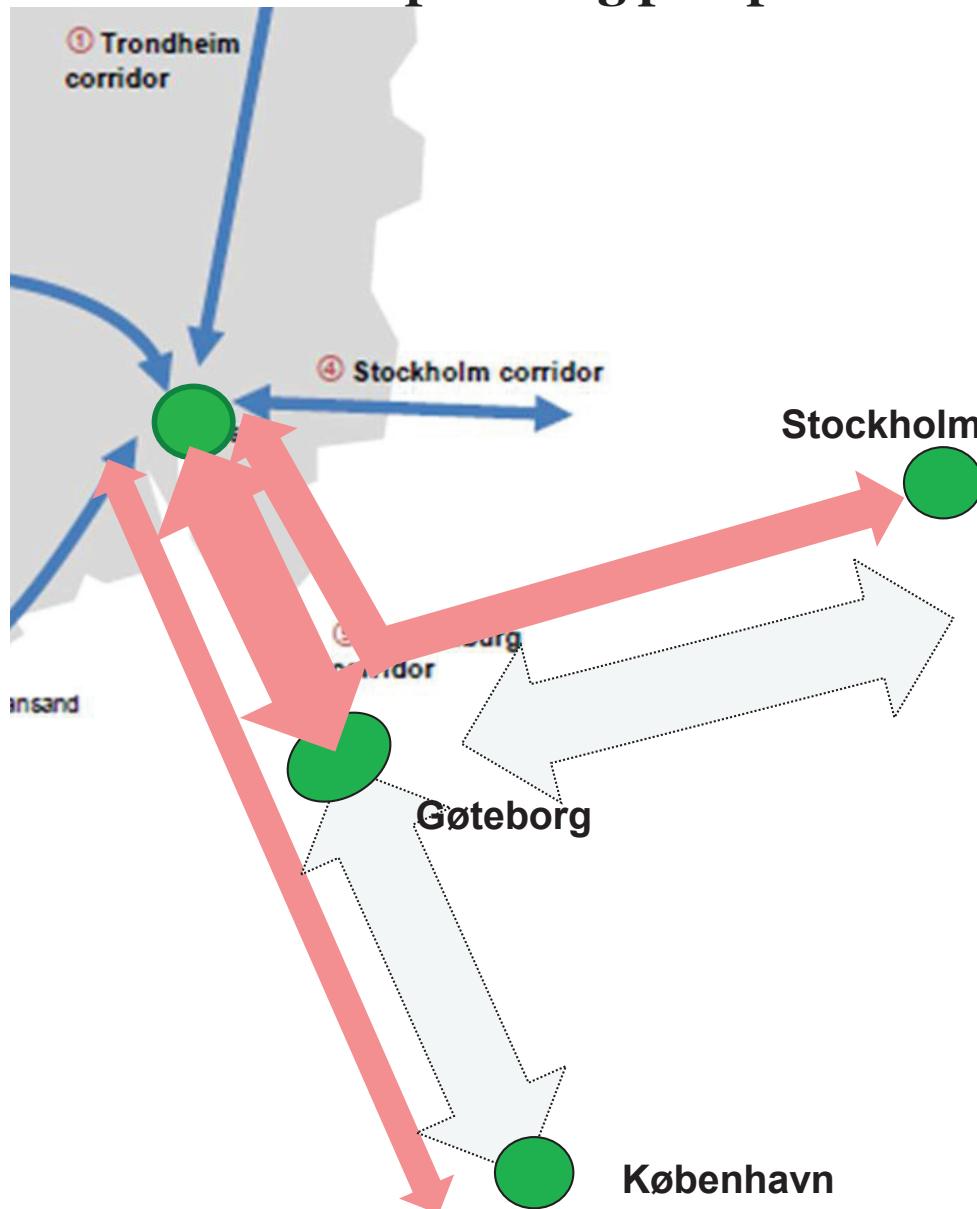


## The National Organisation for high-speed study in Norway

The Ministry handed the project mandate to the National Rail Administration (Jernbaneverket), on 19. February 2010. The study was completed by February 2012.



## A Scandinavian planning perspective



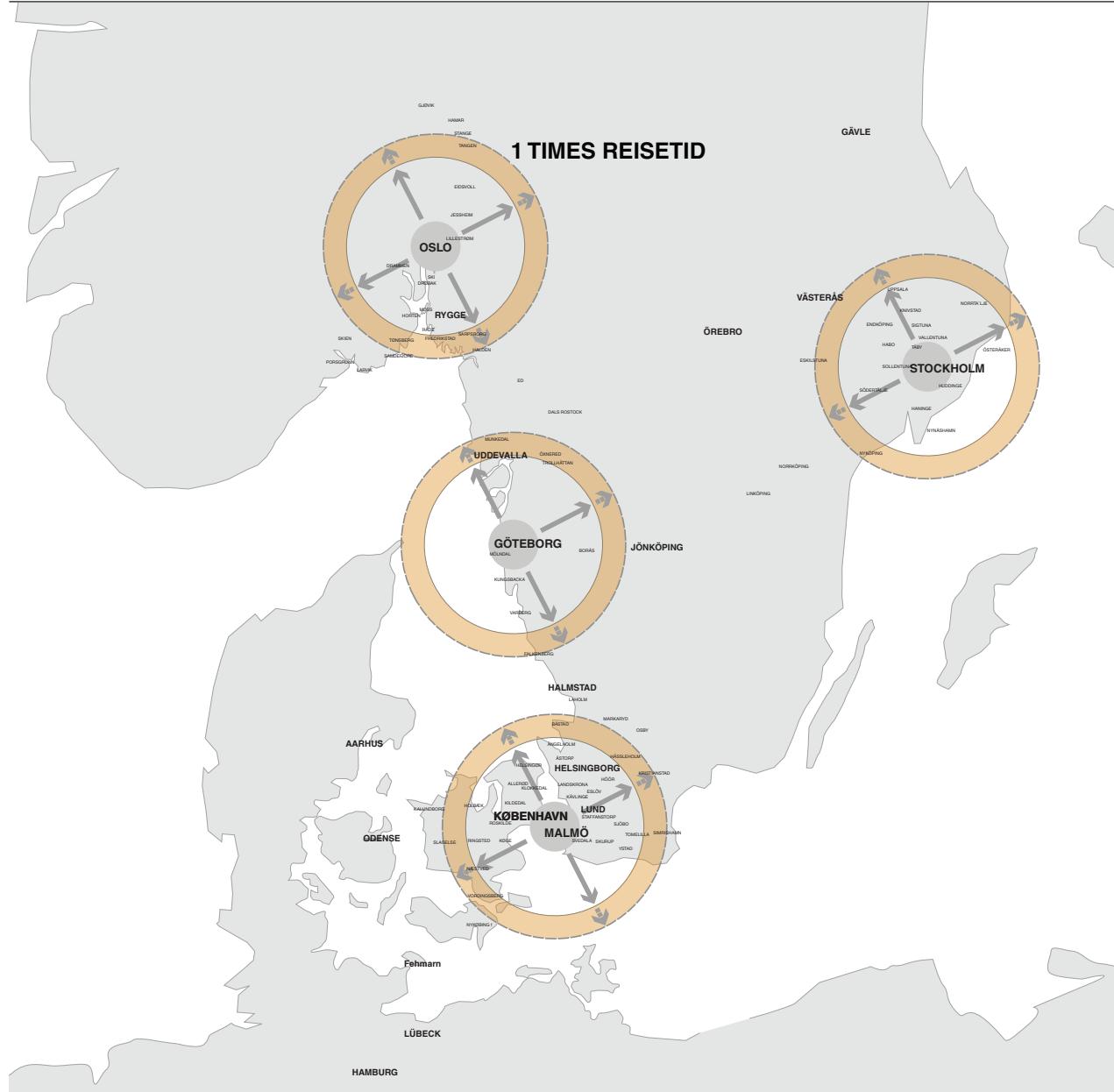
-The market potential for HSR between Oslo and Gothenburg is 7,5 million passenger a year

-Oslo-Copenhagen has a market potential of 9,5 million passengers (Atkins)

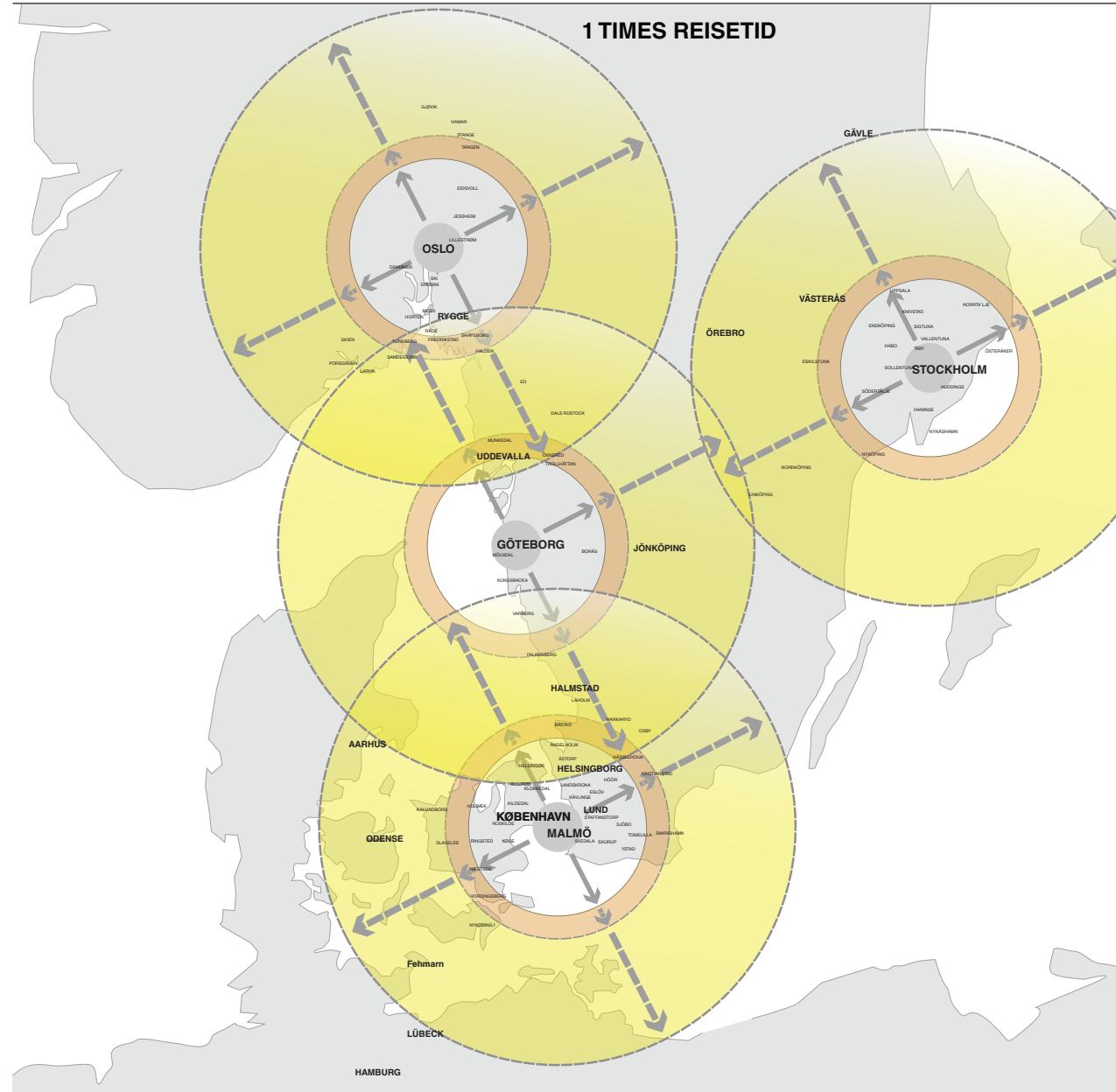
## **Today; 4 individual employment regions**



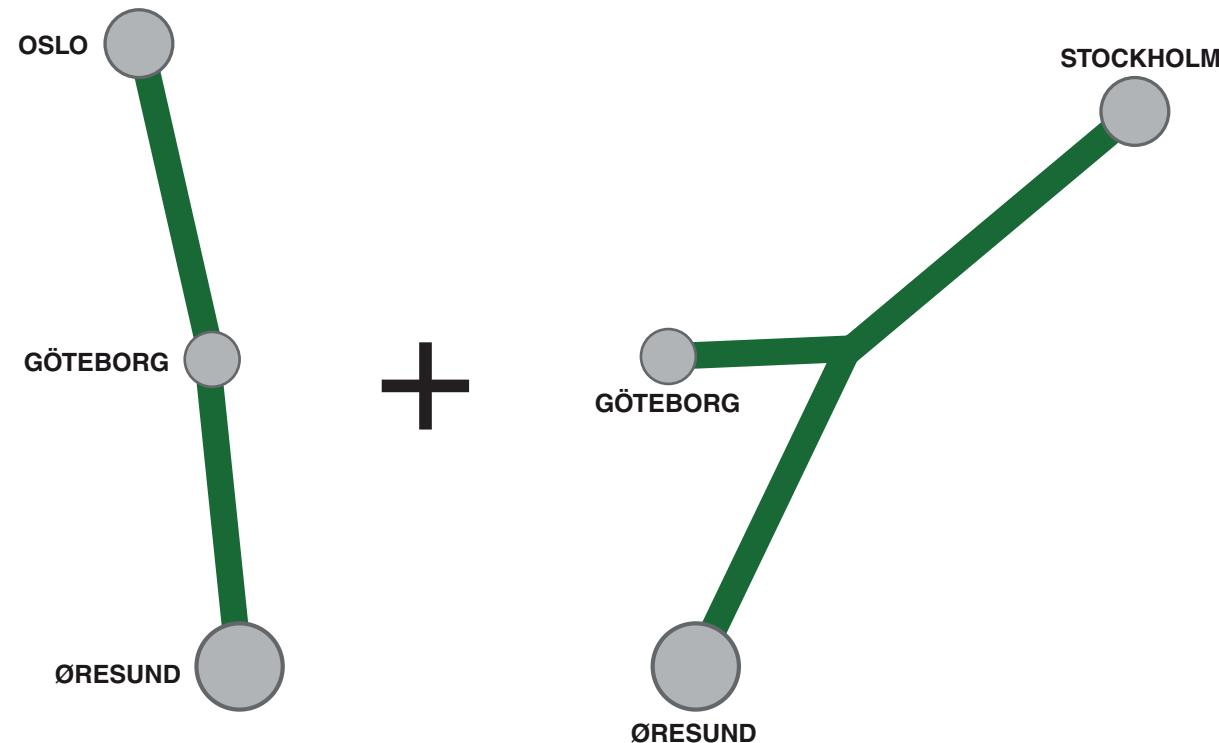
## **Total enlarging potential by investment in road and Inter-City**



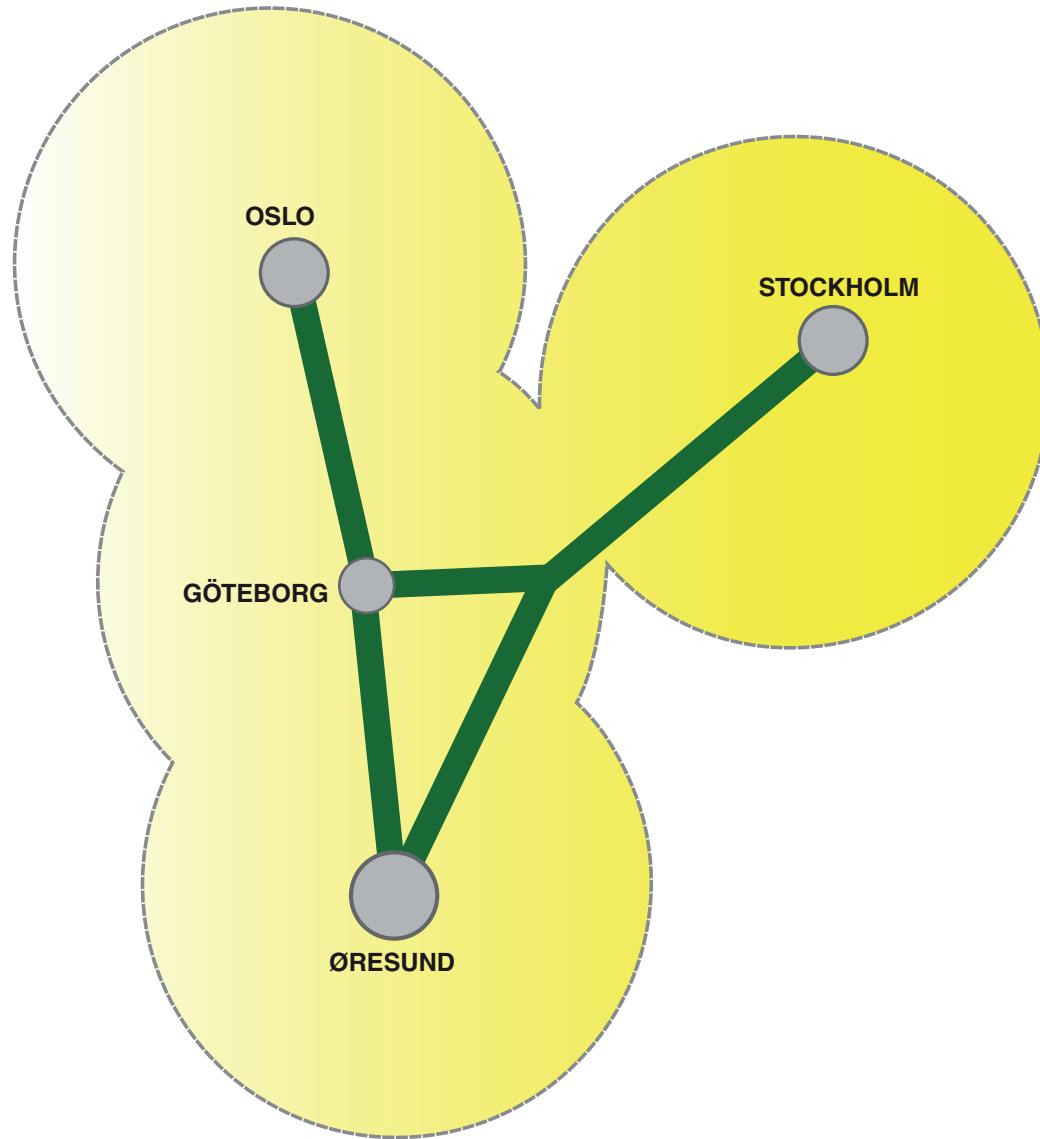
## The High-Speed Rail effect >> one employment region



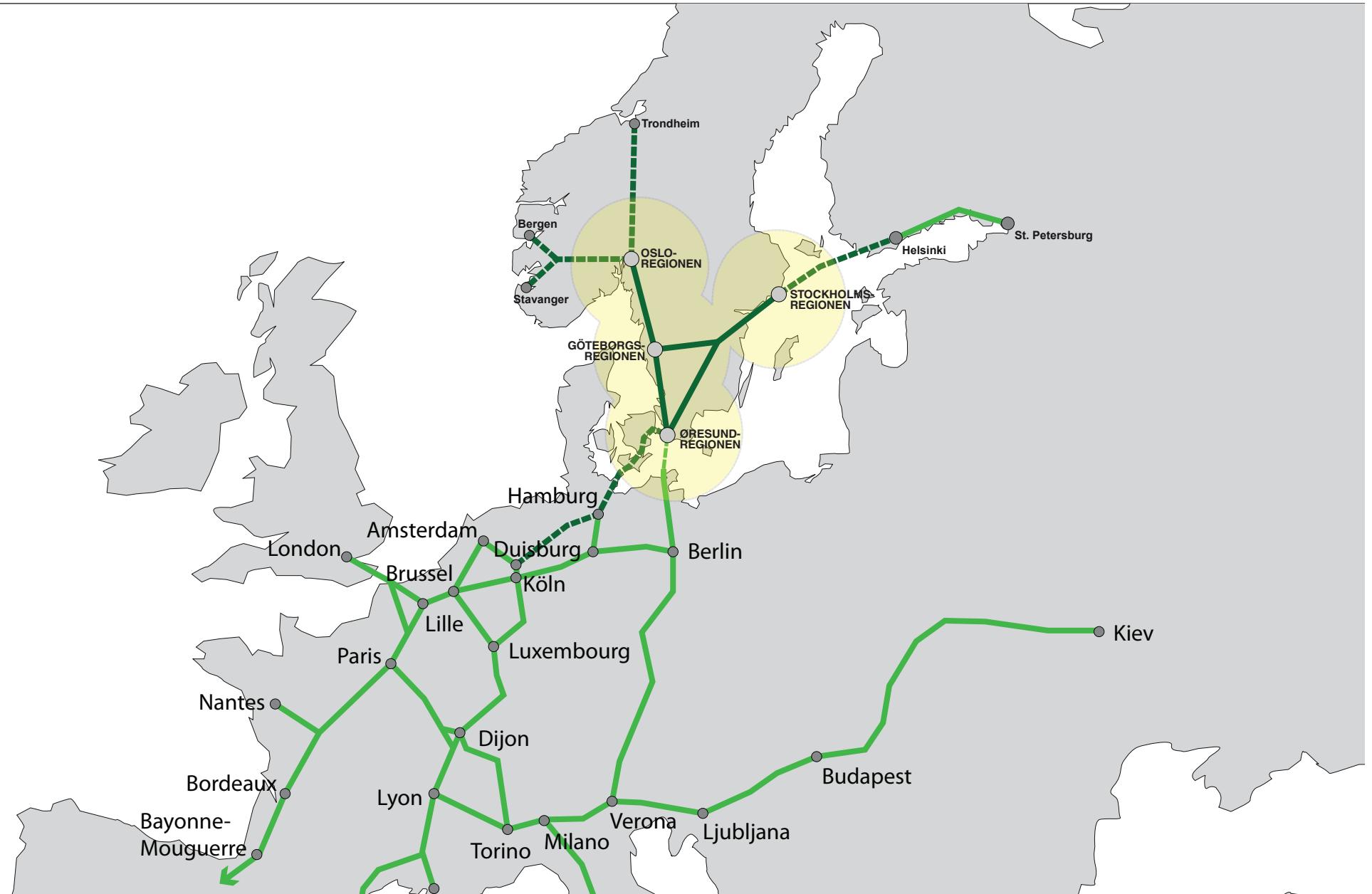
## A Scandinavian planning perspective



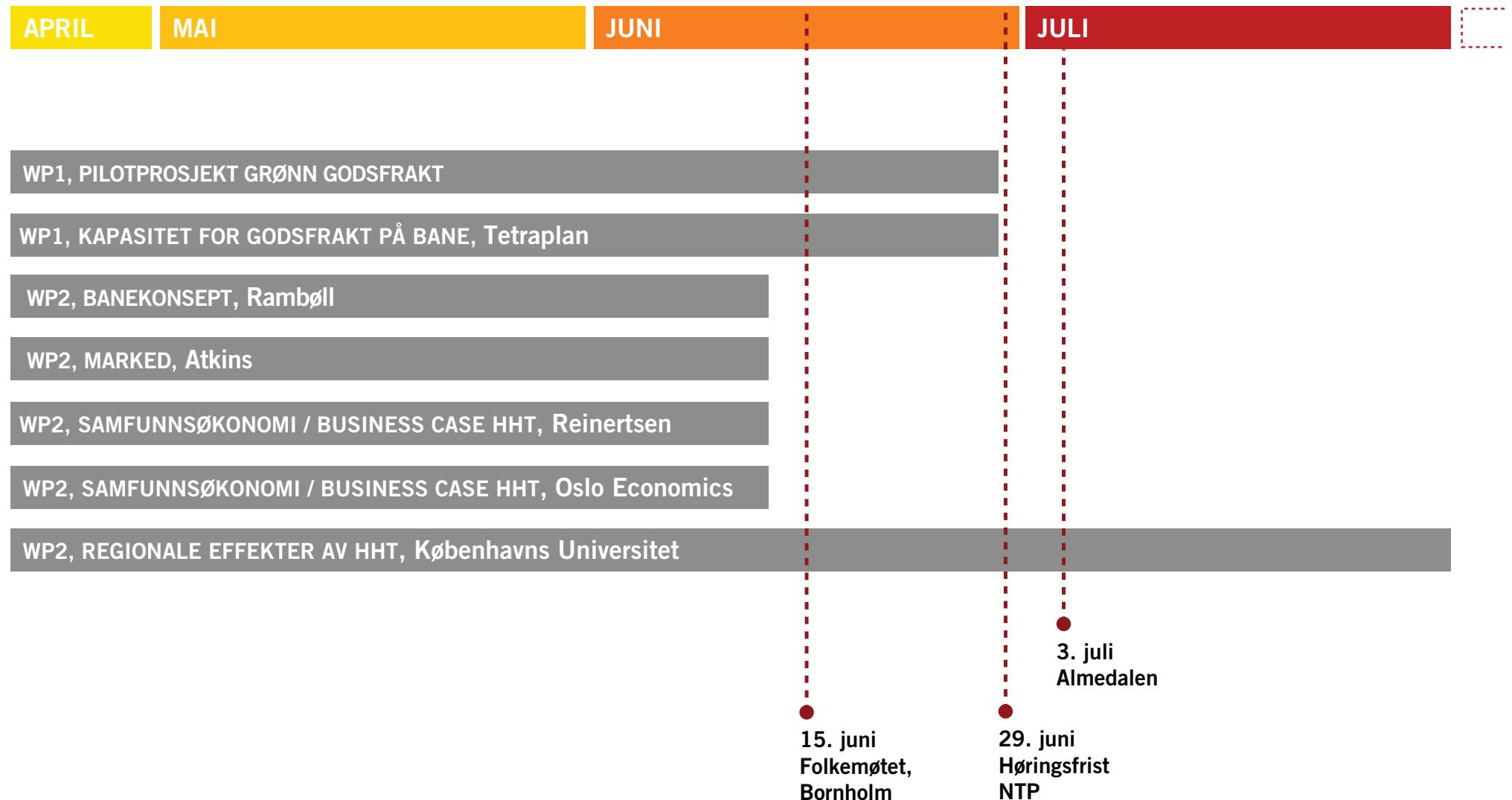
## Building a mega-region with over 12million inhabitants



## A Scandinavian HSR network integrated with Europe



## Activities spring 2012



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**www.8millioncity.com**

Facebook: High Speed Train Oslo ↔ Copenhagen

Twitter: @UrbanFixer

