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TITEL

Metodisk indsamling af transportrelaterede målsætninger og visioner i korridoren Oslo-Göteborg-København-Berlin.

Methodical collection of transport related aims and visions in the corridor Oslo-Göteborg-Copenhagen-Berlin.

FORFATTER

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INTRODUCTION

This paper describes how an overview of existing aims and visions regarding social development and transport systems was developed as a part of the Interreg IIIB program funded project COINCO – Corridor of Innovation and Cooperation. The project started up June 2005 and ends in April 2007.

The development of this overview lasted from June 2005 to October 2005 and ended up in a database with more than 1000 entries dealing with aims, visions and means from Norway, Sweden, Denmark and Germany.

By the development of this database it is now possible to search for aims and visions within the project area within a number of categories such as the source of it, country of origin, its subject, whether it is an already decided project or not etc.

The result is an example on how to establish a planning foundation for new cross national cooperation.

BACKGROUND

In 2004 a political cooperation was established in the western part of Scandinavia. It was and still is constituted by 17 regions and municipalities following a more or less straight line from Oslo in the north, via Göteborg and Copenhagen to the county of Storstrøm in Denmark in the south. Among others, the idea was to promote cooperation and initiatives within the area of Logistics and Transport and hereby to promote economical growth and a sustainable development.

On this basis a project was initiated with the overall aim of developing the cooperation within the area with focus on transport, logistics and infrastructure. The Interreg IIIB program was applied for funding, and after a turbulent period, where the project organization was adjusted, the project started up June 2005 with the Municipality of Copenhagen as lead partner and the German partner Investionsbank des Landes Brandenburg, representing

the Brandenburg Region and Berlin, added as an additional partner to the project organization. Hereby the corridor was expanded to include German regions as well and the project now consisted of 18 partners.

The methodological idea of the project was to transfer experiences with dialog based planning approaches from a local context to an international context. Such approaches have been carried through several times in for instance traffic and environmental plans in Copenhagen, but never in an international context. In stead of solving complex development problems by producing traditional analyses, collecting data and publishing the reports (to be put on a shelf…) the idea was to gather the relevant persons from the relevant agencies and activate their common knowledge.

Secondly, by involving many relevant stakeholders a dissemination of the project results and an anchoring in the participating organisations is secured in a more effective way.

However, to plan and carry through this dialog based approach the idea was to include a research dimension to the project by involving a University. This was done by letting researchers from *FLUX – Centre of Transport Research* at Roskilde University be in charge of the project management and of the project's research parts.

Problem

The specific aim of the project was to develop a strategy document on the future of the COINCO Corridor to be political approved by spring 2007. To fulfil this aim a schedule was developed consisting of primarily two parts.

1. To develop and politically approve a set of visions to be followed in the future development of the corridor.
2. To develop strategies on how to implement these visions.

However, prior to these parts it was beneficial to get to know the existing corridor. Even though the project partners had similar interests in many fields, cooperation between these specific 18 partners was unique. To acquire a better foundation for a corridor development the project management needed an overview to work with the project in general and especially to prepare the project's first part (see above).

Secondly, an attempt of developing a trans national cooperation or, to push it to extremes, of creating a trans national region, which in essence have been the aim of the Scandinavian Arena and hereby the COINCO Project, needs a tool to explore the ideas and plans of the area. Questions like: Is it at all possible to cooperate; do we have the same visions for the future; how do we coordinate policies and strategies – all need a tool made from a common set of criteria to explore similarities, differences etc.

Therefore, the idea was to develop an overview of existing aims and visions made by or having influence on the project partners, within the project field of planning, transport and infrastructure. More specifically we wanted an overview of the overall social development as well as the more specific development of the transport systems and the infrastructure. The latter due to the project focus, and the first to get to know whether the various countries and regions of the corridor in a general social level were heading the same direction at all.

Thus, an implicit research question was:

When new regional cooperation is attempted to be established, how is an overview of existing development plans for the area created, in the way where it can work as foundation of the new region?

According to the project schedule this overview should be completed within three or four months, and therefore the approach had to be quite pragmatic, balancing between scientific quality on the one hand and a focus at finalising the overview in time and hereby not being to thorough neither in the data collection nor in the methodological development on the other hand.

The challenges of developing such an overview therefore consisted of developing a methodology that would be able to:

- Present a relatively big amount of information in an ease understandable way
- Complete the overview in short time

APPROACH

First of all it was decided to develop the methodology by exploring the Danish context. The Danish planning system was well known for us and therefore the idea was that we easily could select the relevant planning documents and create an overview of the visions and strategies for the Danish part of the corridor.

Sources

It was chosen to focus at the most significant planning documents to save time. Significance we defined as planning documents that on the one hand were present and in force, and on the other hand were made by agencies and public authorities with a certain amount of influence on the future of the Danish planning and transport systems – e.g. the Danish Government, the counties on Zealand, DSB - the national railway company etc.

For Norway and Sweden we chose our sources on the basis of a small study of their planning systems. For Germany we had a contact that was well into the German planning system, primarily regarding the transport system. This contact was arranged to collect, translate and work out the German aims and visions on the basis of our instructions.

A disadvantage in this simple approach was that we weren't able to compare our findings from the various countries, because naturally different countries have different planning systems. For example, an interesting analysis would be to search for differences in what the countries or the regions aimed at – e.g. country A focusing at infrastructure development and country B focusing at development of the planning system. But due to our focus at the most essential documents it was difficult to balance our findings in such way that we got different types of aims and visions covered equally. For instance if the most essential German report primarily dealt with transport and the most essential Danish report dealt with transport but also with planning, tourism and nature conservation, then the various subjects would not be covered equally in the two countries. Therefore an equal covering of all relevant subjects would require a full comparison of all planning document. This was, however, not possible due to the time limits.

In end note [1] a table shows the documents we ended up using for our collection.

Storing of Aims & Visions

By exploring the Danish planning documents it became obvious that it was needed to develop how the aims and visions should be described and stored.

The first version was to make qualitative descriptions of each document unfolding their focus, aims and visions and perhaps analysing their underlying reasons. This turned out to be way too time consuming considering the number of planning documents that should be analysed.

Therefore a more quantitative and superficial version was developed. It was an Excel sheet with a row for each aim or vision. An aim could be: "A larger amount of freight transport should be transported by ship". This was typed in one column; in another the source of the aim by country, agency, document, page etc.; and yet another was a unique reference number to be used for tracking down the original aim or visions, its formulation, source etc, in case it should be worked up further in a later stage.

By using this methodology a database was created with the possibility of searching for aims and visions within each parameter or in a combination of more parameters.

The picture shows an extract of the database.

	H	I	M	N	Q
1					
2	Aims & Visions	Source			
3		Country	Organisation	Publication	Reference number
4					
5	The region of Greater Copenhagen should have an attractive and innovative business environment.	DK	HUR	RP2005	1
6	To attract companies and labour the region of Greater Copenhagen should be known for having beautiful landscapes, a clean environment and possibilities for recreation.	DK	HUR	RP2005	2

Categorisation of Aims and Visions

The idea regarding the scope of aims and visions or which type of aims and visions we needed for our project was that they should be within the spectre constituted by overall social visions in the one end and on specific infrastructure projects in the other. While the search continued and the number of collected aims and visions increased it became clear that a more specific definition of different kinds of aims and visions was required.

This also seemed apparent with the opportunities connected to the database approach. The database allowed us to use almost an infinite amount of searchable categories to describe various aspects of the specific aims and visions.

Five levels of aims and visions

First of all it was vital to be able to label whether the aim or vision was a very general one or whether it was a very specific one dealing with for instance a highway extension or the like.

The development of the levels and its result was a balance between the wish for having well-defined and useful levels where it is clear where to put the aims and visions; and on

the other hand to prevent having to many levels and thereby loosing the ability of forming a general view of the content.

According to the very roughly defined aims and visions' scope already described, some of the collected aims and visions dealt with general social aims and visions, such as "To promote economic growth" and hereby not on transport matters; and all others was in one way or the other about transport. Thus the solution should as well work as dividing lines between the ones on transport, and the ones not on transport.

The following table shows the final outcome of the levels:

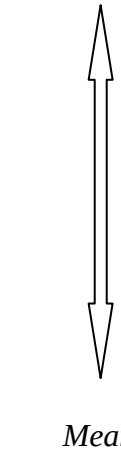
1.	***Social aims and visions***: e.g. economic growth, sustainable development etc. Aims and visions that are not directly related to transport.
2.	***Transport general***: general aims, visions and means related to Transport – e.g. promote intermodality etc.
3.	***Transport specific***: aims, visions and means related to transport between destinations – e.g. high speed train between Oslo and Berlin
4.	***Infrastructure general***: general aims and means related to infrastructure – e.g. improving railway capacity etc.
5.	***Infrastructure specific***: aims and vision related to specific projects on infrastructure – e.g. constructing a fixed connection crossing the Femern Belt, extending a highway etc.

Table 1: Five levels of aims, visions and means

Besides solving the problems already mentioned, these levels resulted in two other positive effects.

Since the beginning of working with this sub-task to the COINCO Project, it had been quite unclear how to use the terms aims and visions, and actually more precisely means, aims and visions. Without time to study the literature the only but significant realization regarding this matter was that the relation between a mean, an aim and a vision is relative. This means that it depends on what you are comparing with. Thus project x sometimes is a vision and sometimes is a mean.

However, this realization in combination with the five levels clarified that it should be understood as a hierarchy of aims, visions and means (see table below):



1. ***Social aims and visions***: e.g. economic growth, sustainable development etc. Aims and visions that are not directly related to transport.
2. ***Transport general***: general aims, visions and means related to Transport – e.g. promote inter-modality etc.
3. ***Transport specific***: aims, visions and means related to transport between destinations – e.g. high speed train between Oslo and Berlin
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Table 2: Hierarchy on aims, visions and means

Hereby it was indicated that it is not possible to make any strictly accurate boundary between what is an aim or vision and what is a mean. For example some could have the aim of establishing an inter-modal freight service in the corridor, which belongs to the third level. At the same time, this aim could be the mean to support the second level aim of increasing the amount of freight being transported by railway, which again could support the overall vision of a sustainable development, etc. The words "Aims, Visions and Means" (AVM) refer to this hierarchy.

As the table shows the higher level (lower number) the higher is the degree of aims and vision, and the lower level (higher number) the higher is the degree of means.

Secondly this way of dividing the AVM into levels raised a new question. What is exactly the difference between transport and infrastructure and more precisely between level 3 and 5? For instance, in which occasions should a railway connection be understood as a transport solution and in which occasions as an infrastructure project? Is it the rails themselves that alone constitute the infrastructure, but then what about the train, or is it the connection understood as a transport service that alone can be understood of something else than infrastructure? The questions can also be made with ferry lines: when can they be considered as a transport solution and when as infrastructure working as means for transport services.

Through collecting the aims, visions and means it was found, that a meaningful distinction was related to the purpose of the specific project[1]. If the project's main purpose is to transport / move passengers or freight between destinations and thereby is an independent service that transport them or it the whole way, then the project belongs to level 3. An example is the ferry transporting freight and passengers between Copenhagen and Oslo. It fulfils the task of bringing for instance passengers all the way from one place to another place. Perhaps some passengers travel a further distance when they arrive, but this is only a minor

[1] The differences between elements in a transport system is also described in "Godstransport i et kædeperspektiv" by Lise Drewes Nielsen from Roskilde University and Leif Gjessing Hansen from Aalborg University.

part of the passengers. Or another example could be an aim for establishing a high speed railway connection between Copenhagen and Berlin.

If, on the contrary, the main purpose of a project is to be a part of a larger transportation system the project belongs to level 5. For instance a ferry transporting goods and people between Gedser in Denmark and Rostock in Germany belongs to level 5. For most of the freight or people being moved the origin or final destination of their or its travel neither is Gedser nor Rostock. This distance only represents a minor part of the total distance travelled – e.g. if the passengers are travelling from Copenhagen to Berlin.

In several ways this distinction satisfied our needs regarding in which level the specific AVM belonged. However, still the categorisation process depended on a subjective judgement of the nature of the AVM, because firm criteria were not developed.

Realisation Level

Another distinction that needed to be made dealt with how far from realization the infrastructure projects were. Naturally it was discovered by reading the various planning documents that most of the sources, which among others were planning authorities as mentioned, not only presented aims and visions within fields of their own decision power, but also within other organisations' decision powers. Therefore some of the database entries described already decided infrastructure projects and others were in the nature of wishes for how others should decide.

This problem was solved by dividing the data in three levels that we called Realization Levels. These levels were only used for the infrastructure projects – level 5 projects. The levels were:

a. *Already decided projects*: Some projects are already decided by the authority capable of this, and the financing is arranged.

b. *Not decided projects*: For some projects it is decided to prepare the basis for decision by the authority capable for making the final decision.

c. *Other projects*: For some projects it is not decided to prepare the basis for a decision by the authority capable for making the final decision, or the projects are proposed by authorities or agencies not capable of making the final decision.

The distinction between realization level a and b was inspired by the Danish Government that in *Investeringsplan – De næste 10 års offentlige investeringer*, February 2003. It differentiated between projects already decided and funded and projects not decided yet but where it was decided to start up investigations to be working as foundation for a final decision.

Categorisation by subject

The five levels were on the one hand very wide, which allowed their content to differentiate a lot; on the other hand they were not wide enough to be able to capture all the similarities of the aims and visions within each level. For instance a level 1 AVM "to promote business life" and a level 5 AVM "to extend highway x to promote the local business life in city Y" both deals with business life.

Thus, we developed subject categories while the aims and visions were collected. They were meant as the common denominators that in the best way possible captured and described the similarities between the different aims, visions and means.

For instance an aim on building a new highway or on improving a specific part of a freeway was categorized as dealing with roads, because both of them, in overall terms, promotes the same kind of transport, e.g. cars, busses and trucks; solves the same kind of problems, e.g. congestion; and promotes the same kind of problems, e.g. emission of particles from diesel vehicles etc. A comparable category of aims, visions and means is the ones dealing with railways. Aims, visions and means on creating a high speed connection between two cities or improving railway tracks etc. are being subjects to the same fundamental technology, the same possibilities, and the same problems related to for instance financing etc. In another level aims, visions and means on cooperation on transport matters between different regions, or coherence in the development of different regions belongs to the category of regional matters.

The content of the different categories were not completely unlike, but overlapped some – e.g. the category of fixed connections overlaps with the categories of roads and railways because it has something to do with roads and railways. However, at the same time it is a category with its own kind of challenges due to for instance the huge investments needed, the cross border corporation needed, if it is a connection between two countries, etc.

In addition an aim, vision or mean could be categorized into more than one subject. For instance the aim of creating a centre for freight transport at Copenhagen Airport belongs to the category of freight and the category of air transport.

The categorization took part in all of the five hierarchy levels and appeared in its own column with abbreviations according to the subjects. The subjects and their abbreviations are:

Category	Abbreviation
Air transport	Air
Business	Bus
Car Pooling	Cap
Cohesion	Coh
Commuting	Cmt
Competition	Com
Congestion	Con
Economy	Ecn
Education	Edu
Environment	Env
Fares	Far
Fixed Connections	Fix
Freight transport	Fre
Harbour	Har
Housing	Hou
Infrastructure	Inf
Labour	Lab
Living Conditions	Liv
Modes of transport	Mod
Planning	Pla
Public Transport	Pub
Railways	Rai
Regions	Reg
Roads	Roa
Safety	Saf
Sea transport	Sea
Tax	Tax
Tourism	Tou
Transport	Tra
Welfare	Wel

Table 3: Subject categories and their abbreviations

Thus, the final database design looked more or less like the following:

	Level	Abbreviation				Realization level	Aims & Visions	Source			
3						Only for Level 5		Country	Organisation	Publication	Reference number
5	1	Bus					The region of Greater Copenhagen should have an attractive and innovative business environment.	DK	HUR	RP2005	1
6	1	Bus	Env				To attract companies and labour the region of Greater Copenhagen should be known for having beautiful landscapes, a clean environment and possibilities for recreation.	DK	HUR	RP2005	2

EVALUATION OF THE DATABASE

This text makes an evaluation for the process of developing a database on aims and visions related to the Coinco project as explained above.

The collection

The objective was to collect aims and visions with relevance to the Coinco corridor from essential regional and national planning documents, as well as from the level of the European Union. What have been collected so far are aims and visions from Germany, Denmark, Sweden and Norway. Thus, the European Union AVMs is still missing in the database.

As explained in the methodology chapter these sources were chosen on a basis of the combination of our knowledge of the various countries' planning systems and of recommendations made by researchers connected to the Coinco project as well as representatives of the project partners.

So far above 1000 aims and visions have been collected from the chosen sources. However, it should be noticed that these aims and visions not all are unique and different from each other. Many of the AVMs are alike because many of the agencies used as sources express the same or almost the same AVM – for instance more than one agency from more than one country wants a fixed connection crossing the Fehmern Belt to be constructed.

Therefore, to improve the database it was the intention early in the process to make a kind of parallel database, where all the AVMs should be evaluated according to their content. Hereafter the ones containing substantially the same ideas should be put together hereby making a database containing only unique AVMs, however still describing which agencies supports the specific AVM. This "summarisation" process was initiated but was found quite time consuming, and is not yet finalised.

The experience from this summarisation trial is that presumably the final amount of unique or almost unique aims and visions will be around ½ or 2/3 of the total amount of aims and visions.

The table below shows a statistical survey of the division of aims and visions on the different levels:

Levels	Occasions - not summarized
1	204
2	472
3	30
4	147
5	161
Total	1014

Tabel 4: Occasions of aims, visions and means in various levels

A few remarks should be made about this statement – especially about level 2 and 3, which constitutes the extremes.

At first a combination of the following explanations seems reasonable as reasons for the amount of aims and visions in level 2 being so high:

- The definition of this level, *Transport General*, is very wide, and the level has in practice been working as a litter box for all general aims and visions related to transport. To illustrate this the entire subject categories used in the database is represented in this level, against which level 1, 4 and 5 only represents between 1/3 and 2/3 of the subject categories.
- Perhaps the more general an aim or vision is the more non-committal it is to make public. For instance the means to fulfil the general aim of "having a more effective transport system" can be formed in many ways depending on the agenda of the responsible agency as well as the understanding and interpretation of the aim can be different. This way many aims and visions are made public, perhaps, without they necessarily have to be implemented and without the sources are being accounted for them. However, if this explanation should be true, it should be the case of the first level as well (which it maybe is).

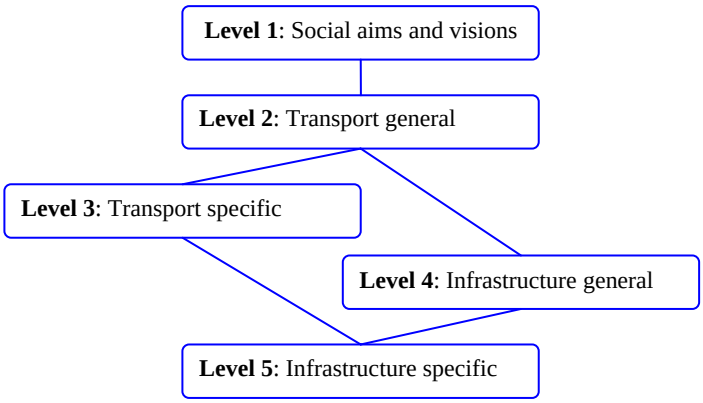
Regarding the low amount of aims and visions in level 3 it is a bit surprising, that of 1000 collected aims and visions only 30 is about aims on specific transport solutions – like for instance being able to travel from Oslo to Berlin in half an hour.

However, it has become clear that it is due to the definition of the level. A reason is that aims and visions on transportation between destinations are only related to the non-individual transport solutions, like railway, sea or air transports. Aims like "being able to drive from Oslo to Berlin in 4 hours by car", would require dealing with the speed limits rather than developing the road infrastructure. Thus, almost no road projects are represented in the third level, and this is a reason for the amount of aims and visions being so low.

Another point that should be noticed is the structure of the hierarchy – or to be more specific the relationship between level 3 and 4. At present the understanding of the hierarchy is that aims and visions in a specific level either works, in a figurative sense, as means of the above standing levels or as aims and visions of the underlying levels.

However, between level 3 and 4 this relationship does not exist. Even in a figurative sense it can not be claimed that general aims and visions on infrastructure works as means for aims and visions on specific transport solutions. The general perspective clashes with the specific perspective. The idea behind this structure is that infrastructure generally speaking works as means for aims and visions on transport, which is verified by the correctness in

the relationship between level 3 and 5, where specific infrastructure, in a figurative sense, works as means for specific aims and visions on transport. Thus a new illustration of the hierarchy could be the one below, which solves these problems.



Figur 1: Possible new form of hierarchy on aims, visions and means

However, the primary purpose of the various levels is to refer to well-defined categories that are useable and makes sense in relation to the purpose of the collection of aims and visions, and thus practically the mutual relations between the levels has been of less importance.

The table below shows the distribution of the aims and visions in the various subject categories.

Category	Occasions
Air transport	24
Business	50
Car Pooling	1
Cohesion	3
Commuting	3
Competition	24
Congestion	9
Economy	54
Education	8
Environment	115
Fares	4
Fixed Connections	8
Freight transport	52
Harbour	23
Health	1
Housing	8
Infrastructure	68
Labour	17
Living Conditions	35
Modes of transport	59
Planning	64
Public Transport	60
Railways	182
Regions	91
Roads	123
Safety	56
Sea transport	55

Tax	6
Tourism	10
Transport	149
Welfare	15

Tabel 5: Occasions of aims, visions and means in subject categories

As explained in the methodology chapter the various subjects have been developed through the collection process, and are therefore more or less empirically products. Even though this methodology has great benefits, the present state of the subjects illustrates that they need to be reviewed and cleared up.

What makes them look un-organized is that they implicit belongs to different levels of the hierarchy. For instance how can the subject *Modes of Transport* exist at the same time as the subjects *Sea Transport*, *Air Transport*, *Road Transport* and *Railway Transport*? The reason is that Modes of Transport is useable in the second level concerning general transport subjects, where it separates aims and visions concerning for instance intermodality or the market share of the railway transport from aims and visions concerning for instance the way the transport sector service the business life etc. In the levels concerning infrastructure it is more relevant to distinguish between the specific modes of transport, and therefore great overlaps exist between the various subjects. This situation would be more evident if the occurrences of the subjects in the various levels where worked out but this is still to be done.

However, the categories still need to be clarified and reorganised. The category Transport works as a litter box of all transport related aims and visions, which does not belong to any other categories, and relevant categories such as Security, which is of current interest, or more specific accessibility categories such as Disabled, Gender, Children or Young People are missing.

What it does show, however, is that for instance more aims and visions exist on railway transport than on the other modes, and a deeper look into the various levels shows that this is the case in the general level, level 2, as well as in level 5 on specific infrastructure projects. This situation probably has to do with the special situation that within the railway sector the public authorities work as owners of infrastructure as well as operators using the infrastructure, which makes the public planning documents used as sources for the database contain more aims and visions on railways than on the other modes.

Finally the database needs to be revised. The various categories on subjects and levels have, as described earlier, been developed through the collection of aims and visions, and thus the understanding and usage of the categories have developed as well. Therefore every aim and vision has to be revised to make the use of the categories more stringent.

As a result of these reflections forthcoming activities with relation to the database involve finalizing the collection of aims and visions and a revision of the database. Hereafter deeper analyses are possible such as describing the distribution of subject categories in the various levels etc.

1

Country	Agency	Publication
Denmark	**The Danish Government (DG)**	*Investeringsplan – De næste 10 års offentlige investeringer*, February 2003. It is a plan about wanted national investments for the next ten years.
		Aftale mellem regeringen (Venstre og Det Konservative Folkeparti), Dansk Folkeparti, Det Radikale Venstre, Kristendemokraterne…om: Trafik (5. november 2003) in *Aftaler om Finansloven for 2004* by the Danish ministry of financy. An agreement between the Danish Government and other Danish parties on future investments in traffic infrastructure.
		Nye mål - Regeringsgrundlag. Februar 2005
	HUR - The Greater Copenhagen Authority	*Trafikplan 2003*
		Forslag til Regionplan 2005
	Zealandish counties (county of Roskilde, county of Western Zealand, county of Storstrøms)	*Trafikken på Sjælland 2005*, a poster
	County of Bornholm (CB)	*Regionplan 2001*
	County of Storstrøm (CS)	*Forslag til Regionplan 2005-2017*
	County of West Zealand	*Forslag til Regionplan 2005-2016*
Öresund Committee	**The Öresund Committee (ÖC)**	*Infrastruktur og Kommunikationer – En kortlægning af muligheder og udfordringer set gennem udviklingsscenarier i et Øresundsperspektiv. Baggrundsmateriale til Øresundstinget 2004.*
		Øresundsregionens fortsatte udvikling. Handlingsplan for Öresundskomiteen 2005-2006
Sweden	**The Swedish Government (SG)**	*Transport policy for sustainable development, 2003.* It is a summary of the Swedish Government's transport policy objectives.
		Infrastructure for a long-term sustainable transport system.
		Fastställelse av nationell väghållningsplan för åren 2004-2013. Decision made by the Swedish government 19.02.2004
		Fastställelse av nationell banhållningsplan för åren 2004-2014
	Vägverket (VV)	*Den goda resan. Nationell plan för vägtransportsystemet 2004-2015.*Published 2004.
	Banverket (BV)	*Framtidsplan för järnvägen. Infrastruktursatsninger nationellt 2004-2015*. Part 1 and 2
	Region Skåne (RS)	*Länsplan för regional transportinfrastruktur i Skåne 2004-2015*
	Region Skåne (RS)	*Regionalt utvecklingsprogram för Skåne*
	Region Halland (RH)	*Länstransportplan för Hallands län 2004-2015*
	Västra Götalandsregionen (VG)	*Regional infrastrukturplan för Västra Götaland 2004-2015*
	Västra Götalandsregionen (VG)	*Vision Västra Götaland. Det goda livet.*
Norway	**Det Kongelige Samferdselsdepartement (KS)**	*Nasjonal transportplan 2006-2015*
	Østfold Fylkeskommune (ØF)	*Regional utviklingsplan for Østfold 2004*
	Akershus Fylkeskommune (AF)	*Akershus fylkesplan 2004-2007*
	Oslo Kommune (OK)	*Kommuneplan 2004. Oslo mot 2020*
Germany	**Federal Ministry of Transport, Building and Housing (FMTBH)**	*Federal Transport Infrastructure Plan 2003 - Laying the foundations for the future of mobility in Germany*
		Maßnahmen zur Fortsetzung der Agenda 2010 - 2. Mrd. Euro-Programm zur Verbesserung der Verkehrsinfrastruktur, Juli 2005.
		Operationelles Programm "Verkehrsinfrastruktur". Europäischer Fonds für Regionale Entwicklung (EFRE) Deutschland Ziel 1 2000-2006.
		Bericht"Integrierte Verkehrspolitik für die Mobilität der Zukunft", 2000.
	Federal Government (FG)	*Perspektiven für Deutschland. Unsere Strategie für eine nachhaltige Entwicklung, 2002.*
	Federal Ministry for the Environment,Nature Conservation and Nuclear Safety (FMENN)	*Nationales Klimaschutzprogramm. Beschluss der Bundesregierung vom 13. Juli 2005.*
	Bundestag (BT)	*Gesetz über den Ausbau der Schienenwege des Bundes, 15.November 1993, Stand: zuletzt geändert am 27.April 2005.*

Ministry of Economic Affairs, Labour and Transport of Schleswig-Holstein (MELTS)	*Landesverkehrsprogramm Perspektive für Schleswig-Holstein. Leistungsfähige Verkehrswege und attraktive Verkehrsangebote für sichere und umweltfreundliche Mobilität 2002.*
Ministry of Economic Affairs of Mecklenburg-West Pomerania (MEMWP)	*Verkehr in Mecklenburg-Vorpommern - Grundlagen und Fakten - Konzept für die Zukunft, 2002.*
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