Sustainable trans-European transport network and the Green STRING corridor concept.

"Der er en masse kongerier der skal nedlægges"
Henning Hylested (Endhedslisten)
1. Ten-T and the Green Corridors

Key aspects:

- 27 national systems of governance
- Cohesion & the Single Market
- Transnational coordination & national fragmentation

Ten-T (introduced in the Maastricht treaty in 1994)

Freight transport action plan (2007): concentration of freight traffic between major hubs focusing on co-modality, environmental sustainability and energy efficiency


Interreg projects (Scandria, EWTC, Supergreen, Sonora, COINCO...)

Connecting Europe facility
2. The Fehmarn fixed link, The “Fehmarn Region” and The Green STRING corridor concept

3 countries
- Denmark
- Sweden
- Germany

8 sub-national units
- Skåne
- Sjælland
- Lolland Falster
- Femern
- Slesvig-Holstein
- Hamburg
- Mecklenburg-Vorpommer
- Bremen

2 Large metropolis
- Hamburg
- Copenhagen/Malmö

1 Functional CBR
- Øresund Region

Bottlenecks
Sea + low rail-capacity
3. The Green STRING Corridor concept

Promoting energy efficient and co-modal transport in the corridor between Hamburg and Malmö.

Based on the 6 point definition of the Swedish initiative:

- Sustainable logistics solutions
- Co-modality
- Harmonized regulations
- Concentration freight traffic
- Trans-shipment points
- Platform for development and demonstration

Anchor the corridor to a regional cross-border territory:

- What is the use of corridors for regional development, businesses, etc… ?
- More than a rail corridor
- More than energy efficiency
4. Organizational analysis of cross-border cooperation in the EU

- **Cross-border (cross-system):** Public authorities act in an international arena in an independent and non-hierarchical way. How do they fare?
  
  *Reshuffling 600 years of national organization. how is it going to land?*

- **Multi-level governance (cross-hierarchical):** Sub-national and national actors cooperate using funds from a supranational entity (Interreg). Is it changing the traditional governance system?

- **Network governance (complex system):** in a non-hierarchical and independent cooperation, the main form of organization is the network. How do they evolve? Can they be structured to a specific purpose?
5. Cross-border Network in the Fehmarn/Øresund region

Trafikdage 2013
Ministry of Environment

Sund & Belt A/S

Femern A/S

Ministry of Transport

Transport authority

Banedanmark

Road directorate

MBBL

Inter-ministerial committee (5):
- MBBL +
- Children & Education
- Transport
- Business and growth
- Employment

Region Sjælland

STRG

GC-String

Køge Municipality

Capital Region

Copenhagen Municipality

Femern Tunnel

Rail freight Corridor 3
I am looking at integrating Green corridors to existing practices within national systems of governance. It requires an adaptation of those systems so they do not stop at the border. If we do not want to touch administrative borders, we need to integrate CBC within existing systems of governance based on national borders.

How to do that?

- **Lack of coordination** in short corridor + **Extreme complexity** of long corridors when including territorial impact.
- **Transport ministry/authority of DK** not connected. How should the existing national institutions be connected to each other?
- **Corridor approach** as a supranational political/policy direction but implementation is at territorial level.

1. **Tools** for promoting **cross-border cooperation**

2. What should be supranational, what should be national? **Which level and why?**
6. Tools

- **Interreg**: good for CBC, very flexible, small scope, not institution-builder

- **EGTC**: European Groupings of Territorial Cooperation.

- Supra-national: **Ten-T network, connecting europe facility**, general strategy, specific technical standards

  - **Epistemic community development**: Focus on cooperation of experts and civil servants. They remain and are those offering solutions to the decision-makers.

  - Create **dedicated cells** for transport CBC within relevant institutions with stable staff.

- **National platform of coordination** linked to each other
**Hypothesis:** It is possible to balance the costs of CBC, but the solution is case-related.

Cross-border cooperation takes place in a context where actors from both sides of the border cooperate in a **non-hierarchical and independent context outside of formal institutional set-ups.** Cooperation requires those actors to actively nurture a working contact. **This as a cost.**

Relative costs of establishing and maintaining a CBC:
- Time/Space
- Financial
- Cultural
- Political

Finding a functional element could help to ensure that actors are willing to bear those costs; or to reduce those costs, so that actors are willing to bear them.

Benefits for the actors can be:
Exchange of know-how, harmonization of policies across borders, Empowering of sub-national authorities (Expertise, policy development), increased capacity to get EU funding.
1. Start med hvor jeg starter fra. Ten-T, interreg, cbc. How to make Cbc work

PhD at RUC about cross-border cooperation for transnational transport planning
Part of Green STRING Corridor project
Look at how to organise cross-border cooperation for implementing Ten-T
4. Interreg and cross-border cooperation

- Only program to promote CBC
- Subnational level
- Flat structure
- Short life-span
- Promote CBC and network development at subnational level
5. Looking at the sub-national level?

- Importance of CBC at sub-national level
- Focus on territorial and regional impact of Ten-T
- Inclusion of contextual specificities within the planning process
- Problem with cohesion of the entire corridor