

Press Release

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STRING urges EU to stay committed to the current TEN-T transport policy

The existing EU regulation on the Trans-European Transport Network (TEN-T) policy should be maintained in its current form. The TEN-T policy is highly beneficial for sustainable development, says Thomas Becker, Managing Director of STRING.

The German-Danish-Swedish-Norwegian political partnership STRING stresses the importance of maintaining the existing EU regulation on the Trans-European Transport Network (TEN-T) policy as established in 2013.

“The core network is well-designed and has a positive impact on growth, job creation and the environment. This allows STRING to actively pursue our common goals such as deployment of infrastructure for alternative fuels to decarbonise the transport system, the continued prioritisation of cross-border sections, and removal of bottlenecks – especially with regards to the railway section between Hamburg and Oslo. We are well underway towards implementation, and therefore encourage the European Commission to stay committed to the current TEN-T policy in the revision process” says Thomas Becker, Managing Director of STRING.

Accessible cross border infrastructure for alternative fuels

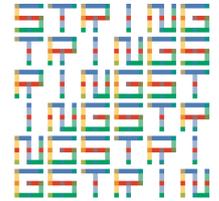
STRING and its members are committed to completing the northern part of the ScanMed Corridor – from Hamburg to Oslo. We are particularly working to ensure the inclusion and strategic position of the Fehmarn Belt Fixed Link, new fixed links across the Öresund, and the Gothenburg-Oslo section. However, the TEN-T policy will have to develop to stay relevant. It needs to support the fundamental transformation of the transport system, especially when it comes to a coherent and accessible cross-border infrastructure and decarbonisation in terms of reaping the benefits of alternative fuels, such as electricity and hydrogen.

The Core Network Corridors are the most important instruments to organise and drive the implementation of the TEN-T Core Network. Nevertheless, cross-border sections tend to be less of a priority at the national level. The TEN-T policy, the Core Network Corridors and their respective fora therefore need to continue to strengthen cooperation between member states, regions, cities, ports and other key stakeholders, STRING states.

Following the consultation, the European Commission will prepare its proposal for a revised TEN-T policy and submit it to the European Parliament and the European Council. Once the proposal has been published, it will be negotiated between the Parliament and the Council, a process that is expected to take a few years.

STRING is a political cross-border partnership between the City of Hamburg and Schleswig-Holstein in Germany, Region Zealand, the Capital Region of Denmark and the City of Copenhagen in Denmark and Region Skåne, City of Gothenburg, City of Malmö, Region Halland, Region Västra Götaland in Sweden and Østfold County Council, Akershus County Council and the City of Oslo in Norway.





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FACTS

The TEN-T: The Trans-European transport network (TEN-T)is a European Commission policy aimed at implementing and developing a European network of roads, railways, inland waterways, shipping, ports, airports and railways. The policy aims to achieve this by building new physical infrastructure, creating innovative digital technology, alternative fuels and universal standards, and modernizing and upgrading existing infrastructure and platforms. The ultimate goal is to close infrastructure gaps, remove bottlenecks and eliminate technical barriers that exist in the EU transport network.

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