

APPROACH TO CEF FOR THE OSLO-GÖTEBORG RAILWAY STRETCH

**STRING NETWORK
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1. THE CONTEXT

The cross-border political organisation of STRING sets and promotes an agenda on infrastructure and green development in the megaregion encompassing the Free and Hanseatic City of Hamburg and Schleswig-Holstein in Germany, Region Zealand, the Capital Region and City of Copenhagen in Denmark, Region Skåne, Region Halland, Västra Götalandsregionen and City of Gothenburg and City of Malmö in Sweden, and City of Oslo and the Viken County (consisting of previous Akershus County Council, Østfold County Council and Buskerud County Council) in Norway.

The STRING megaregion has 12,8 million inhabitants and covers 75 000 square kilometres, with:

- 8 Regions
- 5 Cities
- 4 Metropolitan areas
- 2 Capitals.

1.1 STRING vision and strategic priorities

STRING aspires to connect cities and regions located along the transport corridor between Hamburg and Oslo (a western branch of the TEN-T Scan-Med Corridor) into a **Northern Europe megaregion** – pioneering in driving forward the economy with green and sustainable technological solutions. This geographical area is envisioned as a strong European powerhouse, achieving the best quality of living for the inhabitants through free mobility and attracting competencies and investments.

STRING intends to be showcased as a prosperous destination that people are drawn to visit, live and invest in. For that purpose, **two strategic priorities** have been set in the STRING 2030 Strategy.

The first one is to become a globally acknowledged **Green Investment Hub**, leveraging on the vast competencies accumulated in the region, and attracting companies working within the green technological sector.

Accomplishment of this ambition relies on the progress in the other strategic priority – to assure **high-quality sustainable transport connectivity in the corridor between Oslo to Hamburg**. This requires mapping and eliminating key bottlenecks to achieve a reduction in journey times and a cut in carbon emissions.

The **three specific initiatives** that STRING works for this purpose are: (1) railway Göteborg-Oslo, (2) Fehmarnbelt Fixed Link and (3) new fixed links across Öresund (Helsingborg-Helsingör and an Öresund metro between Malmö and Copenhagen). Apart from those, STRING aspires to address any further bottlenecks that have been or might be identified in the corridor to:

- Enable the full integration of sustainable transport infrastructure in the STRING region with European transport networks;
- Enable a low emission transport infrastructure;
- Get high speed train services;
- Assure inclusive mobility;
- Receive maximum EU funding for regional investments.

The STRING organisation sees the outcome of actions within those initiatives in, by 2030, a customer-friendly and efficient transport system linking Northern Europe to Central Europe and making STRING one fully interconnected cross-border region.

Based on the premise that the STRING region is uniquely positioned as a nexus between the Scandinavian countries and Northern Germany and continental Europe, the efficient transport system should enable both internal and external mobility and support the development of a more prosperous, liveable and sustainable society.

A well-developed transport system is key for developing and tightening social and economic linkages within a megaregion. It is also the prerequisite for the STRING region to become the world leading Green Investment Hub.

1.2 The weak link of the Oslo-Göteborg railway connection in the corridor perspective

The OECD Territorial Review Report on the Megaregion of Western Scandinavia¹ positions this geographical area as a major corridor for freight, and its section between Oslo and the port of Göteborg is the main route for Norwegian foreign trade. However, the physical infrastructure along this corridor has a limited capacity to accommodate increasing freight flows, which can weaken the fluidity of trade and ultimately worsen the competitiveness of the megaregion (page 46).

The OECD report further states that past trends in freight transport indicate that **rail is losing competitiveness to road**. Since 2009, there has been a continuous decrease in the number of freight trains crossing the Swedish-Norwegian border in Western Scandinavia. Both in Norway and Sweden, intercity railway networks focus on connecting the capital city with the rest of the country. As a result, the cross-border connection between Oslo and Göteborg consists of long stretches of single track, which not only reduces the frequency but also the maximum speed at which trains can travel between these two metropolitan areas' (page 30).

At the same time, significant investments helped upgrade the road infrastructure in the corridor, resulting in an upgrade of the European route E6 between Oslo and Göteborg to a continuous four-lane motorway in 2015. In effect, the E6 motorway has become the main transport route connecting the regions and cities to each other along the Western Scandinavia coast, and the most important crossing between Norway and Sweden both in terms of freight transport and passenger volumes (page 33, 47 and 49 thereof).

As evidenced in the freight transport study² commissioned to Ramboll by Akershus and Oslo Municipality within the framework of the Scandinavian 8 Million City project³, in the period of 2004-2013 the total traffic across the Norway-Sweden border at the Svinesund Bridge increased by over 40% to almost 22,000 vehicles /day. Similarly, a 40% increase was noted for heavy transport as the daily traffic volume reached almost 2500 vehicles. Lorries registered outside Scandinavia accounted for over half of all cargo transport.

¹ OECD (2018), OECD Territorial Reviews: The Megaregion of Western Scandinavia, OECD Territorial Reviews, OECD Publishing, Paris, <https://doi.org/10.1787/9789264290679-en>

² Ramboll Sweden AB, 2013, Missing Link 2013. Godstransporter mellan Norge och Sverige - Resultat och analys av intervjuundersökning med chaufförer av tunga fordon på Svinesundsbron

³ <http://8millioncity.com/>

The Sweden's traffic growth prognoses estimate the further increase of freight volumes in transit transported on roads towards and from the ports and airports in the Swedish part of Western Scandinavia by 20-30 million tonnes per year, whereas rail transport is not expected to grow significantly⁴. Close to 97% of all freights between Oslo and Göteborg are transported by road, with over 70% of lorries returning empty.

In the context of the European Green Deal⁵ and its ambition to curb greenhouse gases emission in transport, the STRING objective is to shift at least part of the freight going along the western coast of Scandinavia from road to rail. This would require investment in building a more **competitive railway connection between Oslo and Göteborg**.

As estimated by the two national transport administrations of Norway and Sweden, the current freight delivery times by train along the Oslo-Göteborg stretch are twice as long as by lorry⁶. Similarly, cars can go around 30 km/hr faster than the passenger trains.

On the Oslo-Göteborg route, the average train speed is about 50-60 km/h slower than on the other routes. In total, only seven trains run per day and per direction between Oslo and Göteborg, of which only three runs at full speed of about 85 km/h⁷.

The third work plan on the TEN-T Scan-Med Corridor addresses, inter alia, infrastructure standards in the respective corridor sections. The document informs (page 59) that 'parts of the Oslo – Göteborg link have a capacity constraint due to single-track sections between Ski (some 25 km south of Oslo) to Halden, close to the Swedish border. Further south from Halden, over Kornsjö to Öxnered, a dual track line is also missing. Furthermore, there are two sections of the link with critical gradients above 12.5‰. They are Tistedalen, southbound between Halden and the Swedish border, and Brynsbakken (in Oslo), northbound, both with 25‰ gradient'⁸.

1.3 Purpose of the report

STRING's standpoint (made on the network's website) is that an improvement of the existing railway stretch between Göteborg- Oslo to double track and deployment of potential for high-speed rail services is essential to overcome the prospective challenges for traffic in the entire corridor when the Fehmarn Belt Fixed Link is in place. Together with actions to attract more rail freight between Sweden and Norway, the double track investment is necessary to create jobs, sustain economic growth and improve the quality of environment in the STRING geography - as pushing for new rail solutions is deemed the only sustainable alternative for mid-length travels.

As financing for such infrastructure solely from own national resources seemingly unlikely, one of the options to be investigated is whether there is an opportunity to apply for the Connecting Europe Facility (CEF) to co-fund the double tracks construction project.

This report provides guidance to the STRING partners on whether any CEF funding would be applicable to the co-funding of a double railway track construction project between Oslo and Göteborg and what kind of pre-requisites and provisions need to be considered.

⁴ https://www.trafa.se/globalassets/rapporter/2016/rapport-2016_7_godstransporter-i-sverige---en-nulagesanalys.pdf

⁵ https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en#documents

⁶ <https://www.banenor.no/globalassets/utredningen-oslo-goteborg---hovedrapport.pdf>

⁷ OECD (2018)

⁸ https://ec.europa.eu/transport/sites/transport/files/work_plan_wpiii.pdf

This report departs from the **railway link performance analysis** in the context of the wider system of rail connections in the area between Oslo and Göteborg. It then analyses **formal and practical pre-conditions and requirements** in application process for EU funding for transport infrastructure projects. Further, it recommends **actions** to be taken in the project development process – both before and in the proposal writing stage. This includes the indication of written documentation that needs to be ready before entering the submission stage, based – inter alia – on requirements set by the Swedish Transport Administration.

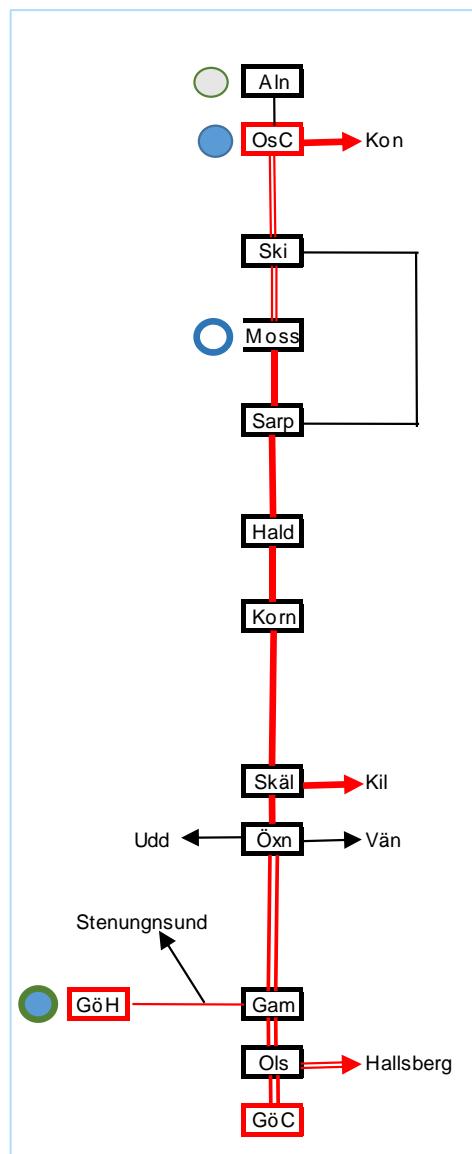
This road map report delivers evidence to STRING partners and supports their **planning and advocacy actions** to succeed with putting the construction project on the national agendas in Sweden and Norway - as a necessary investment to improve travel times and facilitate a shift of freight and passenger transport from road to rail, thus contributing to a competitive and sustainable railway system in the STRING geography, the Scan-Med Corridor and Europe at large.

In that connection, the project development process raises awareness of the double track construction project among national, regional, local and business stakeholders as an EU investment priority supported by the European Commission and other European countries on the TEN-T Scan-Med Corridor.

2. TRANSPORT SYSTEM SETTING FOR THE INVESTMENT

2.1 Status of railway infrastructure in the Oslo-Göteborg stretch

The stretch between Göteborg and Oslo contains, looking northwards, the route of Vänerbanan (Göteborg-Oxnered-Skälebol), Norgebanan (Skälebol-Kornsjö at the Sweden/Norway border) and then Østfoldbanen in Norway (Kornsjö-Oslo). It has the length of 353 km. In comparison, the distance by road is 290 km with motorway along the entire route.



The railway link between Oslo S (Central Station) and Göteborg C (Central Station) is included in the TEN-T Scan-Med Corridor⁹. This north-south corridor integrates also ERTMS Corridor B and the Scandinavian-Mediterranean Rail Freight Corridor. This implies that freight operators should offer a pre-planned path for supply chains along the entire route, from Italy to Sweden and Norway.

Apart from the Oslo-Göteborg link the Scan-Med Corridor features other elements, such the ports in both Oslo and Göteborg as well as the rail-road terminal in the latter port. However, the equivalent rail-road terminal in Alnabru near Oslo, the main railway freight terminal in Norway, is not part of the TEN-T Network. Port of Moss, in turn, is an element in the TEN-T comprehensive network.

The link between Oslo and Göteborg is fully electrified. As illustrated in Figure 1, it has double tracks in the sections of Oslo – Moss and Gothenburg – Öxnered (altogether, along the distance of 138 km), but otherwise provides just a single-track connection.

In Sweden, the line speed is 160 – 250 km/h with shorter sections at 60 km/h. In Norway, the highest speed is 160 km/h, but maximum speed varies mostly between 70 – 140 km/h. For some shorter sections the line speed may be limited even to 30 km/h due to gradients (up to 25 %) and tight curves but also on account of heavy traffic close to the large cities.

Only 10 trains in both directions were in cross-border service in 2019, including six passenger trains, two freight trains between Göteborg and Oslo, and two freight trains between Trelleborg and Oslo¹⁰.

⁹ https://ec.europa.eu/transport/themes/infrastructure/scandinavian-mediterranean_en

¹⁰ www.railit.se, 15th of October 2019

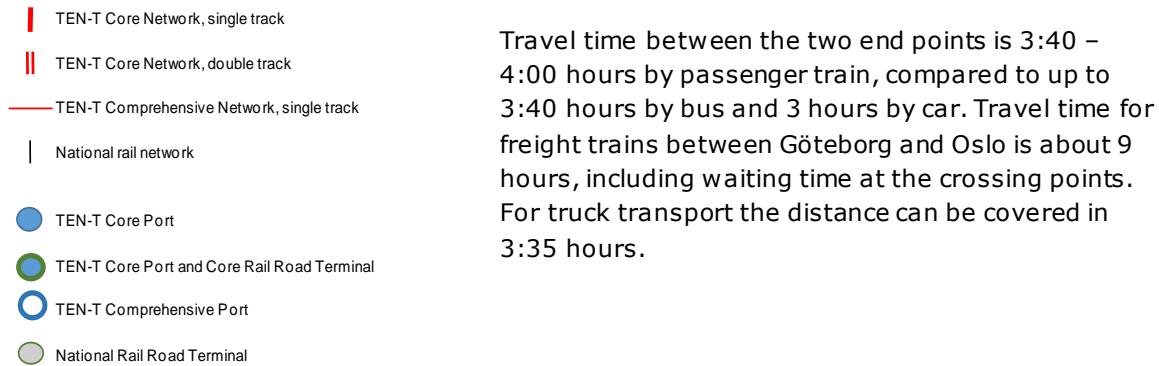


Figure 1 - Railway stretch and the TEN-T classification (Source: TENTec).

2.2 The Oslo – Göteborg railway stretch in national transport plans

Current national investment plans include several improvements of reference to the Oslo-Göteborg stretch. These are compiled in the list of **infrastructure projects on the Scan-Med Corridor** (Table 1).

Table 1 - Planned investments in Oslo-Göteborg stretch of the TEN-T Scan-Med Corridor. Source: The Fourth Scan-Med Corridor workplan, working material updated 2020-04-06

TEN-T Project ID	Section or node	Project name/ description	Project promoter	Type	Estimated project end date	Budget (MEUR)	Funding source
5185	Oslo - Ski	Follobanen	Norwegian Railway Directorate	Study + works	12/2034	2 800	State budget CEF
5650	Ski - Halden	Implementation of ERTMS system	Norwegian Railway Directorate	Study + works	12/2024	Unknown	State budget CEF
5183	Sandbukta - Moss - Såstad	Construction of double-track railway	Norwegian Railway Directorate	Study + works	12/2024	1 000	State budget CEF
5182	Haug(Råde) - Halden	Double-track railway, capacity improvements in 4 railway stations	Norwegian Railway Directorate	Study + works	12/2034	2 300	State budget CEF
5656	Göteborg-Oslo (Trollhättan-Göteborg)	Norge-Vänerbanan, additional track at Älvängen	Swedish Transport Administration	Study + works	12/2026	15	State budget CEF

TEN-T Project ID	Section or node	Project name/ description	Project promoter	Type	Estimated project end date	Budget (MEUR)	Funding source
5161	Göteborg	Reconstruction of the track system in Olskroken including grade separation	Swedish Transport Administration	Study + works	12/2026	268	State budget Region/municipality
5159	Göteborg	West Sweden railway package	Swedish Transport Administration	Study + works	12/2026	2 598	State budget Region/municipality CEF
5699	Trelleborg/Malmö - Kornsjö (Oslo)/Hallsberg/Stoc kholm	Measures for longer trains (750 meter) on the Scan-Med Corridor	Swedish Transport Administration	Study + works	12/2029	175	State budget

The Norwegian section of the stretch has three investments planned by the Norwegian Railway Directorate and fully financed by the state government. These are (heading southwards):

- Follobanen – a new double-track railway from Oslo S to Ski, designed for the speed up to 250km/h. The project includes 22 km of railway, of which 19,5 km will be in a tunnel. Construction work started in 2013 and the railway should be opened for traffic in December 2022. This project is part of the **InterCity global investment** where a significant number of Norwegian cities will be connected with Oslo as a main hub. It should result in an increased capacity, travel time reduced by 10 minutes and the decreased risk of delays.
- Construction of 10 km of a double-track railway from Sandbukta to Såstad, including reconstruction of the Moss railway station. Construction work started in 2019 and should be finished by 2024.
- Construction of 57 km of a double-track railway between Haug (Råde) and Halden, with capacity improvements in four railway stations. Construction works should be finished for Råde - Fredrikstad by 2029, Fredrikstad - Sarpsborg by 2032 and Sarpsborg - Halden by 2034 – as part of the **global InterCity project**¹¹.

On the Swedish side, the Swedish Transport Administration has five fully financed investments:

- A minor investment in an additional track at the Älvängen station to increase service capacity on the Norge-Vänerbanan railway line. Project to be completed by 2026.
- Reconstruction of the track system in Olskroken, including grade separation will increase accessibility in the Göteborg area. Project to be completed by 2026.

¹¹ <https://www.banenor.no/Prosjekter/prosjekter/intercity/>

- Upgrade to double track on the Göteborg port line, including a new bridge. The investment will increase capacity in one of the busiest freight railways in Sweden and is estimated to be completed by 2023.
- West Swedish Rail, measures in the railway system in the Göteborg area. It includes the construction of the West Link - an 8 km long double-track city tunnel. Project to be completed by 2026.
- Measures for longer trains (740 meter) on the Scan-Med Corridor. Sidings will be built by 2029.

An ongoing study by the Swedish National Transport Administration investigates improvements of the stretch Öxnered – Skälebol with double track and design speed 250 km/h.

In addition, the two railway administrations gradually implement ERTMS installations along the Oslo S-Ski-Halden-NO/SE border-Göteborg line by 2030. Some parts of this plan will be realised in conjunction with the construction or reconstruction projects, such as the one on the Råde – Halden section.

The **section of Halden-Kornsjö (the border)-Skälebol** – that remains to accomplish a fully upgraded double-track railway between Oslo and Göteborg - **is not included in the current national transport plans of the two countries**.

This specific section, being single-track and limiting the speed for trains, affects frequency at which trains can run, since oncoming trains must meet each other at the crossing points. In effect, the longer travel times for passenger and freight trains in the Oslo-Göteborg stretch, as compared with the road route, are going to remain, even though some other sections will be upgraded and modernised.

The persisting infrastructural bottleneck has its impact on the travel conditions and service quality on the entire route and impairs the **overall performance of the Scan-Med Corridor**. First, it results in a lower railway connectivity and longer travel and delivery times on the entire corridor down to Hamburg. Second, it vastly limits the positive environmental effects expected from the railway system vs road transport in the STRING geography.

Ultimately, this infrastructural bottleneck hinders territorial cohesion in the entire megaregion and may prevent reaping of full cross-border integration benefits out of the Fehmarn Belt Fixed Link investment. In the absence of high-standard rail infrastructure, increasing freight flows are expected to enter and exit Western Scandinavia by road.

2.3 National planning framework for the remaining bottleneck

The Swedish National Plan for the Transport System 2018-2029¹² contains a chapter on outstanding infrastructure deficiencies and therein lists the Göteborg-Oslo section as the one experiencing capacity problems and long travel times (page 162). In connection to that, the governmental decision document states as follows¹³:

¹² <https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/Planer-och-beslutsunderlag/Nationell-planering/nationell-transportplan-2018-2029/faststalld-nationell-plan-for-transportsystemet-2018-2029/>

¹³ <https://www.trafikverket.se/contentassets/9d49c6bbea4b4d29988315e3bcfceba8/ny-katalog/faststallelse.pdf>

*"The governments of Sweden and Norway agree that the development of the cross-border transport infrastructure will take place in a dialogue between the ministries in both countries and between the authorities responsible for the transport system in each country. The Government intends to initiate a dialogue with the Norwegian Government regarding the development of the cross-border routes as described by the Swedish Transport Administration: Stockholm-Oslo, **Göthenburg-Oslo** and Malmbanan / Ofotenbanan. The government sees a special need for the countries to jointly investigate how the rail links in the aforementioned routes can be strengthened."*

The Norwegian National Transport Plan 2018-2029¹⁴ informs that '*Norway's participation in TEN-T is regulated through the EEA Agreement and the new revised TEN-T guidelines were incorporated in the EEA Agreement in October 2015. Norwegian infrastructure in both the Comprehensive Network and the Core Network must meet the requirements set forth in the TEN-T methodology. The Norwegian infrastructure is also part of the TEN-T Core Network Scandinavian-Mediterranean Corridor. The part of the TEN-T network called «The Nordic Triangle» is the most interesting for Norway, as it includes the Norwegian infrastructure connections between Norway and abroad. On the Norwegian side, the Nordic Triangle includes the Norwegian rail route from Oslo to Sweden via Kornsjø, the road route E6 from Oslo to Sweden via Svinnesund, the Oslofjord connection, the railway connection with Sweden via Kongsvingerbanen and the E18 road connection to Sweden*'.

However, the document does not present any decision directions regarding the cross-border transport links towards Göteborg, taking note only, but in the context of Arctic cooperation, that '*the objectives for the transport system in the North are the same as for the rest of the country, but in addition, more attention is put on cross-border connections and extensive international cooperation*'.

In 2016, the two national transport administrations published a joint study on "**Oslo – Göteborg. Utvikling av jernbanen i korridoren**"¹⁵. The study concluded, among other things, that:

- The single track Halden-Skälebol has relatively few trains, and it may be possible to operate more trains here without major infrastructure measures. The low line standard, especially in Norway, as well as long distances between passing loops will, however, cause increased travel/transport times for both freight trains and passenger trains.
- Double track has to be built on the entire or large parts of the line if travel time and frequency for passenger and freight trains is going to be competitive to transport/travel by road. Continuous double track between Halden and Öxnered can give an average speed of approx. 125-130 km/h for long-distance trains between Göteborg and Oslo. Thus, travel time between end points would be about 2:45 hours.
- A combination of physical, administrative, organisational and cross-border political measures are necessary to improve the competitiveness of the railway (especially for freight transport), and to take full advantage of the capacity-increasing measures that are recommended.

The study has the following recommendations:

Short term measures (before 2023/25)

¹⁴ <https://www.regjeringen.no/contentassets/7c52fd2938ca42209e4286fe86bb28bd/en-gb/pdfs/stm201620170033000engpdfs.pdf>

¹⁵ <https://www.banenor.no/globalassets/utredningen-oslo-goteborg--hovedrapport.pdf>

- Carry out measures to increase efficiency and robustness, such as general maintenance, signaling measures, measures for removing level crossings and increasing speed.
- Renewal measures on Østre linje.
- Build and extend the passing loops on the Norwegian side (Klavestad/Skjeberg, Aspedammen and Prestebakke).
- Assess capacity-increasing measures on the Østfoldbanen Østre linje.

Medium term measures (from 2023/25 to 2033)

- Plan and construct double tracks between Öxnered and Skälebol.
- Ensure that the TEN-T requirements for the core network, including the introduction of ERTMS, are accomplished on both sides of the border.
- Verify and possibly carry out measures such as new passing loops and possible new line alignments between Skälebol and Kornsjö. New double track line from Halden to Prestebakke in order to replace Tistedalsbakken. Carry out capacity-increasing measures on the Østre linje.

Long term measures (from 2033 and later)

- A new connection from Østfoldbanen to Alnabru for freight trains to replace Brynsbakken, to reduce transport times for freight trains and increase freight train capacity.

The remaining single-track section, between Prestebakke and Skälebol, was referred to in this study as requiring a robust solution. However, it was indicated as a costly investment.

2.4 Preparations for the new national transport plan in Sweden

In June 2020, the government assigned the Swedish Transport Administration to prepare an **orientation document** (*inrikningsunderlag*) setting directions for the new transport infrastructure plan for the period of 12 years (2022-33), alternatively, 16 years (2022-37).

The Swedish Transport Administration's orientation document shall be reported to the Ministry of Infrastructure no later than 30 October 2020 and rendered for consultation until 29 January 2021. The document will then be the starting point for the work on the infrastructure bill (with a financial framework) that the government intends to propose to the Parliament in 2022 (Figure 2).

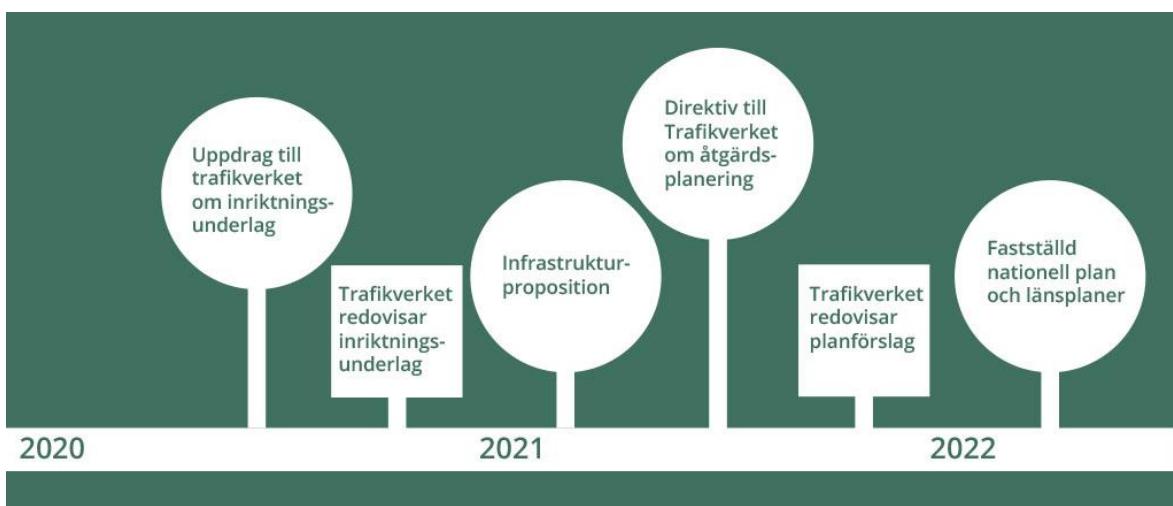


Figure 2 Approach and timetable for the new Sweden's national transport infrastructure plan (Source: <https://www.regeringen.se/contentassets/da1bf9da69e84785a7ddb7a8950f6195/lanktidplan.jpg>)

As emphasised in the Government's decision paper¹⁶, the climate targets to reduce greenhouse gas emissions from domestic transport, excluding domestic aviation, by at least 70% by 2030 compared with 2010 are a central point of departure for the State's transport infrastructure planning. Further, that in 2045 Sweden will be carbon-neutral, which determines that greenhouse gas emissions from several sectors, including the transport sector, will in principle have to be zero by 2045. For that reason, the new plan is going to set conditions for rapid electrification of transport and shift to energy- and climate-efficient modes.

These circumstances offer an opportunity to raise with the Swedish government (and the Norwegian government) an issue of investing in the persisting bottleneck in the Oslo-Göteborg stretch to enable a more vigorous shift of long-haul traffic volumes from road to (the electrified) rail on the TEN-T Scan-Med Corridor.

¹⁶ <https://www.regeringen.se/49eec6/contentassets/4b9f093ea7bf4c9392d87087d6310c8b/uppdrag-att-ta-fram-inriktningsunderlag-infor-transportinfrastrukturplanering-for-en-ny-planperiodi202001827tp>

3. EUROPEAN PLANNING PRE-REQUISITES AND FUNDING OPTIONS FOR THE PROJECT

3.1 The European transport policy reference for investment

3.1.1 The European Green Deal as the EU Commission priority for 2019-2024

The European Green Deal is a new EU growth strategy for the period of 2019-2024 to overcome climate change and environmental degradation. It aspires to transform the Union into a modern, resource-efficient and competitive economy where:

there are no net emissions of greenhouse gases by 2050; economic growth is decoupled from resource use; and

no person and no place is left behind¹⁷.

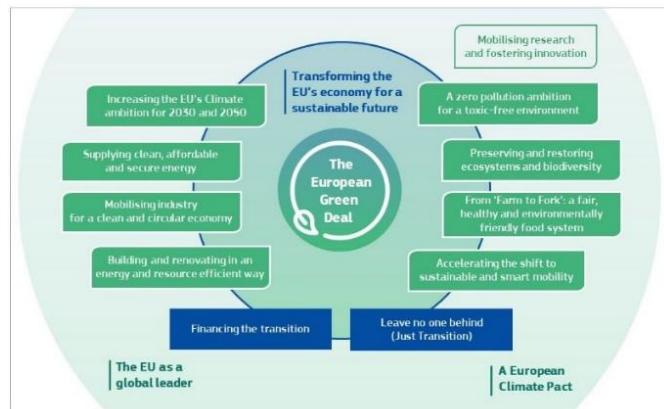


Figure 3 - European Green Deal, principles (Source: EU Commission)

The European Green Deal provides a roadmap with actions to boost the efficient use of resources, restore biodiversity and cut pollution. It outlines investments needed and financing tools available to ensure a just and inclusive transition.

Transport is among the policies to be rethought in order to deliver the European Green Deal which has one of its focus areas in accelerating the shift to sustainable and smart mobility. As transport accounts for a quarter of the EU's greenhouse gas emissions, a 90% reduction in transport emissions is needed by 2050 to achieve climate neutrality. To reach such an objective, the Commission is developing a set of specific measures with the "EU Strategy for Sustainable and Smart Mobility" which should be adopted by the end of the year and which is based on 4 principles:

- Boost the uptake of clean vehicles and alternative fuels for road, maritime and aviation.
- Increasing the share of more sustainable transport modes such as rail and inland waterways and improving efficiency across the whole transport system. Focus is put on freight, as "a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways".
- Incentivising the right consumer choices and low-emission practices;
- Investing in low- and zero-emissions solutions, including infrastructure.

The transformational change to climate neutrality by 2050 implies consistent use of all policy levers: regulation and standardisation, investment and innovation, national reforms, dialogue with social partners and international cooperation. Necessary in that respect is also investment in

¹⁷ https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en#actions

digital transformation and tools. The strategy will exploit digitalisation and automation to enhance connectivity and ensure safety and accessibility¹⁸.

The directions for transport orientation set in the European Green Deal provide an essential framework for EU financial instruments that co-fund transport infrastructure investments, such as the CEF (award criterion – relevance, see section 3.3.5.1).

3.1.2 TEN-T Policy and its future evolution

The **TEN-T Policy** addresses the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The ultimate objective is to close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU.

In general, the TEN-T Policy supports connectivity and accessibility for all regions of the Union through investing in new physical infrastructure as well as the application of innovation, new technologies and digital solutions to all modes of transport. The TEN-T network itself comprises two 'layers':

- The **Core Network**, which includes the strategically most important nodes and links of the TEN-T, essential for achieving the objectives of the TEN-T policy, to be completed by 2030. Its backbone is represented by nine core network corridors, identified to streamline and facilitate the coordinated development of the Core Network.
- The **Comprehensive Network** which ensures the accessibility and connectivity of all regions in the Union, including the remote, insular and outermost regions, to be completed by 2050.

For the railway transport infrastructure of the core network, the current TEN-T Regulation¹⁹ specifies four requirements to be met. These are:

- full electrification of the line tracks and, as far as necessary for electric train operations, sidings;
- for freight transport: at least 22,5 t axle load, 100 km/h line speed and the possibility of running trains with a length of 740 m;
- full deployment of ERTMS;
- nominal track gauge for new railway lines: 1 435 mm except in cases where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union.

The number of railway tracks or any other capacity aspects are not parametrised in the Regulation, which implies that the thought double track construction on the railway stretch between Oslo and Göteborg **is not a compulsory investment** to qualify for the core network status.

In April 2019, the Commission launched the **TEN-T review process** to evaluate the existing TEN-T Regulation, in terms of its methodology and policy aspects. The purpose is to keep the TEN-T policy up with the latest challenges faced by transport in Europe, including sustainability,

¹⁸ See also Commissioner Valean's Speech from Feb. 2020: 'EU strategy for mobility and transport: measures needed by 2030 and beyond', available at https://ec.europa.eu/transport/themes/strategies/news/2020-02-03-commissioner-valeans-speech-eu-strategy-mobility-and-transport_en

¹⁹ REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 on Union guidelines for the development of the trans-European transport network

user-driven mobility and technological progress, as well as the coronavirus outbreak, to ensure a future-oriented, sustainable transport system.

The review process covers both the TEN-T policy generally as well as more specific topics.

Among them are, of relevance for the thought project:

- The TEN-T as an enabler of a future-oriented mobility system,
- Urban nodes within the framework of TEN-T policy,
- The functioning of TEN-T Corridors,
- Standards and requirements of TEN-T infrastructure,
- Rail infrastructure for high-quality passenger services,
- Infrastructure quality, resilience (to climate change and various disasters), life-cycle approach for infrastructure – including aspects of preventive maintenance (notably through application of new technologies),
- TEN-T requirements from the perspective of “European passengers” (including aspects of accessibility for all users).

The TEN-T review process is likely to determine the shape of TEN-T policy for the years to come, including the requirements for new infrastructure. To exemplify, the CEF Regulation proposal for the period beyond 2020²⁰ promotes a vision of Europe moving towards zero-fatalities, zero-emissions and zero-paper mobility, to become a world leader in renewable energy and to be a front-runner in the digital economy. In that connection, the trans-European networks are going to facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

The following sub-section informs of relevant funding options in the next Multiannual Financial Framework (2021-2027). With no data available on the EU policy and financial framework beyond 2027 where the construction stage of the project is estimated to be due, the overview below provides a sound reasoning of what financial instruments might be of use. The reasoning is based on the principle of continuity, which implies that whenever the instrument has proved to be effective (based on ex-post evaluations and so-called fitness checks) it is going to be applied also in the future (e.g. CEF and CEF II).

²⁰ Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, COM(2018) 438 final

3.2 European funding options for the double track construction project

EU funding instruments available for transport projects can be of three types: EU grants, EIB loans and innovative financial instruments. The Figure 4 below summarizes the most important EU funding instruments currently available for transport.

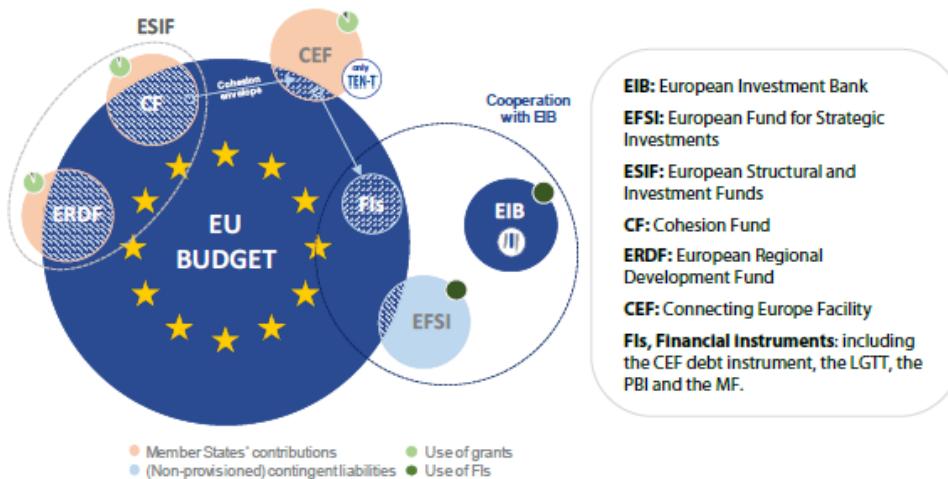


Figure 4 - Main EU funding instruments for transport (source: EU Policy Department for Structural and Cohesion Policies for TRAN Committee, July 2019)²¹

3.2.1 European Structural and Investment Funds (ESIF)

The ESI Funds encompass 5 instruments: the European Agricultural Fund for Rural Development (EAFRD); the European Maritime and Fisheries Fund (EMFF); and 3 funds falling under the EU Cohesion Policy: the European Regional Development Fund (ERDF), the European Social Fund (ESF), and the Cohesion Fund (CF).

Transport investments can potentially benefit from the CF and the ERDF. The Cohesion Fund (CF) provides support to infrastructure investments on the TEN-T, notably projects of European interest identified by the EU, including the ones on core network corridors. However, the CF is aimed at Member States whose Gross National Income (GNI) per inhabitant is less than 90% of the EU average²². By geographical location, the Oslo-Göteborg railway stretch project is **not eligible** for CF funds.

The European Regional Development Fund (ERDF) supports cohesion objectives and promotes balanced development in the different regions of the EU. Investments are focused on 4 key priority areas: Innovation and research; Information and communication technologies (ICT); Support for small and medium-sized enterprises (SMEs); and promotion of a low-carbon economy.

²¹ [https://www.europarl.europa.eu/RegData/etudes/STUD/2019/629199/IPOL_STU\(2019\)629199_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2019/629199/IPOL_STU(2019)629199_EN.pdf)

²² For the 2014-2020 period, the Cohesion Fund concerns Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia.

ERDF is available to all regions within the Union. However, both the ERDF funds allocated, and the co-financing rates differ according to the category of the beneficiary regions (NUTS 2)²³. For most developed regions whose per capita GDP is higher than 90% of the average GDP of the EU-27 – which is the case for the Västsverige region²⁴, the following rules apply:

- The ERDF can finance a maximum of 50% of the cost of the project.
- At least 80 % of the total ERDF resources at national level shall be allocated to two or more of the key priority areas listed above – with at least 20% for the promotion of a low-carbon economy.

Sweden's national priorities for ERDF in the Western Sweden area (Västsverige)²⁵ determine that ERDF funding **is not available** for the Oslo-Göteborg railway stretch.

3.2.2 Connecting Europe Facility (CEF)

The Connecting Europe Facility (CEF) is the EU funding instrument for strategic investments in transport, energy and digital infrastructure. In the transport sector, CEF is dedicated to the implementation of the TEN-T and aims at supporting investments in cross-border connections, missing links, removing bottlenecks, optimising interconnection of transport modes as well as promoting sustainability and digitalisation.

The total available budget for the 2014–2020 timeframe was of €30.5 billion, of which €24.2 billion was dedicated to transport.

The CEF support actions mostly through **grants** – about 98% of the total budget for transport, but also provides support to projects through financial instruments managed jointly with the EIB, such as the CEF Debt Instrument (see subsections below), or the CEF Equity Instrument.

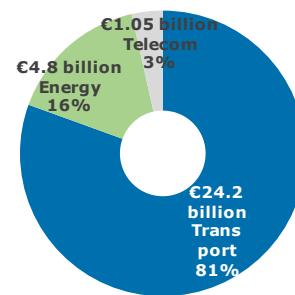


Figure 5 – CEF Budget repartition 2014 – 2020

The CEF Regulation proposal²⁶ for 2021-2027 orientates CEF funding on projects of highest European added value, with attention on projects with a **cross-border impact** and European-wide interoperable systems and services. This financial instrument is expected to address market failures and help leverage further investment from other sources, notably the private sector, in synergy and complementarity with InvestEU and other Union programmes.

As emphasised in the Commission Communication on the future budget²⁷, the focus on cross-border sections is justified as '*without EU intervention, private operators and national authorities have insufficient incentive to invest in cross-border infrastructure projects*'. The CEF Regulation proposal contemplates that the substantial investment needs cannot be covered by Member States alone. The implementation of the CEF for TEN-T in 2014-2016 shows that financial

²³ <https://www.europarl.europa.eu/factsheets/en/sheet/95/el-fondo-europeo-de-desarrollo-regional-federal>

²⁴ Eligibility to ERDF: https://ec.europa.eu/regional_policy/en/information/maps/#1

²⁵ <https://tiltvaxtverket.se/eu-program/vastsverige.html>

²⁶ Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, COM(2018) 438 final

²⁷ Communication on A Modern Budget for a Union that Protects, Empowers and Defends, The Multiannual Financial Framework for 2021-2027 COM(2018)321/4 of 2 May 2018

support from Member States and private sector continues to be crucial but insufficient for projects with European dimension.

The CEF Regulation proposal follows up on the aim in the current Regulation, which is to contribute to the completion of both layers of the TEN-T: the strategic backbone (i.e. the core network) by 2030 and its more extensive layer (i.e. the comprehensive network) by 2050. However, in conjunction with the Commission proposal for the 2021-2027 Multiannual Financial Framework, CEF is expected to earmark up to 60% of its envelope to climate objectives, with the context of supporting the transition towards **clean, competitive and connected mobility**. This aspect is likely to have its implication on at least one of the aware criteria – relevance, see section 3.3.5.1).

Based on the positive experience in the current financial period, CEF will continue to use and develop innovative funding schemes, including the possibilities offered by European Fund for Strategic Investment, to maximise the leverage of private or public funds.

The spectrum of cooperation on transport projects within the InvestEU programme is presented in the following sub-section.

3.2.3 Financial instruments for sustainable infrastructure under the InvestEU programme

For the next Multiannual Financial Framework (MFF) 2021-2027, the Commission proposes to set up a new investment programme, InvestEU, which builds on success of the Investment Plan for Europe (the Juncker Plan). The Programme is aimed to reduce overlaps, simplify access to funding and reduce administrative burden by integrating the European Fund for Strategic Investments (EFSI), CEF financial instruments (FIs) and 11 other EU financial instruments currently available.

Triggering at least €650 billion in additional investment, the Programme aims to give an additional boost to investment, innovation and job creation in Europe²⁸.

One of the Programme components is the InvestEU Fund, which aims to mobilise public and private investment in, among other things, sustainable infrastructure, using an EU budget guarantee (see Figure 6).

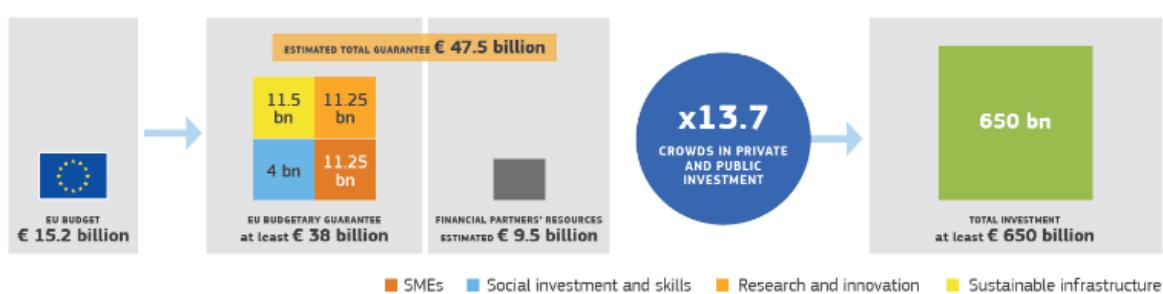


Figure 6 - InvestEU FUND Principles

²⁸ https://ec.europa.eu/commission/priorities/jobs-growth-and-investment/investment-plan-europe-juncker-plan/whats-next-investeu-programme-2021-2027_en

A EUR 11.5 billion Union guarantee will be allocated to the **Sustainable Infrastructure** Window (SIW), one of the InvestEU's four policy priorities (see Figure 7). DG MOVE and DG ENER will co-chair the SIW.



Figure 7 - InvestEU scheme (Source: [ec.europa.eu²⁹](http://ec.europa.eu))

The following sub-sections guide through the specific financial instruments for sustainable infrastructure under the InvestEU Programme.

One of the main financiers in that regard is the **European Investment Bank (EIB)**. The Bank has become one of the main financers and promoter of the TEN-T. It works closely with the Commission and the private sector to increase the leverage effect of the Bank's financing by encouraging the combined use of its loans with grants from the EU budget and innovative financial instruments.

²⁹ https://ec.europa.eu/commission/priorities/jobs-growth-and-investment/investment-plan-europe-juncker-plan/whats-next-investeu-programme-2021-2027_en

3.2.3.1 European Fund for Strategic Investments (EFSI)

The EFSI is an initiative jointly implemented by the EIB and the European Commission as a mean to tackle the existing investment gap in the EU, and thus foster EU economic growth, employment and competitiveness. It is intended to leverage private sector financing for:

- Stimulating strategic investment in infrastructure and innovation,
- Increasing access to finance for SMEs and Mid-cap companies.

EFSI support may be provided through loans, guarantees, counter-guarantees, capital market instruments, credit-enhancement instruments, and direct or indirect equity and quasi-equity. It allows third parties, such as National Promotional Banks and Institutions (NPBIs) and countries, to indirectly contribute into the Fund, either through investment platforms or by co-financing individual EFSI-financed projects.

EFSI support can be used in combination with any source of EU funding, including instruments under the ESI funds as long as they generate synergies. CEF grants are combined with financing from EIB, including EFSI, national promotional banks and other public or private financial institutions in **CEF blending calls**.

EFSI support is demand-driven and available to eligible projects all throughout the EU, including cross-border projects. Projects and co-financing rates are decided on a project basis according to their individual characteristics, and the type of support provided. For a project to be eligible, it needs to:

- Be economically, technically and financially viable;
- Be consistent with Union policies and match at least one of the EFSI eligible sectors;
- Provide additionality to other EU funding instruments;
- Maximise, where possible, the mobilisation of private sector capital.

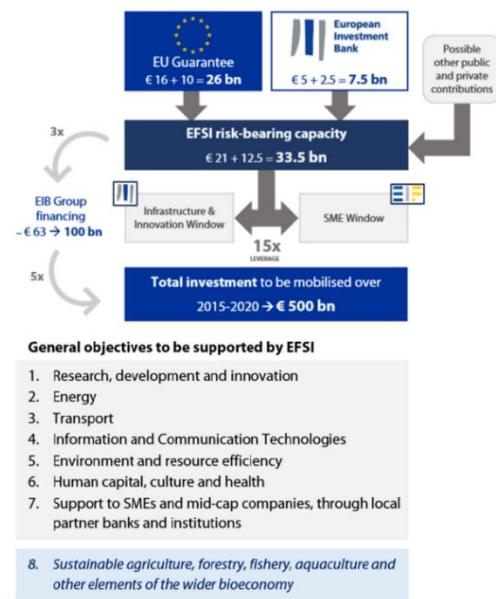


Figure 8 – EFSI Financial structure and eligible sectors (source: EU Policy Department for Structural and Cohesion Policies for TRAN Committee, 2019)

Although no geographic or sector quotas were contemplated, the EFSI Steering Board established both sectorial and geographical concentration limits in order to guarantee enough diversification of the EFSI portfolio.

In the latest breakdown of results by country and sector (May 2020), transport only accounts **for 7% of the total investments** provided by the EFSI.

The best potential to benefit from EFSI funds for transport projects is most likely in combination with CEF funds under the blending calls procedure.

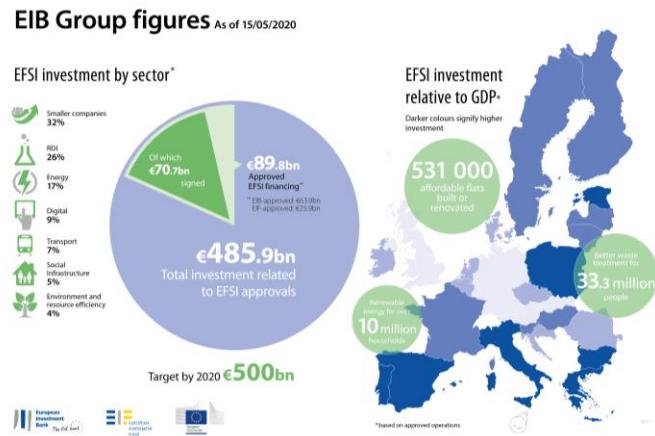


Figure 9 -EFSI investment by sector as of 15/05/2020
(Source: EC³⁰)

3.2.3.2 Innovative financial instruments (FIs)

The Loan Guarantee Instrument for Trans-European Transport Network Projects (LGTT)

Financial instrument developed by the EC and the EIB and launched in 2008 specifically designed to cover the risks of debt service due to insufficient demand and the corresponding unforeseen loss of revenue during this period, thus strengthening the financial viability of the projects and accelerating their implementation.

The Europe 2020 Project Bond Initiative (PBI).

Intends to improve the credit quality of the bonds issued by European infrastructure projects in order to make them more attractive to investors through subordinated loans or stand-by credit facilities provided by the EIB. These facilities may cover up to 20% of the senior debt to which the project company can turn in the event of financial difficulties.

The Marguerite Fund (MF).

The Marguerite Fund I (the 2020 European Fund for Energy, Climate Change and Infrastructure) is a pan-European infrastructure capital fund created by long-term institutional investors, including the EIB, from both the public and private sectors, supported by the EC as part of the European Economic Recovery Plan. Its successor, the MF II, will fund similar investments in transport, energy, renewables, ICT and water infrastructure projects in line with the objectives of the IPE and the EFSI. The Fund is expected to have over EUR 700 million of investment capacity and a lifespan of 10 years.

In the current Multi-annual Financial Framework (MFF) these instruments fall under the scope of the CEF programme (**CEF Debt instrument**³¹) even though their management is delegated to the EIB. In the MFF 2021-27, they are expected to merge into the new InvestEU programme (see related paragraph).

³⁰ https://ec.europa.eu/commission/strategy/priorities-2019-2024/jobs-growth-and-investment/investment-plan-europe-juncker-plan/investment-plan-results_en

³¹ The CEF Debt Instrument provides an extension of the credit enhancement of project bonds provided under the PBI, a new credit enhancement mechanism targeting loan financing by the banking sector (building on the experience of LGTT), as well as loans, guarantees and equity-type debt financing support to corporates.

3.2.4 Other support instruments for transport by the European Investment Bank (EIB)

For infrastructure projects with involvement of governments, corporations and public-private partnerships, the European Investment Bank offers loans and guarantees as well as financial and technical advice through initiatives and organisations such as JASPERS³² or the EPEC³³.

Apart from innovative financial instruments described in the previous sub-section, the EIB offers other mechanisms for transport projects to receive long-term financing. These are:

- Direct loans. They represent the bulk of EIB support and are targeted at individual projects, often providing key support to attract other investors. These loans can cover up to 50% (75% in the case of TEN-T projects) of the total investment cost.
- Indirect loans. These are loans made to local banks or other intermediaries which, in turn, offer financial support to the final recipient.
- Private equity funds. The Bank stimulates and catalyses private capital through investment in equity funds devoted to numerous sectors such as transport infrastructure.

Projects receiving EIB financing must be in line with EU policy objectives, be economically, financially and technically viable, meet the strictest environmental standards and be tendered according to EU procurement rules. The EIB makes its own decisions based on the merits of each project and the benefits to the public sector of its participation in the project. Once the project is selected, the Bank is closely involved in all stages of the project, from design to the selection of contractors and subsequent monitoring.

3.3 CEF framework conditions for the double track railway investment

The overview of financial instruments available for transport projects in the years to come suggests that supporting the double track construction investment on the Oslo-Göteborg stretch of the TEN-T Scan-Med Corridor could be most thinkable through the instrument of Connecting Europe Facility (CEF).

In June 2018, the European Commission, as part of proposals for the next long-term budget (2021-2027), recommended adapting the CEF programme to support investment in Europe's transport, energy and digital infrastructure networks. While a provisional agreement was reached by co-legislators in March 2019, certain provisions, such as budget, remain open - pending decisions on the EU's overall long-term budget.

This section reflects on the specific provisions for CEF projects in the CEF Regulation proposal³⁴ for 2021-2027, while assuming that key requirements are going to remain same or similar also for the period beyond 2027, when the construction phase of the project might be due. Further, for the feasible funding instruments (calls), this section refers to the experience of the present

³² JASPERS helps cities and regions absorb European funds such as ESIF, CEF and the Instrument for Pre-Accession Assistance (IPA), by providing free assistance on: advising authorities on strategic planning; supporting promoters in preparing projects in areas benefiting from EU funds so they meet all the necessary standards; improving the capacity of administrations and promoters by transferring knowledge about project preparation, environmental issues, EU legislation or any related needs they may have; and speeding up the EU approval process by carrying out an independent quality review which prepares the ground for the European Commission's decision.

³³ European PPP Expertise Centre, supporting the public sector across Europe in delivering better public-private partnerships (PPPs).

³⁴ Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, COM(2018) 438 final

financial period as guidance for the orientation of the project in question in its preparatory and application stage.

The **highlighted text in blue** informs on references of importance to the project.

3.3.1 Compliance with objectives and priorities

The CEF Regulation operates with the general objective for the CEF to develop and modernise the **Trans-European networks** in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors. Its specific objectives in the transport sector are:

- to contribute to the development of projects of common interest relating to efficient and **interconnected networks and infrastructure** for smart, sustainable, inclusive, safe and secure mobility;
- to adapt the TEN-T networks to military mobility needs.

The CEF should, in the 2021-2027 period, contribute to the achievement of the objectives laid down in the TEN-T guidelines (2030- and 2050-year targets for the completion of the core and comprehensive network, respectively). Therefore, the CEF should support the **cross-border links** and the **missing links** and to ensure, where applicable, that the supported actions are consistent with the **corridor work plans**. Projects covering cross-border sections and bottlenecks on the core network are seen as those yielding the **highest EU added value** for the EU support.

The investments promoted through the CEF should contribute to the smart, sustainable, inclusive, safe and secure mobility throughout the Union by targeting, among other things, **reduced CO2 emissions**, air pollution and **congestion**.

3.3.2 Eligibility of actions and countries

The CEF support will be eligible for **studies, works** and other accompanying measures necessary for the management and implementation of the Programme and the sector-specific guidelines. For the transport objective of efficient and interconnected networks, the CEF is offered to actions **implementing the core network** in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the core network as defined at Annex II to Regulation (EU) No 1315/2013.

Part III of the Annex to the CEF Regulation proposal outlines core network corridors and pre-identified sections. In there, both the alignment of the northern part of the Scan-Med Corridor (Oslo – Göteborg – Malmö – Trelleborg) and the cross-border stretch between Oslo and Göteborg are specified, the latter among the pre-identified cross-border sections.

The CEF Programme is open to European Free Trade Association (EFTA) members which are members of the European Economic Area (EEA). **Norway fits under this category**. However, these countries and entities established in these countries may not receive financial assistance under the CEF Regulation except where it is **indispensable** to the achievement of the objectives

of a given project of common interest and under the conditions set in the work programmes for each call. It is most likely that given its financial situation, Norway won't meet this criterion.

3.3.3 Budget and co-funding rates

Final decisions on the EU's long-term investment budget are still pending. The latest (July 2020) conclusions on the MFF taken by the European Council stipulate that the financial envelope for CEF for the period 2021-2027 will be EUR 28 396 million, whereof **EUR 21 384 million** will be assigned to transport investments, including projects in the cohesion countries³⁵. The Council conclusions require the European Parliament decision, which may consent the MFF allocation and distribution or reject the Council position.

In comparison with the earlier proposal by the Commission³⁶, the CEF allocation was reduced by 8,4%.

As shown in Figure 10 and Figure 11, the total budget proposed earlier by the Commission increases compared to the current period (almost +40% for the total CEF envelope). The budget available for transport projects increases too – although the share of funds available for transport compared to other topics is lower than it is in the current period.

Yet, the budget available in the General Envelope, for which the Oslo-Göteborg railway stretch is eligible, remains the same.

We can assume the trend will be the same after 2027.

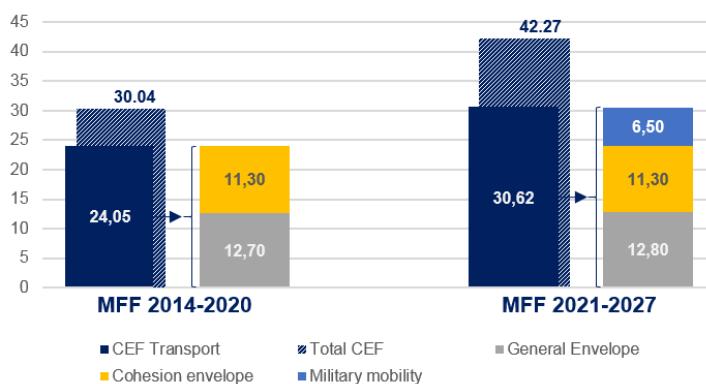


Figure 10 - CEF budget 2014-2020 and proposed budget 2021-2027 (source: EU Policy Department for Structural and Cohesion Policies for TRAN Committee, July 2019)

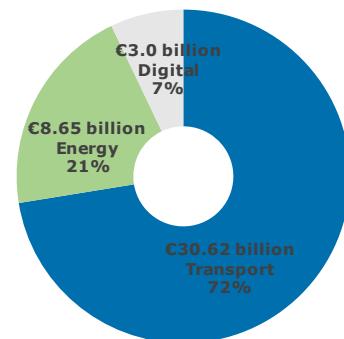


Figure 11 - CEF Budget repartition 2021 - 2027

The budgetary resources are expected to be distributed as follows:

- **60% for the actions** listed at Article 9 paragraph 2 (a) of the proposed regulation for 2021-2027: "Actions relating to efficient and interconnected networks ", of which 75% should be allocated to actions on the **TEN-T core network corridors** (against 80% of the total transport envelop in the current plan).

³⁵ <https://www.consilium.europa.eu/media/45109/210720-euco-final-conclusions-en.pdf>

³⁶ Proposal for REGULATION (EU) No 1316/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010

- 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility", such as actions supporting telematic applications systems; New technology and innovation; Improvements of infrastructure safety; Actions in outermost regions.

When it comes to co-funding rates, grants for **studies** stay unchanged and may **cover up to 50% of the eligible costs** for the general envelope.

For **works** in the transport sector, however, the following maximum co-financing rates shall apply:

- 30% in general,
- **Up to 50%** for, among other things, actions related to **cross-border links** which "demonstrate a particularly high degree of integration in the planning and implementation of the action [...], notably through the establishment of a **single project company, a joint governance structure and bilateral legal framework**" etc³⁷.

This aspect shall be closely looked at in the planning stage for the Oslo-Göteborg railway construction project.

3.3.4 Types of CEF calls and call requirements

The diagram below illustrates the location of CEF in the spectrum of financial instruments provided by the European Commission. For the CEF grants, it specifies the different types of calls which are further discussed in this section.

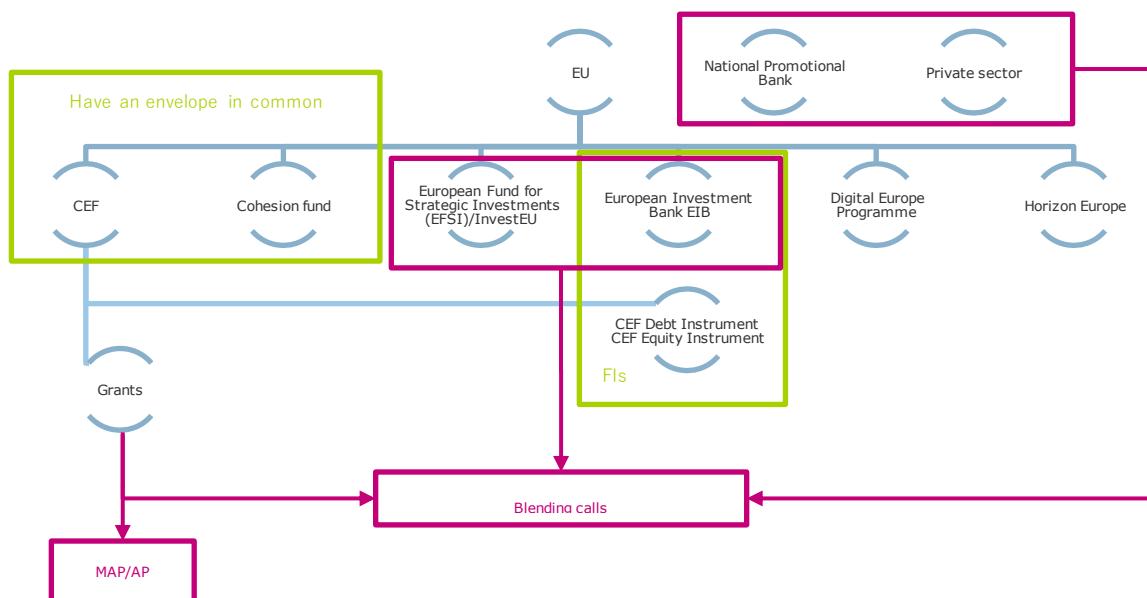


Figure 12 - Location of CEF in the spectrum of financial instruments provided by the European Commission

³⁷ Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014, June 2018. <https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1528878837354&uri=CELEX:52018PC0438>

3.3.4.1 Calls under CEF Transport Multi-Annual Work Programme (MAP)

CEF MAP calls address projects or horizontal priorities on the TEN-T core network, listed in Part I of Annex I to the current CEF Regulation. The financial envelope dedicated to MAP calls in the current programme lies within 80 to 85% of the total budgetary resources for the CEF.

By virtue of the geographical location on the Scan-Med Corridor, the MAP calls would be the right ones for the thought double track railway investment to apply for, should this specific funding line and eligibility qualification remain the same also in the next financing perspective.

The latest Transport MAP Call for proposals was published on 16 October 2019. The procedure described below was mainly drawn out of this call. The requirements may differ between each call and are listed in work programmes re-issued each time. The work programme details the priorities and the maximum available budget to be committed for each of the priorities under the call.

Type of projects

- Works or studies
- If identified as projects of common interest
- Specific priorities are defined in work programmes issued in each call

Type of applicants

- One or more Member States
- Applicants with the agreement of the Member State concerned, international organisations, joint undertakings or public or private undertakings or bodies established in an EU member state.

Priorities in the 2019 CEF Transport MAP call - General Envelope

- Pre-identified projects on the Core Network
- Safe and secure infrastructure, including safe and secure parking on the road core network
- Intelligent Transport Services for road (ITS)
- Single European Sky – SESAR
- Actions implementing transport infrastructure in nodes of the core network, including urban nodes (passengers transport)
- Motorways of the Sea (MoS)

Financial capacity

The applicant(s) must have stable and enough sources of funding to maintain the proposed activities throughout the period during which the action is being carried out and to participate in its funding.

Operational capacity

The applicant(s) must have the operational and technical competencies and capacity required to complete the Action for which the grant is sought and must provide appropriate documents and information attesting to that capacity.

Submission process

The submission process is described on the INEA platform for each call. Before applying, applicants must obtain **approval of the Member State(s)** concerned.

Timeline

In the latest call, proposals had to be submitted at the latest approx. 4 months after the call opened. Applicants receive the evaluation results and sign the agreement at the latest 5 months after the submission deadline.

Application/documents to submit

Applicants have to submit a Grant Application form, including the following:

- **Part A: General information**

Identifies the main characteristics of the proposal:

- General information, global project it relates to, scope and objectives, start date, end date, location,
- applicants, and information about the implementation body,
- description of the proposed Action(s) and activities, milestones,
- Contribution to CEF objectives,
- amount of CEF Transport funding requested, source of financing and other general financial information.

Recommendations from CEF about milestones and activities

- Evenly distribute milestones all over the duration of the proposed Action.
- Include enough milestones (ideally one per year per activity), particularly for activities of long duration or those that are very costly.
- Avoid concentration of milestones towards the end of the Action.
- The start-up event (which constitutes the start of the implementation period of the Action) and the end event (which constitutes the end of the implementation period of the Action) should be clearly indicated.
- The milestones must be consistent with the activity start and end date.
- Milestones must be "SMART": specific, measurable, achievable, relevant and time-related and must have clearly identified means of verification.

- **Part B: Administrative information**

Requests additional administrative information about the applicants and their designated affiliated entities. (e.g. financial and operational capacity)

- **Part C: Compliance with EU Policy and law**

Includes information on the compliance of the proposed Action with the EU law in the fields of:

- environmental protection (EIA directive³⁸ and SEA directive³⁹, Habitat directive⁴⁰ and Water Framework directive⁴¹),
- policy on interoperability (railway Actions only),
- road charging laws, if relevant,
- road safety and tunnel safety (road Actions only),
- public procurement law,
- law on state aid,

³⁸ <https://ec.europa.eu/environment/eia/eia-legalcontext.htm>

³⁹ <https://ec.europa.eu/environment/eia/sea-legalcontext.htm>

⁴⁰ https://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm

⁴¹ https://ec.europa.eu/environment/water/water-framework/index_en.html

- other sources of EU funding.
- **Part D: Technical and Financial information**
Description of the project and of the proposed action (needs and objectives, financial information, planning). Description of how the project fulfils the 4 awards criteria
Relevance, Maturity, impact, quality.
- **Financial capacity check**
- **CBA or CEA**
According to Article 7(2)c of the TEN-T Regulation, a Project of Common Interest must "be economically viable on the basis of a socio-economic cost-benefit analysis (CBA)".
The works proposals must be accompanied by a CBA.

3.3.4.2 General calls under CEF Transport Annual Work Programme (AP)

Address projects which are NOT listed in Part I of Annex I to the CEF Regulation. Thereby, does not apply for the project in question.

3.3.4.3 Blending calls

In 2019, the Commission tested an innovative approach to promote the substantial participation of private sector investors and financial institutions in projects contributing to the environmental sustainability and efficiency of the transport sector in Europe.

The Launched CEF Transport Blending Facility (CEF TBF) supports two areas that will deliver on the Commission's agenda for a clean and digital transport system, namely: deployment of the ERTMS and deployment of alternative fuels (CNG, LNG, electricity, hydrogen). Project promoters can apply for the CEF TBF grants only with the support of the EIB or other Implementing Partners (public financing institutions such as the selected public investment banks of the EU Member States).

Even though these calls generate a very high value added by leveraging other public and private funds, in the current financial perspective of 2014-2020 the CEF Transport Blending Facility **does not support studies**. Any change in the framework conditions for the upcoming period of 2021 - 28 and beyond should be monitored to determine whether the entire scope of the project in question might be eligible under this instrument or if all the studies and permits need to be obtained through own action of and funded by the project consortium.

In the 2019 blending call, the procedure was similar to the MAP calls, except for the following points:

Submission process

Applicants (project promoters) must engage first with the Implementing Partner (IP) which initially screens the potential operation and establishes a Project Pipeline. The IP conducts then an appraisal process for the purpose of providing financing to the project, with results summarised in the Project Report and Eligibility Check List.

The application file may only be submitted when the related financing has been approved by the Implementing Partners' governing bodies.

Timeline

In the 2019 call, applicants receive the evaluation results at the latest six months after the submission deadline. Grant agreements will be signed with the successful applicants within nine months after the submission deadline.

Application/documents to submit

Proposals to the CEF Transport Blending facility had to include two elements:

- Grant Application form submitted by the applicant (as in the MAP calls);
- Application File submitted by the Implementing Partner, which includes:
 - o Information on the approval of the Implementing Partner's financing for the project included in the Project Pipeline and to which the Action relates (as indicated in Appendix D of the work programme)
 - o Eligibility Check List,
 - o Project Report
 - o Copy of Grant Application form

3.3.5 Award criteria

The CEF Regulation proposal, in Article 13, specifies award criteria. They should take into account, to the extent defined in work programmes specific to each call, the following elements:

- (a) economic, social and environmental impact (**benefits and costs**);
- (b) innovation, safety, interoperability and accessibility aspects;
- (c) **cross-border dimension**;
- (d) synergies between the transport, energy and digital sectors;
- (e) **maturity** of the action in the project development;
- (f) **soundness** of the implementation plan proposed;
- (g) **catalytic effect** of Union financial assistance on investment;
- (h) need to overcome financial obstacles such as insufficient commercial viability or the **lack of market finance**;
- (i) consistency with Union and national **energy and climate plans**.

While no guidance on interpreting and applying those criteria is yet available, the following subsection presents some insights on expectations laid upon project applications in the current (2014-2020) period for the CEF Programme. These are structured into four categories:

- project relevance,
- project maturity
- project impact,
- project quality.

3.3.5.1 Project relevance

This criterion refers to the contribution of the proposed Action to the TEN-T priorities as laid out in the TEN-T Guidelines, the funding priorities in the CEF Regulation and specific priorities and objectives described in the work programme and addressed by the call for proposals.

The following aspects are assessed under relevance:

- the European added-value as defined in the TEN-T Guidelines;
- the cross-border dimension, when applicable;
- removal of bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections as stipulated in the CEF Regulation;
- contribution to innovation, digitalisation, sustainable transport and decarbonisation;
- where applicable, multimodal integration and interoperability will also be considered as part of the relevance of the proposed Action.

The table below highlights the topical allocation in the current and the proposed CEF Programme and discusses consequences for the project in question to be funded.

Table 2 - Scope of considerations for the project relevance

The CEF profile	Relevance of the Oslo - Göteborg railway infrastructure project
Transport envelope	<ul style="list-style-type: none"> • 81% of the total CEF budget is allocated to transport projects in the period of 2014–2020. • 75 % of the total CEF budget is allocated to transport projects in the period of 2021–2027⁴². <ul style="list-style-type: none"> • High chances to get funding
TEN-T priorities	<ul style="list-style-type: none"> • 80% of the transport budget in the current CEF programme has to be allocated to projects on the TEN-T core network. • 45% of the transport budget in the new CEF programme to be allocated to projects on the TEN-T core network. <ul style="list-style-type: none"> • This criterion weights less in the future programme but is still one of the main priorities • The Scan-Med Corridor alignment is listed in the Regulation proposal
Environment-friendly modes	<ul style="list-style-type: none"> • 80% of the transport investments address non-road modes in the current CEF programme (72% of the transport investments were allocated to railway actions between 2014 and 2018) <ul style="list-style-type: none"> • High chances to get funding as the project is on railway infrastructure
Cross-border dimension	<ul style="list-style-type: none"> • About 80% of the transport grants were assigned to cross-border infrastructure <ul style="list-style-type: none"> • The cross-border nature of the project is a plus • Emphasis should be put on setting up cross-border governance and joint

⁴² <https://www.consilium.europa.eu/media/45109/210720-euco-final-conclusions-en.pdf>

The CEF profile	Relevance of the Oslo - Göteborg railway infrastructure project
<p>and bridging missing links between 2014 and 2018.</p> <ul style="list-style-type: none"> In the 2021-2027 programme, the focus is put on cross-border dimension (infrastructure but also governance) and joint commitments (common financial plan, coordinated procedures for assessing environmental effects etc.) 	planning activities to get a higher share of funding
Bottlenecks <ul style="list-style-type: none"> About 73% of the transport grants were assigned to projects which aimed at removing bottlenecks between 2014 and 2018 The total number of bottlenecks removed is one of performance indicators for the TEN-T Programme. 	<ul style="list-style-type: none"> High chances to get funding as the project addresses an infrastructure bottleneck
Works/Studies <ul style="list-style-type: none"> 61% of transport funds were allocated to implementation of works (construction stage) in the current programme, 7% to studies, 32% to the mixed (studies/works) type of projects 	<ul style="list-style-type: none"> High chances to get funding for both stages of the project

3.3.5.2 Project maturity

This criterion refers to the state of preparation of the proposed Action and the readiness to start the implementation of the proposed activities. This will be determined by:

- the degree of financial maturity,
- degree of completion of preparatory steps,
- conditions required for the start of the proposed Action.

Proposed Actions that have received **political commitments**, completed a number of **administrative procedures** and committed **financial resources**, as well as proposed Actions which involve the final steps of implementation, can be considered as demonstrating strong maturity.

Maturity will also be judged upon **low uncertainty/risks** about the start of the Action. To exemplify, in the latest MAP call (October 2019), proposed Actions should be ready to start, at the latest, within six months after the closure of the call and shall be completed by 31 December 2023 at the latest.

The table below highlights the relevant maturity aspects and discusses the consequences for the project in question to be funded.

Table 3 - Scope of considerations for the project maturity

The CEF profile	Consequence for the Oslo - Göteborg railway infrastructure project
Political commitment from all parties	<ul style="list-style-type: none"> • Project enlisted in the national transport infrastructure plans of the countries concerned • Context for the project visible in the national energy/climate plans or even the project named in the plans
Completion of preparatory steps	<ul style="list-style-type: none"> • Ready early planning stage documentation, e.g. study of strategic choice measures, ÅVS; traffic analysis etc.), to set the project in the preparation pipeline
Readiness/technical maturity <ul style="list-style-type: none"> • Terms of reference ready? • Tendered/procurement procedures status and description? • Contract signed? • Status of pre-feasibility studies? • Did the action already start being implemented? • Access to use of land, connection to grid or utilities: were authorisations obtained? • Which building permits must be obtained? 	<ul style="list-style-type: none"> • As the project addresses an infrastructural bottleneck, it could apply a stepwise approach in the development, by applying first for the studies • Should the studies stage be completed successfully, the project has high chances of receiving CEF funding for the construction phase
Financial maturity <ul style="list-style-type: none"> • Envisaged financing models • Securing financial commitment 	<ul style="list-style-type: none"> • Project enlisted in the national transport infrastructure plans of the countries concerned • Own contributions ensured by any other partners in the project consortium (e.g. cities or regional authorities)
Conditions required for the start of the proposed action	<ul style="list-style-type: none"> • Only the costs from the date of submission are eligible. Therefore, CEF application should be submitted before starting the proposed action.
Administrative procedures <ul style="list-style-type: none"> • Must have received as many necessary approvals beforehand at governmental, regional and local level (incl. environmental approvals) • A description of the public consultations carried out must be provided in the application • Plans to involve all stakeholders. 	<ul style="list-style-type: none"> • To be possibly addressed through a stepwise approach in the development, and ensuring that all required approvals and permits are collected in the CEF studies stage

The CEF profile	Consequence for the Oslo - Göteborg railway infrastructure project
Risk level	<ul style="list-style-type: none"> • Risk management methods and mitigation procedures to be determined prior to submitting the project application (applies to e.g. staff change, activity delays, excessive costs, negative public perception, construction stage externalities etc.)

3.3.5.3 Project impact

This criterion refers to the expected effect of the EU financial support on the project viability. An assessment will be made of the impact of the financing plan to drive the most efficient use of EU financial support for the sake of an **economically and socially desirable** investment.

This assessment is based on the information included in the application, the socio-economic Cost-Benefit Analysis (CBA), including the CBA cash flow template, the financial analysis required in the Cost-Benefit Analysis, and the information supporting the calculation of the funding gap.

For studies, the use of the study as a **decision-making tool** and its impact in terms of policy-making and best practices will also be assessed under this criterion.

In particular, the following aspects will be assessed:

- Stimulating effect of the Union support on public and private investment, when applicable;
- The need to overcome financial obstacles, such as the lack of market finance ;
- The economic, social, climate and environmental impact, and accessibility, when applicable.

The table below highlights the relevant maturity aspects and discusses the consequences for the project in question to be funded.

Table 4 - Scope of considerations for the project impact

The CEF profile	Consequence for the Oslo - Göteborg railway infrastructure project
Stimulating effect of the Union support on public and private investment <ul style="list-style-type: none"> • Capacity of the grant to trigger a bigger investment if not in a blending call • Would financial leverage be optimised in terms of amount and duration 	<ul style="list-style-type: none"> • It depends on the project development strategy (studies and then works or a combined studies/works application) how this aspect could be addressed. The investment thought is already a sizeable undertaking on the core network corridor and is not likely to trigger even bigger investment through EU or national funding

The CEF profile	Consequence for the Oslo - Göteborg railway infrastructure project
Need to overcome financial obstacles <ul style="list-style-type: none"> Impact of the CEF grant, revenues and revenue potential Financial viability before CEF Financial obstacles Effect of the EU financial support on the financial viability Accessing to grants will permit or accelerate the project 	<ul style="list-style-type: none"> A major decisive factor for the project is to ensure full funding for the Norwegian section from the national budget
Economic, social, climate and environmental impact, and accessibility <ul style="list-style-type: none"> Demand analysis/traffic forecasts Alternative options considered Relate to the CBA Effect on national/regional competition Effect on land use, urban development, land value Mitigating climate change/negative impact on climate Natural risks 	<ul style="list-style-type: none"> To be considered as part of the early planning stage preparation or elements in the studies stage of the project
Impact on the commitment of different stakeholders	<ul style="list-style-type: none"> Requires discussion on project consortium and the role of supporting stakeholders, including the STRING political network

3.3.5.4 Project quality

This criterion refers to the soundness of the proposed Action. This is determined by the coherence between the objectives of the proposed Action, the proposed activities, the planned resources, and the appropriateness of the project management processes.

Under this criterion, the **capacity** for the Action to be completed in accordance with the proposed timeline, implementation plans, and the technical specifications is assessed. In particular, the **soundness** of the implementation plan proposed will be assessed.

Other aspects related to the quality of the proposed Action include:

- Level of resources needed for implementing the Action: justification and description,
- Organisational structure,
- Soundness of control procedures and quality management during implementation,
- Plans for monitoring and evaluation of the Action,
- Risk management methods and procedures,
- Audits,
- Communication and visibility given to the CEF co-funding.

Additionally, the completeness and clarity of the information provided by the applicant(s) will also be considered.

Also, for multi-beneficiary Actions, the Commission recommends designating a **coordinator**. The coordinator will be the contact point for INEA and will be, among other things, responsible for coordinating the reporting exercise(s), including receiving (and distributing) the payment(s).

External project coordinator

There is an existing Finnish railway project receiving CEF funding, where the Finnish Transport Infrastructure Agency (FTIA) owns the project, but which has external consultant acting as a project coordinator.

This consultant will need to be presented in the grant application under procurement tasks as a project coordinator. The official party and responsible member towards INEA is still FTIA.

It is also strongly recommended that for multi-beneficiary Actions beneficiaries sign an **internal cooperation agreement** regarding their operation and coordination, including all internal aspects related to the management of the beneficiaries and the implementation of the proposed Action.

Note also that it is possible for groups or organisation which are **not part of the EU Member states' administrations** to submit an application. However, Member States are requested to provide proof of their agreement of the proposal and endorse it (approval does not entail any commitment to financially support the proposed action).

Example of project consortium - Implementation study for the quality improvement of the cross-border railway connection between Groningen (NL) and Bremen (DE), CEF Transport Call 2014

The Action aims to study a set of infrastructure measures needed to upgrade the cross-border railway connection between Groningen (the Netherlands) and Bremen (Germany). The measures will remove bottlenecks and bridge missing links for freight transport.

The Action includes a design study, a social cost-benefit analysis, an environmental impact assessment, permit applications and the procurement preparation for the works planned to start in 2018. The project team consists of public and private stakeholders from both countries. Following completion of the Action in February 2018, both Member States will take the final realisation decision based on its results. The measures will result in modal shift from road to rail.

Implementation schedule: March 2015 to February 2019.

Total eligible costs: EUR 16,661,506. Maximum EU contribution: EUR 8,330,753 (50%).

Beneficiaries:

- Provincie Groningen, NL (coordinator)
- Industrie- und Handelskammer für Ostfriesland und Papenburg, DE
- Landkreis Leer, DE
- Groningen Seaports NV, NL
- Aktien-Gesellschaft "Ems", DE.

3.3.5.5 Final selection process

During the final selection process, the Commission will, in particular, consider the following aspects:

- The contribution of the proposed Action to the balanced development of the network,
- The complementarity of the proposed Action with other Union funded projects, in view of optimising the impact of investments already made in the region/country/global project,
- The comparative Union added value of the proposed Action in relation to other proposed Actions,
- Any identified/identifiable risks of double funding from other Union sources,
- Budgetary constraints.

4. ROAD MAP TO CEF FUNDING

This chapter concludes on the outcomes of the infrastructure capacity analysis for the Oslo-Göteborg stretch and the pre-requisites for the successful EU project application by presenting steps for further action by the STRING Network.

The proposal requires feedback from the STRING partners, ideally to be arranged through a joint session to discuss the sequence, the scope, the timeline, and the responsibilities as recommended below.

Table 5 – Road Map to CEF Funding

No.	Action	Scope	Timeline	Outcome
1.	Advocacy for investment	Prepare and implement investment advocacy actions in the STRING Network and among the Scan-Med Corridor Forum stakeholders to raise awareness and increase commitment at the local, regional, national and international level. Consider using the partnership with the OECD for extending the communication range for the project.	Regular activity	Need for the investment communicated in the decision-making and lobbying environments. Higher awareness of the investment's significance for the entire corridor development
2.	Evidence on system bottlenecks	Provide further evidence for the investment based on the infrastructure bottleneck analysis in the entire corridor leg between Hamburg and Oslo (a parallel assignment). Discuss outcomes with the STRING Transport Infrastructure Connectivity Group.	2020	A broader set of arguments to motivate for the investment in the dialogue with the stakeholders involved and affected
3.	Road map collaboration	Approach the Swedish Transport Administration (Trafikverket) and the Norwegian Railway Directorate to present the rationale for investment and discuss the terms of collaboration to succeed with it, including: <ul style="list-style-type: none"> • Trafikverket's lead role in the preparatory work for the CEF project and in the formal application process (with an option of externalised project coordinator position). • Norwegian Railway Directorate's formal role in the application process. • STRING's supportive role for the investment through coordination of dialogue with the cities and regions in the STRING megaregion. 	2020	Terms of collaboration on the road map agreed between the involved stakeholders
4.	Joint project framework	Examine readiness of the road map partners to set up a joint bilateral or	2020-2021	Decision taken on any structured framework

No.	Action	Scope	Timeline	Outcome
		multilateral beneficiary framework to pursue the investment, including an option for cross-border governance structure to be possibly established by the Swedish and the Norwegian government.		for pursuing the project development
5.	Approach for studies	Consider a stepwise approach to the investment by preparing for the studies stage first, already in the coming EU financial perspective (2021-27).	2020-2021	Decision taken on the stepwise approach to the investment
6.	Decision on initial investment strategy	Prepare a political position paper and conduct dialogue with the Swedish government to include the investment in the national transport infrastructure plan for the period of 2022-33 (alternatively, 2022-2037) to strengthen rationale for the CEF project. Carry on dialogue with the Norwegian government on including the investment in the country's national transport infrastructure plan.	2020-2021	Issued position paper on the role of the investment in the national and the Nordic transport system; the investment included in the national transport infrastructure plan of the two countries concerned
7.	Kick off the planning track	Build up on the 2016 joint intergovernmental study to agree on steps, schedules and resources for early stage project planning documentation (study of strategic choice measures, AVS; traffic analysis etc.), before any specific site documentation is launched (railway plan).	2021-2022	Agreed steps in the early development stage for the CEF project
8.	The studies stage	Agree the content and prepare a CEF project application to compile the investment planning documents and approvals for the railway plan (järnvägsplan), incl. specific technical, legal and financial studies (environmental impact assessment, cost-benefit analysis, financial feasibility analysis, permit applications etc.) and public consultation.	2023-2027	CEF project application prepared and submitted
9.	The works stage	Follow up on the outcomes of the studies stage to decide on a CEF application for the construction stage (works), including the procurement preparation and technical specifications (bygghandling).	2028+	A follow-up CEF project application prepared and submitted

4.1 Setting up an effective road map collaboration

One of the steps in the recommended road map, namely, step 3 ('Road map collaboration') is decisive in putting forward the investment project. It aims to establish dialogue between the primary project stakeholders to agree on cooperation terms and initiate the project planning work.

The proposal below outlines the activities that we judge would be necessary in that respect. Still, it would require feedback and further reflections within the STRING partnership as to how to supplement them with specific project advocacy actions.

Table 6 – Activities recommended to anchor and agree the road map collaboration (Step 3 in the road map to CEF funding)

No.	Activity	Scope	Timeline
3.0	Investment story	<p>Create a comprehensible story around the need for double track investment as well as its funding model based on CEF</p> <p>Ignite a political interest for STRING's goals – translate STRING's arguments to relevant and acceptable political logic together with the tendered public affairs agency Geelmuyden Kiese.</p>	September 2020
3.1	Position paper	<p>Deliver a STRING position paper to influence the content of the orientation document (<i>inriktningsunderlag</i>) in preparation by the Swedish Transport Administration</p> <p>Highlight the impact of the missing double track between Oslo and Gothenburg on:</p> <ul style="list-style-type: none"> • the quality and efficiency of cross-border passenger and freight traffic; • overall performance of the Scan-Med Corridor; • ability to achieve a modal shift in the Corridor and accomplish positive environmental effects; • reap full cross-border integration benefits out of the Fehmarn Belt Fixed Link investment; • ability to strengthen economic, social and territorial cohesion in the STRING Megaregion <p>Offer readiness for the meeting with the Swedish Transport Administration to discuss possible cooperation in reaching the climate targets</p>	September 2020
3.2	Project positioning meeting in Sweden	<p>Arrange a meeting with Swedish Transport Administration's representatives responsible for:</p> <ul style="list-style-type: none"> • preparation of an infrastructure plan, • cross-border cooperation on transport and infrastructure • implementation of the Scan-Med Corridor • CEF funding (Swedish CEF Secretariat) <p>Discuss the project positioning in the national transport planning framework, including funding decisions for the specific sections</p> <p>Review the work progress for the railway investments included in the Scan-Med Corridor work plan</p> <p>Reconfirm inclusion of the Öxnered – Skälebol section upgrade investment in the plan after 2022</p> <p>Enquire on latest developments in intergovernmental Swedish-Norwegian dialogue on the cross-border routes, including Gothenburg-</p>	November 2020/January 2021 (remissperioden)

No.	Activity	Scope	Timeline
		<p>Oslo, based on the Swedish government's intention stated in the current national infrastructure plan and outcomes of the joint study issued in 2016</p> <p>Discuss pre-requisites for the thought investment in the missing double track section between Kornsjö (the border) and Skälebol in terms of:</p> <ul style="list-style-type: none"> • current infrastructural capacity and traffic volumes (baseline) • demand for long-distance passenger and freight traffic (both now and after removing capacity bottlenecks in the other sections of the stretch) • capacity and demand for local and regional passenger train traffic at critical sections (e.g. Göteborg-Älvängen) • any other factors hindering traffic in the Swedish part of the Oslo-Gothenburg stretch <p>Discuss effects of the investment in the missing double track section between Kornsjö (the border) and Skälebol for the Swedish national transport policy objectives and the climate targets</p> <p>Identify interest of and conditions for a possible lead role to be assumed by the Swedish Transport Administration in the project planning process, including the proposal for the two-stage CEF application (for studies and for works)</p> <p>Collect hints on approaching the Norwegian Railway Directorate's to become part of the project planning process</p> <p>Elaborate STRING response to public consultation on the upcoming infrastructure proposition (by 29 January 2021)</p> <p>Continue cooperation with the tendered public affairs agency Geelmuyden Kiese to deliver lobbying KPIs, such as: meetings with key political stakeholders and media coverage, Produce a more detailed lobby plan including PA activities and events</p>	
3.3	Project positioning meeting in Norway	<p>Arrange a meeting with the Norwegian Railway Directorate based on a similar agenda as above with regard to the Norwegian part of the stretch</p> <p>Enquire, in addition, on the predicted implementation delays, funding constraints (due to e.g. low capacity demand for freight) and higher investment costs (e.g. due to serious geotechnical challenges or steep gradients to overcome) in the Haug-Halden section and their possible impact on the governmental decision for investing in the Halden-Kornsjö section</p> <p>Identify interest of and conditions for a possible formal role to be assumed by the Norwegian Railway Directorate in the project planning process, including the proposal for the two-stage CEF application (for studies and for works)</p>	November/ December 2020

No.	Activity	Scope	Timeline
		Continue cooperation with the tendered public affairs agency Geelmuyden Kiese to deliver lobbying KPIs, such as: meetings with key political stakeholders and media coverage, Produce a more detailed lobby plan including PA activities and events	
3.4	Political support	<p>STRING to initiate and carry on dialogue within the STRING partnership and with relevant external stakeholders on the political support in the project planning and implementation process</p> <p>Arrange hearings on the double track construction project in the intergovernmental forums to win support for the project, including:</p> <ul style="list-style-type: none"> • Scan-Med Corridor Forum • The Nordic Council • Grenserådet Norge-Sverige • Svinesundskommittén • Other national and European actors as identified by Geelmuyde Kiesen 	Autumn 2020
3.5	Process partnership	<p>Establish a partnership for the project planning process, composed of the thought formal partners for the CEF application and associated organisations</p> <p>Draw and sign a letter of intent to also explore a will to set up a joint project governance body (Step 4 in the road map)</p>	2021