



**International Infrastructure Planning: Summary
Some Recent Programmes Report 2014:19**

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Summary

Several world trade forecasts point to the increasing importance of the markets in Asia and Eastern Europe with respect to future shipping. The growth of these markets means that an ever-greater share of the world's, and Sweden's, total shipments will presumably originate or have their final destination in, for example, China or India. However, Europe and, most importantly, Sweden's neighbouring countries in the Nordic region and Northern Europe are predicted to remain Sweden's biggest trade partners in the future.

Many different cooperative programmes exist that are intended to strengthen and streamline goods shipments within the EU, and between the EU and neighbouring continents. These programmes could indeed facilitate goods shipments, as well as affecting route choices. Many of these cooperative efforts largely involve direct infrastructure expansion projects, although there are also cooperative programmes to simplify customs processing, standardise different technical systems, and harmonise regulations. The Trans-European Transport Networks (TEN-T) programme serves as the basis for the EU's strategies for the collective transport infrastructure. The UN is coordinating the development of infrastructure projects in Central, Eastern, and Southeast Europe in order to ensure seamless connections that facilitate international shipping throughout Europe, not only in the area covered by TEN-T. Cooperation under the auspices of the UN is also ongoing with regard to infrastructure expansion over longer distances, i.e., between Europe and Asia. Other more or less extensive cooperative programmes exist as well. The formulation of a transport plan for the Barents Sea region is an example of one such effort.

Though the projects initiated by the EU may be unwieldy in some cases, European infrastructure is generally fragmented and in need of consolidation. For example, traces of the security concepts applied by previous generations are still evident within the EU in terms of infrastructure linking and integration. Hopefully, the new TEN-T guidelines and the Connecting Europe Facility will contribute to a more clearly holistic approach, as legislation does exist that expands on earlier aims in this area, for example, incorporating in its provisions ERTMS expansion and goods corridors for railroads. A more complicated situation is emerging with regard to the EU's ties to neighbouring countries. Unlike its efforts to improve infrastructure within the EU, the EU appears to lack any clear or focussed strategy that would efficiently integrate the EU's intentions with those of the cooperative initiatives being undertaken at, for example, the UN level.

As an import- and export-oriented country, Sweden can undoubtedly benefit from the expanded opportunities that a better-integrated surrounding infrastructure could offer. As the EU gradually evolves into a more tightly knit economic and political entity, it will probably also be necessary that Swedish transport policy and analyses of what measures to prioritise increasingly be based on and designed from a European perspective. Because goods shipments to and from Sweden are interwoven in a global system, limiting infrastructure planning to a European perspective or focussing on the border crossings with neighbouring countries would also represent an overly narrow perspective. In the slightly longer term, Swedish infrastructure planning should consequently also embrace a readiness to systematically incorporate activities in areas of the world outside the EU.



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.