

Insights from Triborder activities

Part of the Nordic Cooperation on
Sustainable Cities and Urban Development
(TG3)

October 28th, 2020

Nordregio Policy Brief 2019:10

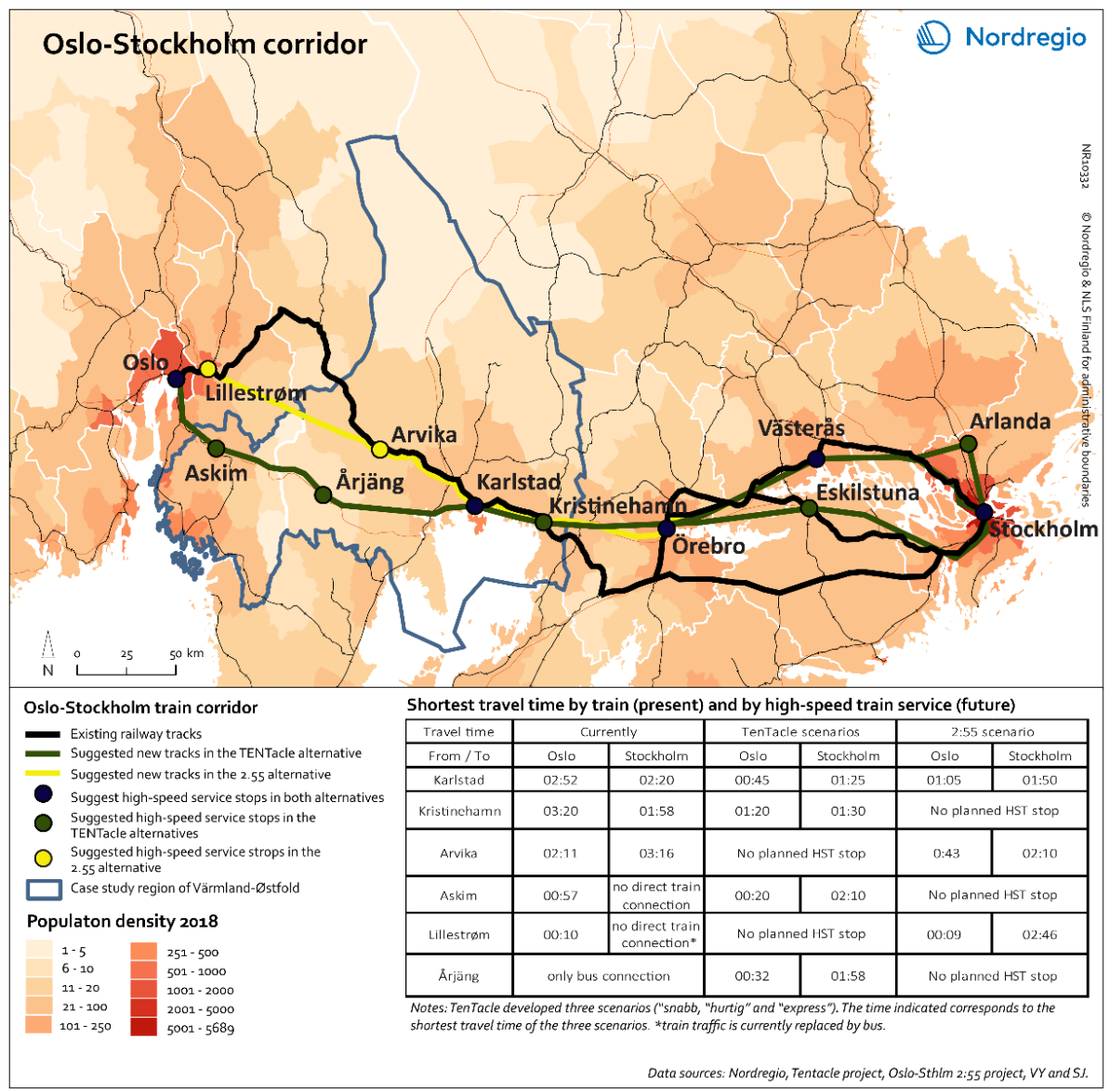
The value of high-speed trains in intermediate regions

A cross border perspective along the Oslo-Stockholm corridor

Julien Grunfelder, Gustaf Norlén, Mari Wøien



Värmland-Østfold



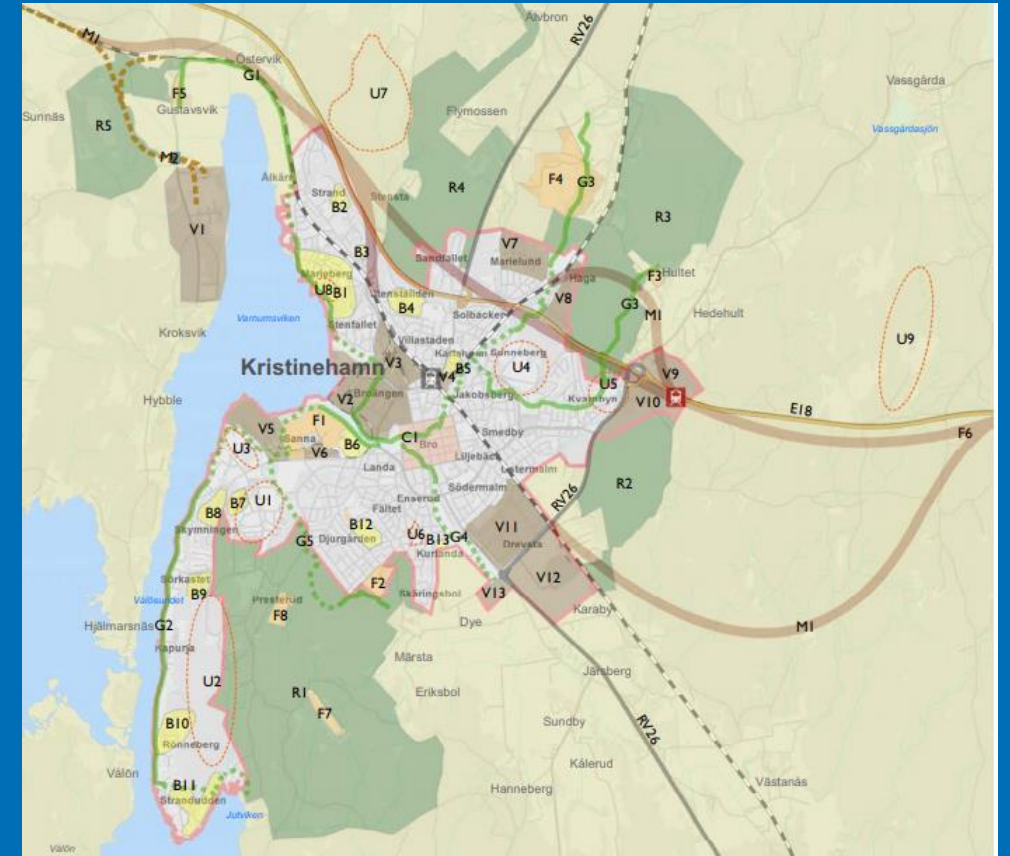
High-speed train service for SMS-cities?

Syfte med höghastighetståg	Frankrike	Japan	Kina	Italien	UK	Taiwan	Spanien	Sverige
Hastighet	V	V	V	V	V	V	V	V
Kapacitet	V	V	V	V	V	V		V
Tillförlitlighet				V	V			
Ekonomisk utveckling			V		V	V		V
Miljö					V			V
Tillverkningsindustri	V	V	V				V	
Prestige	V		V	V			V	
Politisk integration			V				V	V

Urban development potentials



Karlstad (medium-sized city)



Kristinehamn (small-sized city)

Cross-border flows

Identified opportunities in Värmland-Østfold

Currently:

- Existing cross-border cooperation, dialogue between actors;
- Existing cross-border flows: mostly from NO to SWE (shopping, entertainment and second-homes)

Future improved rail-service:

- Priority for regional development
- Integration in larger labour markets (e.g. Oslo).

Cross-border flows

Identified obstacles in Värmland-Østfold

Currently:

- Low population densities.
- Several initiatives.

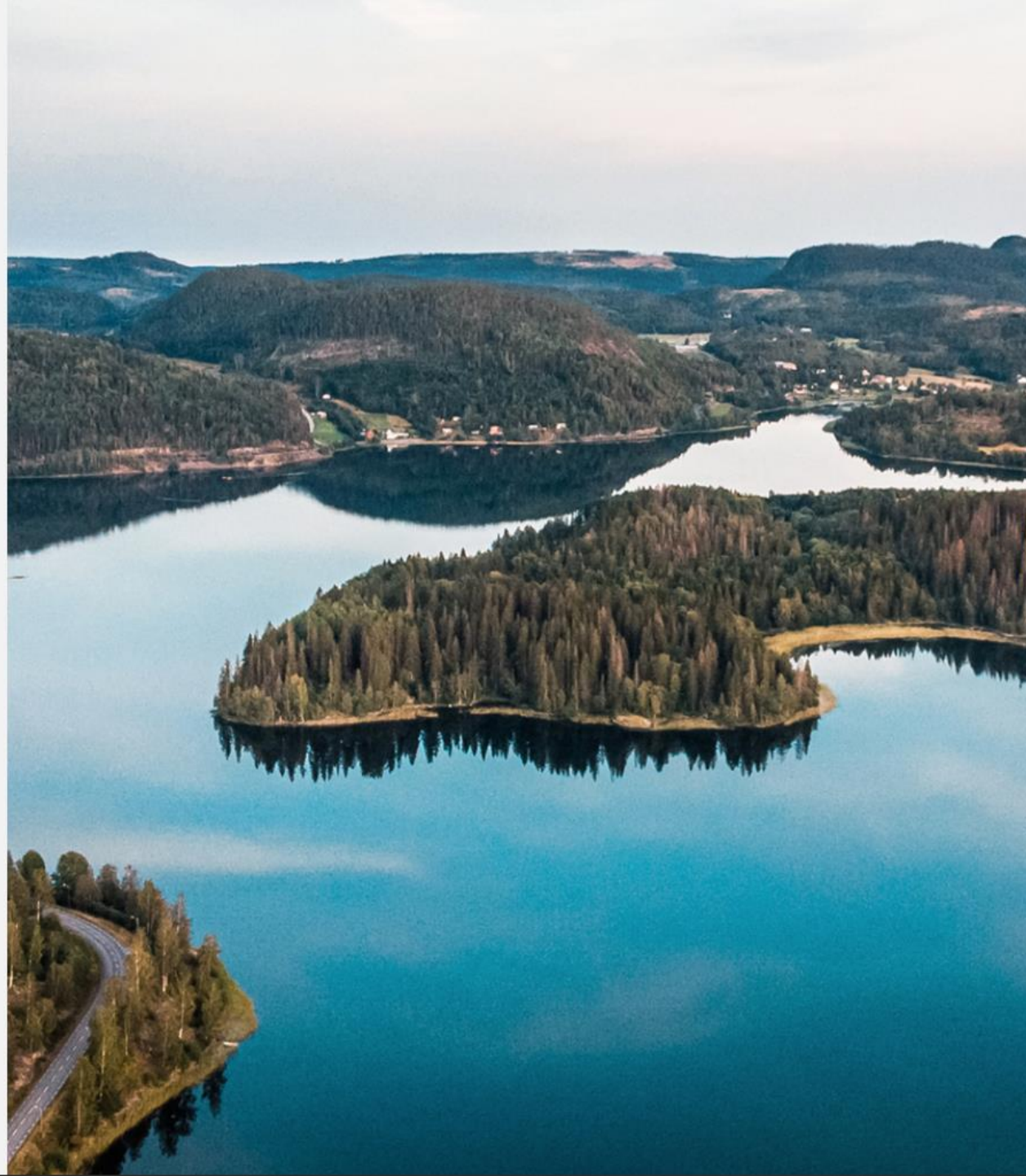
Future improved rail-service:

- Some destinations cannot be reached by HST, e.g. services along the border or second-homes in rural parts of Värmland-Østfold.
- Main aim: alternative to flying?

Nordregio Report 2020:8

The Kvarken ferry link and its importance in cross-border cooperation and integration

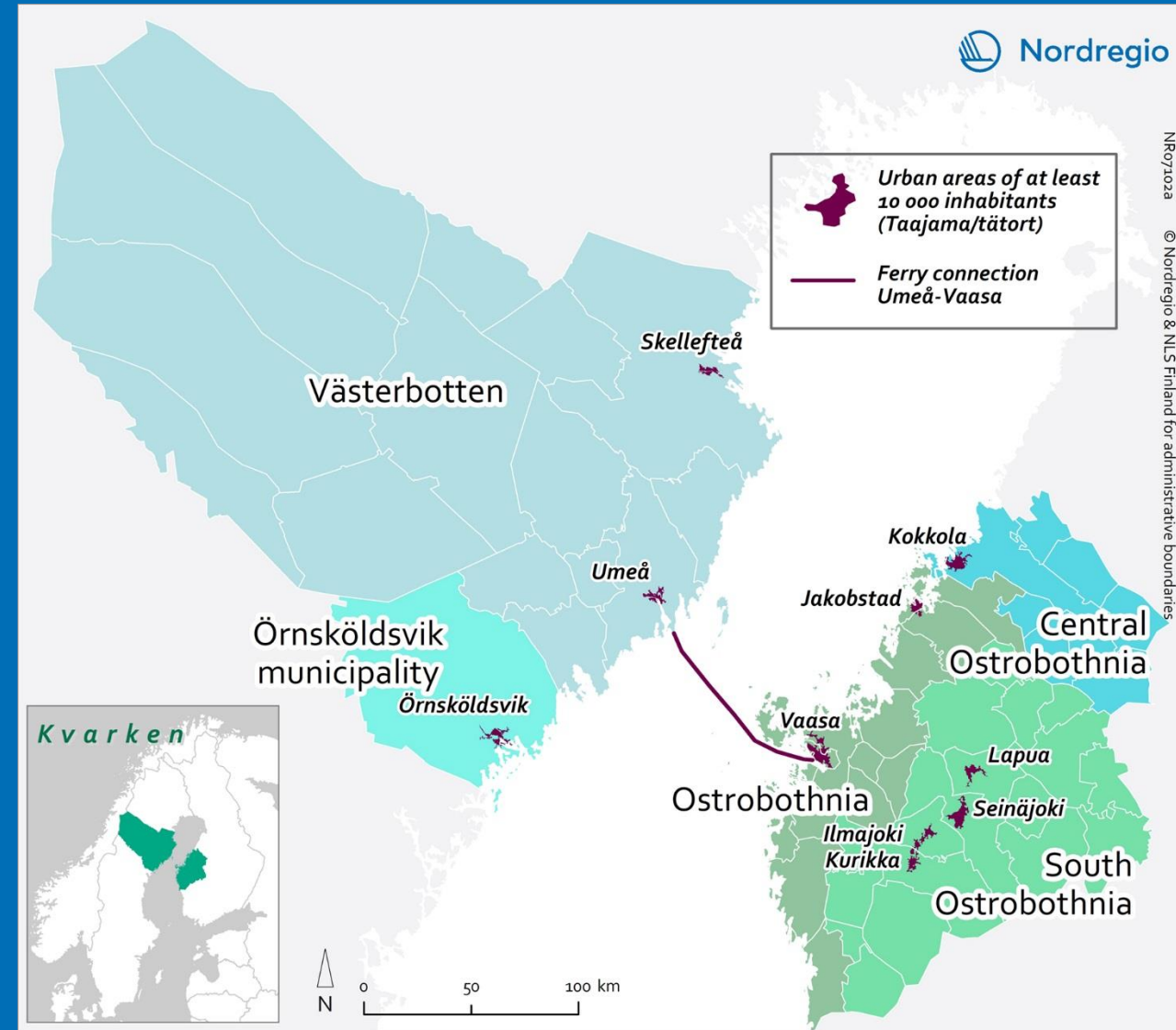
Mats Stjernberg and Hjördís Rut
Sigurjónsdóttir



Outline of the study

The study addresses three main questions:

- 1) What role does the ferry link between Umeå and Vaasa play for cross-border cooperation and integration in the Kvarken region?
- 2) What effects has the re-establishment of the ferry connection in 2012 had on the region?
- 3) What potential is there for stronger cross-border cooperation and integration in the future?



Main findings

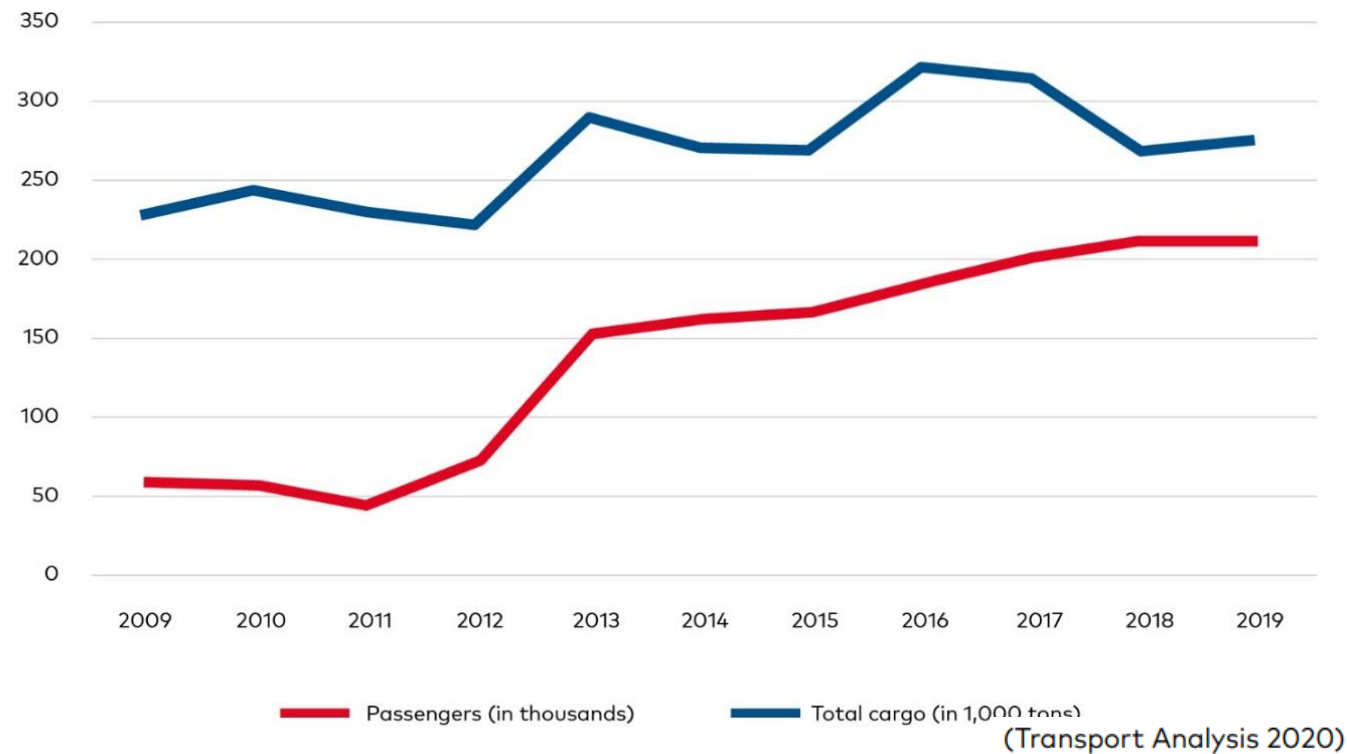


- A reliable transport link is vital for maintaining and developing cross-border relations in the Kvarken region.
- There was a decline in cross-border traffic in the early 2000s following the abolishment of tax-free sales on the ferry after the entry of Finland and Sweden into the EU.
- An unstable ferry connection between 2001 and 2011.
- This was a low point in cross-border cooperation across Kvarken, as it became increasingly difficult to maintain and develop the economic, social and cultural ties that had been established during the previous decades.
- The ferry connection was re-established in 2012 on a new basis (Vaasa and Umeå formed a jointly owned shipping company and port company).
- This has resulted in numerous direct and indirect effects and spin-offs on both sides of Kvarken, many of which would not exist without the ferry.

Since the re-instatement of the ferry in 2012:

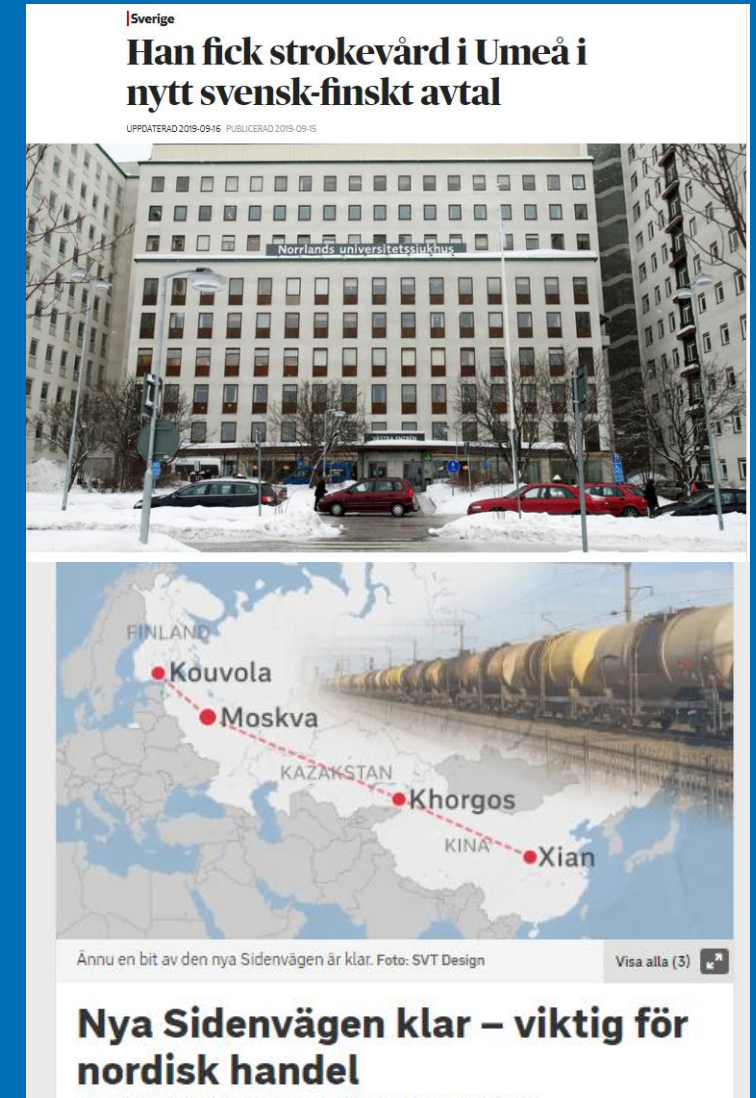
- An increase in passenger and freight traffic.
- Cross-border cooperation has strengthened and taken new forms.
- An extended labour market (a traffic connection that allows frequent travel)
- Healthcare (e.g. transport of stroke patients from Finland to Umeå)
- Exchange in research and education (55,000 students in Kvarken; joint courses and projects)
- Tourism (e.g. UNESCO World Heritage Site High Coast/Kvarken Archipelago)
- Businesses (synergies; freight transportation)

Development of passenger and freight traffic over the Kvarken Strait from 2009–2019



Cross-border flows: Identified opportunities

- Due to newly emerged cooperation initiatives there is a stronger belief in the potential benefits and synergies that can be achieved by working together, which has led to additional spin-offs and opportunities.
- E.g. cross-border exchange within healthcare, research, and education are central for maintaining specialized services and a skilled and competent labor force.
- From a long-term perspective, the territorial scope of cross-border cooperation has expanded, with more involved actors and stakeholder groups.
- The ferry does not only serve the immediate regions but also opens new potential for trade between the European, Russian and Chinese.
- In 2020, the Kvarken Council became an EGTC.
- The new ferry, which will begin operations in 2021, will play a central role in future opportunities.



Cross-border flows: Identified obstacles

Nu bildas Kvarken Ports



HAMNAR Umeå och Vasa hamnar går ihop i gemensamt bolag under namnet Kvarkenhamnar AB eller Kvarken Ports Ltd.



- National level decision-making that hinders cross-border cooperation at the regional level.
- The decision to establish a joint port company was not initially supported at the national levels.
- Challenges to purchasing the new ferry: the Finnish government has committed to funding a portion of the purchase, but Sweden's state principle disallows funding cross-border ferry traffic.
- Structural barriers that hinder cooperation between Finnish and Swedish universities, such as differences in national policies and funding models.
- While the Kvarken ferry connection has previously been vulnerable to acute external shocks, the current situation where exchange and mobility over the border has almost ceased entirely is in many ways unprecedented.

Nordregio Report 2020:15

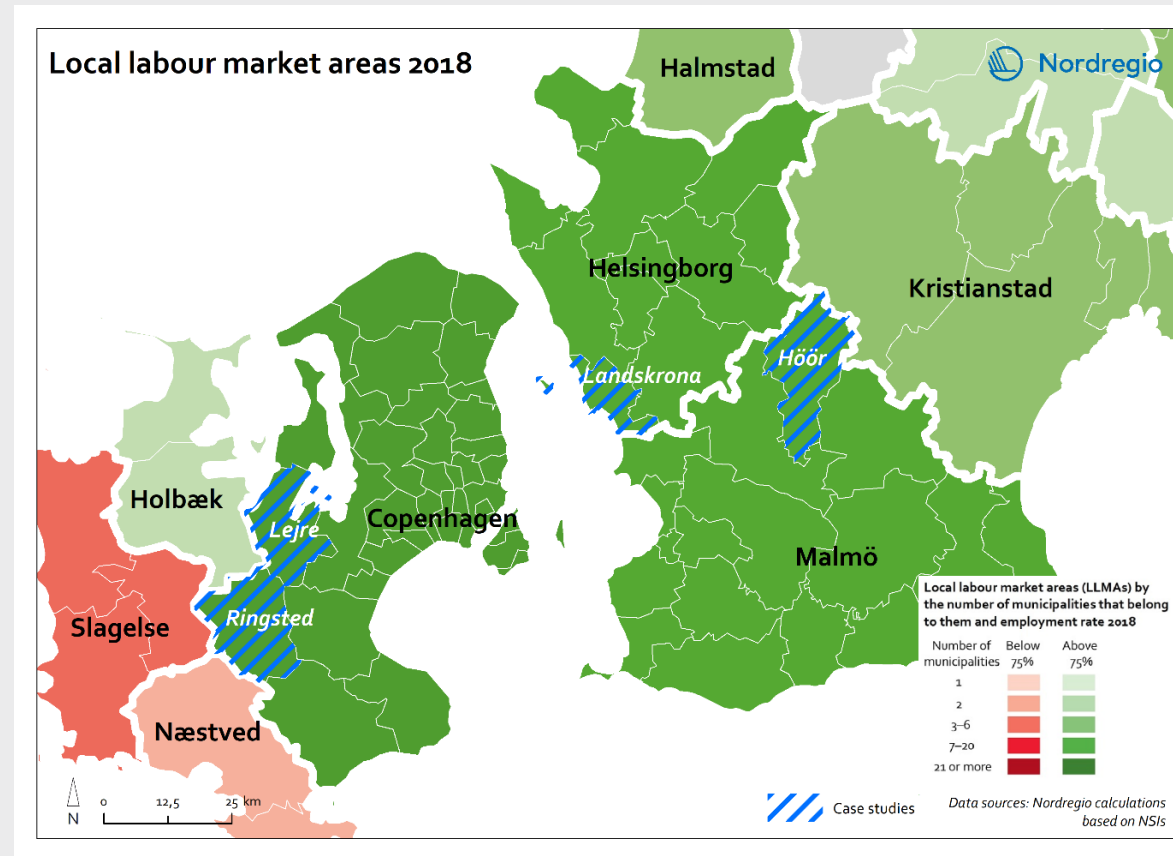
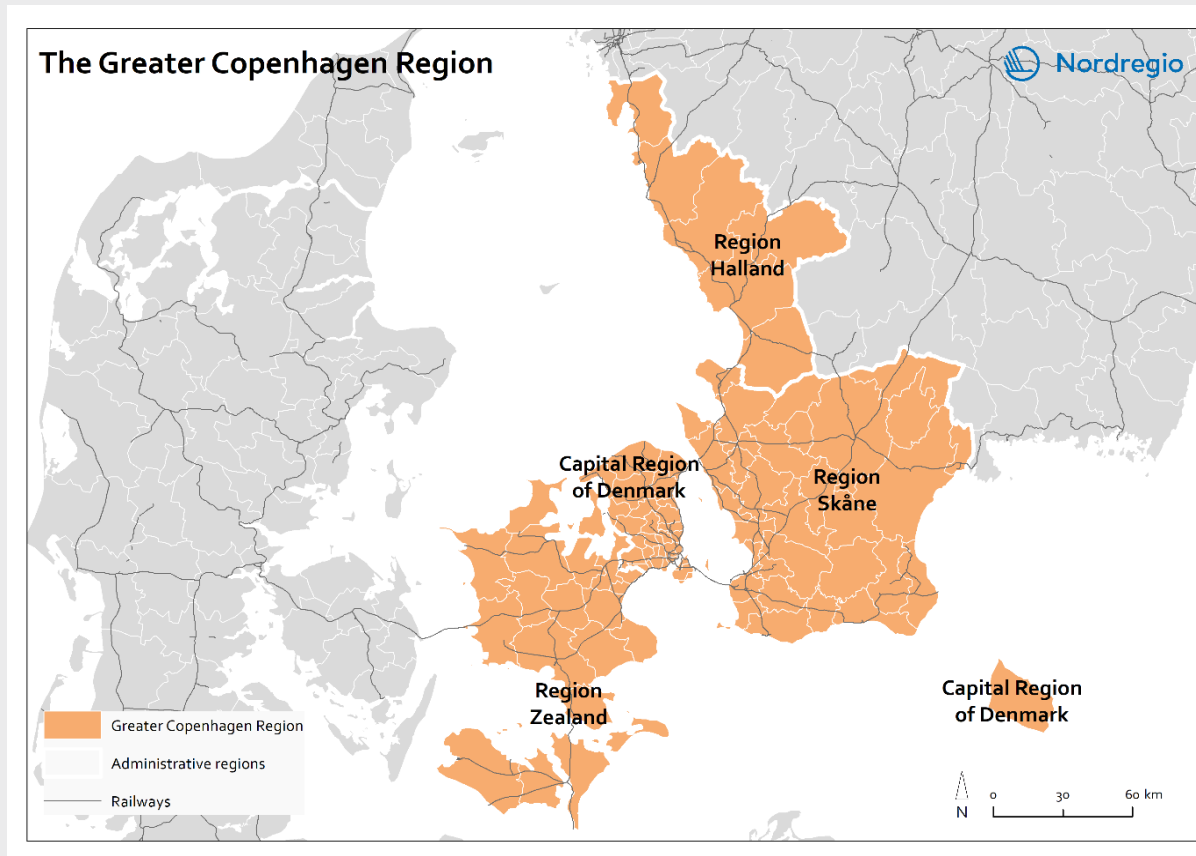
Transit-oriented development in the Greater Copenhagen Region

Insights from small- and medium-
sized cities

Julien Grunfelder, Johannes Lidmo
and Diana Huynh



Main findings: context



Research questions

- How can an enhanced understanding of transit-oriented development (TOD) characteristics and mobility planning in small- and medium-sized (SMS) cities contribute to a more integrated Greater Copenhagen Region?
- What are the multi-functional roles and potentials for the development of areas surrounding railway stations in small- and medium-sized cities from a planning and design perspective?

Main findings: case studies

City, size	Time to Copenhagen/ Malmö by train	Cross-border flows	Regional function	Municipal strategy	Station area and TOD characteristics	Future developments
Höör, small	Less than one hour to Malmö main train station (34 minutes) but more than one hour to Copenhagen main train station (76 minutes).	The Danish side of the GCR are recognized as an attractive place for leisure trips, whereas Danes travel to Höör for its nature.	Small towns with a range of commercial and public services. Good accessibility for labour, both in Kristianstad and Malmö-Lund.	Attract new residents seeking access to nature, cheaper house prices and good public transit connections.	North of the city center with a large parking area, where many rural and nearby town dwellers park and commute from Höör.	Housing development, a new square, improved signs to nearby hiking routes, and preservation of the nearby nature (phase 1). Possibility also for a library, housing development and a new town hall (phase 2).
Lejre, small	Less than one hour to Copenhagen main train station (34 minutes) but more than one hour to Malmö main train station (86 minutes).	No significant flows to the Swedish side of the GCR	Characterised by a large share of out-commuters, a result of its proximity and good accessibility to Roskilde and Copenhagen	Attractive place to live with good accessibility to the large labour market of Copenhagen.	Integrated within the town centre and good access and parking for bikes. Cultural and commercial amenities are found at Hvalø station.	The priority is to improve the access to both stations. Future development should serve the local community.

City, size	Time to Copenhagen/ Malmö by train	Cross-border flows	Regional function	Municipal strategy	Station area and TOD characteristics	Future developments
Landskrona, medium	Less than one hour to Malmö main train station (29 minutes) but more than one hour to Copenhagen main train station (71 minutes).	Around 439 daily trips to Denmark. The proximity to Denmark is perceived as an underused potential which the municipality is now aiming to utilise and improve.	Out-commuting town, mostly to Helsingborg and Malmö.	Seeking its new identity as a town where people want to settle.	Peripheral location but well-connected by public transport to the core city centre.	Mixed-use development (office and commercial services) and safeguard of an undeveloped area.
Ringsted, medium	Less than one hour to Copenhagen main train station (36 minutes) but more than one hour to Malmö main train station (88 minutes).	Very limited, predominantly for leisure trips.	Train hub with both in- and out-commuters.	Creating commercial growth and attracting new residents.	1km south of the town centre, with housing, business and commercial amenities, public transport facilities and a car park.	Pending.

Cross-border flows: Identified opportunities

- Almost 70% (or 75%) of the residents of the GCR can reach either Copenhagen or Malmö within one-hour by train.
- TOD can be one way to increase the above number to integrate more SMS-cities.
- TOD-characteristics in SMS-cities are different from larger urban areas.
- More research on SMS-cities 'translated' in policy documents, e.g. the Traffic Charter, regional plans etc.
- Enhance understanding of small- and medium sized cities' role in regional development

Cross-border flows: Identified obstacles

- Residents on the Danish side of the region predominantly stay within the national border, suggesting more demand around the capital region of Copenhagen
- Railway planning happens at the regional and national levels, municipal transportation and mobility planning has different/local priorities
- A stronger focus on SMS-cities in the Traffic Charter is strongly recommended
- More local climate impact assessments can inform the basis of reducing car traffic in the region and/or SMS-cities
- Covid-19 has made visible some of the obvious cross-border challenges and the limitation of regional free flows when borders shut down

Insights from Triborder activities

Thank you!

The Triborder publications are available here:

Part I: <http://norden.diva-portal.org/smash/get/diva2:1347730/FULLTEXT02.pdf>

Part II: <http://pub.nordregio.org/kvarken-ferry-link/>

Part III: <http://pub.nordregio.org/r-2020-15-rail-accessibility/#>