

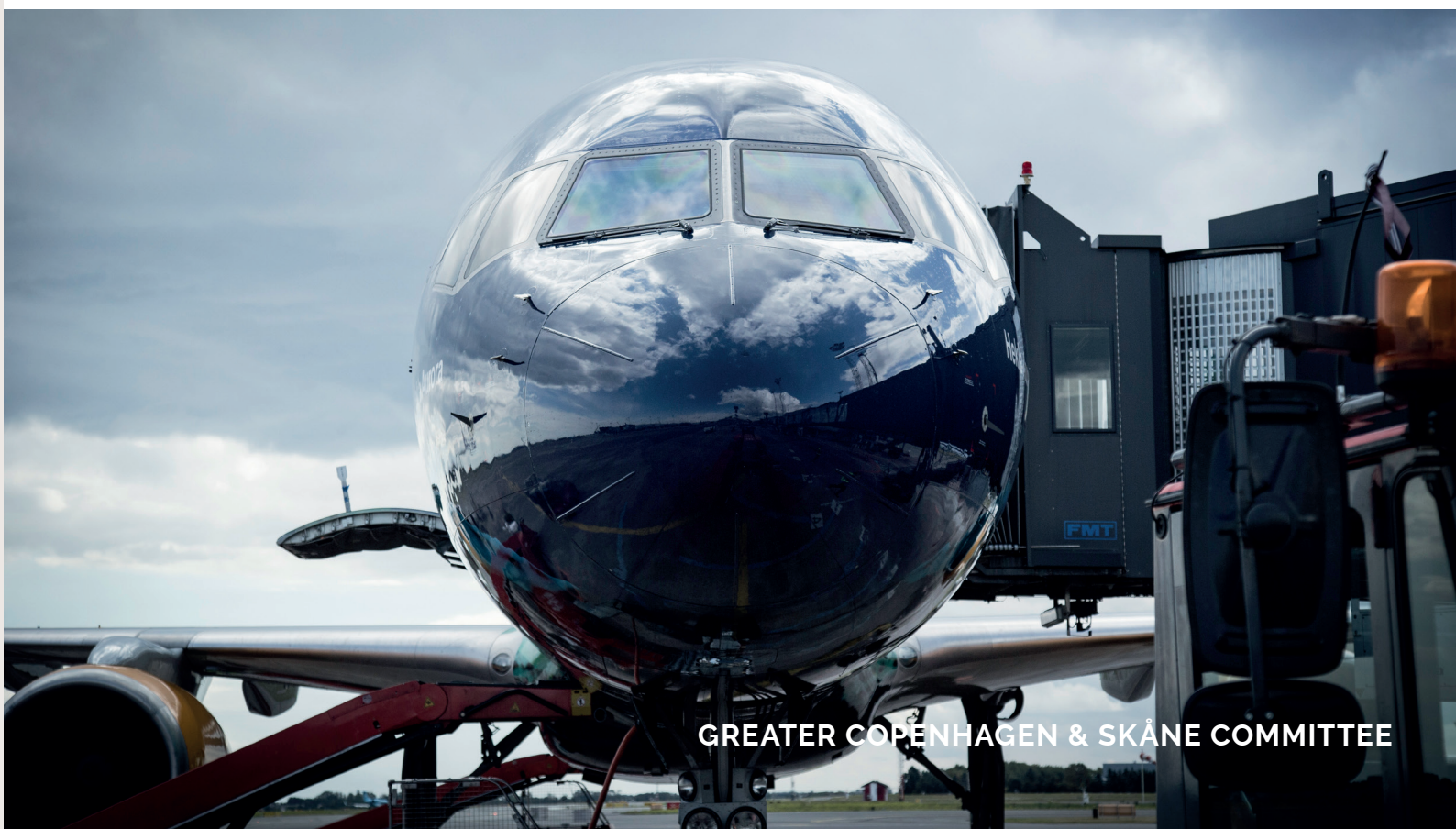


TRAFFIC CHARTER

12 October 2016

This charter represents a shared vision of how a well-functioning, robust and sustainable infrastructure will help to strengthen mobility and boost economic growth and welfare. The charter is a proposal for a dialogue with the state authorities on both sides of the Øresund.

GREATER COPENHAGEN



GREATER COPENHAGEN & SKÅNE COMMITTEE

A JOINT TRAFFIC CHARTER

Greater Copenhagen has plenty to offer. There are 3.9 million people living in the region, and we enjoy a high quality of life with highly educated citizens. Our business community and knowledge institutions have many strengths that should be brought into play. We want to break down the boundaries between municipalities, regions and countries, creating a partnership where we work collectively in the same direction to create growth and jobs.

The vision for Greater Copenhagen in 2020, is to be an international hub for investment and knowledge on a par with the most successful cities in Europe. When we stand together and have a more coherent region with shorter travel time, we expand the

critical mass that gives the region international sustainable breakthrough and competitiveness.

However, there is some tough international competition! Therefore, a focused effort is necessary to improve the framework and growth conditions. An efficient and robust transport infrastructure makes it easier for citizens and companies to get to, from and around Greater Copenhagen. Many companies need qualified staff and international highly educated workers – it should therefore be easy and attractive for companies to establish themselves, and for employees to find jobs and a good place to live.

SWEDISH AND DANISH INFRASTRUCTURE PLANNING

In Sweden, local and regional authorities work closely together with the Swedish government to realise a unified planning and development of the infrastructure.

Infrastructure planning in Denmark is conducted through concrete development projects and land policy agreements. Long-term planning and coordination between local and governmental levels is a challenge.

There is currently no strategy for common infrastructure planning across both countries. If Greater Copenhagen is to ensure good mobility and shorter travel times, it is also necessary to think transnationally, if the infrastructure is not to become a barrier to economic growth – on a national level too.

GREATER COPENHAGEN is a collaboration between Region Zealand, the Capital Region, Region Skåne and the 79 municipalities in the regions, which work together under the joint brand to boost growth and employment in the metropolis.



INTERNATIONAL ACCESSIBILITY AND REGIONAL INTERACTION

Copenhagen Airport is Scandinavia's largest airport with 146 international destinations. However, there is a growing pressure from other European airports such as Amsterdam and Berlin. The airport's continued development depends on an expanded hub function and improved accessibility on a local, regional and international level. Over 60% of all airport passengers use public transport to and from the airport on both sides of the Øresund.

With its geographical location, Greater Copenhagen is a gateway for passenger and goods transport between Scandinavia and Europe. The transit traffic creates several positive effects in the form of increased supply and frequency of air and sea connections and opportunities for ports, terminals and logistics companies.

However, the extensive and increasing amount of transit traffic also puts a strain on the environment and the road and track capacity, including the railway across the Øresund.

The Fehmarn Belt Fixed Link is in the development and establishment stages, with the final decisions being taken in the near future. The ferries across the Baltic Sea will continue to play a significant role in future passenger and goods transportation.

The accessibility of the nearest major metropolitan regions like Hamburg, Aarhus, Gothenburg, Stockholm and Oslo, should also be improved to increase the interaction for creating mutual benefits. This will help ensure that the potential of both Greater Copenhagen and the rest of Sweden and Denmark will be used optimally.

INTERNAL MOBILITY

Accessibility within Greater Copenhagen is a major competitive advantage. The region consists of a network of towns, with Malmö and Copenhagen as the largest. Today there is a strong interaction across the entire metropolis and its various towns and regions. Development and growth are dependent on a stronger interaction in this network, and require a well-functioning and robust infrastructure system for passenger and goods traffic in Greater Copenhagen.

Several places in Greater Copenhagen show the need to expand the motorway network in order to reduce congestion and vulnerability, increase the accessibility and strengthen the competitiveness of bus traffic.

- Strong public transport initiatives on motorway connections between Malmö, Lund and Helsingborg
- Motorway connections Copenhagen-Frederikssund and Copenhagen-Hillerød
- Motorway connections Copenhagen-Kalundborg and the Sealand Inter-connection between the Southern motorway, Næstved, Slagelse and Kalundborg.

There are also capacity problems in the rail system in relation to the increased demand for passenger and goods transport.

GREEN MOBILITY

Demographic changes and the desire for improved accessibility between city and hinterland mean the need for transport is expected to increase. It is important that the development of a continued high mobility is conducted sustainably, for example, by changing to more environmentally friendly modes of transport. This requires initiatives in the form of attractive

offers for public transport, alternative fuels, and better utilisation of railways for goods transportation.

Greater Copenhagen has great expertise in green mobility solutions. These should be utilised to create new innovative solutions that will benefit both businesses and citizens in Greater Copenhagen.

INITIATIVES

Greater Copenhagen proposes a number of initiatives that require local, regional and national priorities and investments in both Denmark and Sweden.

COPENHAGEN AIRPORT

Copenhagen Airport is a joint transport hub for Denmark and Sweden. Access to the airport creates attractiveness. The airport's growth plan includes a goal of doubling passenger numbers from 20 million to 40 million passengers in 2030. It is currently in progress and there are now about 25 million passengers annually. The growth will partly be achieved through expansion of the airport facilities, and partly by widening the geographical catchment area.

Goals

- The growth plan for Copenhagen Airport is to be realised.
- Increased accessibility to the airport, particularly in terms of public transport from all over Greater Copenhagen, Jutland and Funen, Sweden and northern Germany.

THE FEHMARN FIXED LINK

The Fehmarn Fixed Link is the most important new infrastructure project for Greater Copenhagen in the near future for both passenger and freight transport. The Fehmarn Fixed Link also plays a major role in Sweden's and Denmark's trade with continental markets.

The link will connect Greater Copenhagen to the European high speed network in Hamburg. The railway network on Sealand and a new Storstrøm Bridge are very important for the Fehmarn Fixed Link as well as the internal connections to Copenhagen and Malmö.

Goals

- The Fehmarn Fixed Link should be established as soon as possible, and work on developing the Danish railway network and the Storstrøm Bridge should begin now.
- The goal is for it to take maximum 2½ hours to get from Copenhagen to Hamburg with the fastest train connections.
- Work determining the future track operation across the Fehmarn Fixed Link will start with a collaboration between all parties.



CONNECTIONS ACROSS THE ØRESUND

The Øresund Bridge collaboration is perceived in Europe as an example of a successful cross-border regional cooperation. But in the long term, capacity problems are anticipated on the Øresund Bridge. There is also a need for greater integration between Skåne and Sealand to ensure continued growth. A fixed link between Helsingør and Helsingborg is an opportunity to spread the integration to a larger area, and an Øresund metro between Copenhagen and Malmö is an opportunity to strengthen the integration between the two cities.

In the long-term, a decision at governmental level is needed to determine how the connections should be expanded. Greater Copenhagen is in agreement that a fixed link between Helsingør and Helsingborg should be built first and started as soon as possible,

and that the Øresund Metro should be incorporated into the expansion of Copenhagen Metro, and can be built independently - whether an HH-connection is decided or not.

Goals

- Congestion problems at the Øresund Bridge should be rectified e.g. with stations at the airport and Ørestad and for capacity on the Øresund railway on both sides of the Øresund.
- In the long-term, there is a need for one or more extra fixed links across the Øresund.
- A Swedish-Danish national report of new Øresund links should be carried out as soon as possible. A first step has been taken by initiating joint reports about forecasts for traffic across the Øresund.

HIGH SPEED TRACKS

The network of high speed railways should be expanded in all directions. Accessibility to Aarhus, Hamburg, Oslo, Gothenburg and Stockholm will be improved through the establishment of high-speed trains and high-speed railways. The network is important in itself, but is also important in relation to Copenhagen Airport.

A forthcoming high-speed rail from Stockholm to Malmö via the Øresund Bridge will ensure a direct link to Copenhagen Airport. The Fehmarn Fixed Link, with accompanying railway upgrades, will provide a link to Europe. There is also a need to improve the link between Greater Copenhagen and Gothenburg-Oslo region and western Denmark with faster rail connections.

In the long-term, a fixed Kattegat connection between Kalundborg and Århus with high-speed trains from Copenhagen could further strengthen relations to Jutland.

Decisions are to be negotiated about high speed railway in Sweden over the coming

years between the Swedish government and the regions and municipalities, the so-called 'Sverigeförhandlingen'.

Goals

- The construction of a high-speed railway between Malmö and Stockholm with a maximum travel time of 2½ hours before 2035.
- The construction of a high-speed railway between Malmö and Stockholm to start in Skåne.
- Existing rail connections to Funen and Jutland should be upgraded to faster speeds.
- The entire stretch of the West Coast Railway expanded to double tracks for faster travel to Gothenburg and Oslo, and the Skåne rail should have competitive travel times to achieve a fast connection to the high-speed railway to Stockholm.
- The connections should have good access to Copenhagen Airport.

A COHERENT PUBLIC TRANSPORT SYSTEM

A competitive and attractive European city is characterised by a well-functioning public transport system.

It is important for companies that they can attract the necessary workforce with the right skills. Employees should have sufficient flexibility to be able to reach their workplace within a reasonable time. Greater Copenhagen should be one unified job market – with one commuting area.

Public transport should appear as a coherent and unified system to be attractive. Harmonisation of fares and tickets, Park and Ride facilities, as well as an organisa-

tion that supports the connection are all important elements in this. A coherent public transport system is an objective for the entire Greater Copenhagen across the Øresund.

Goals

- A coherent public transport system in Greater Copenhagen should be promoted.
- It should take a maximum of one hour from all parts of Greater Copenhagen to get to either Copenhagen or Malmö by train as the primary means of transportation.

GREEN MOBILITY AND FOSSIL-FREE TRANSPORT

Traditionally, the transport sector has always had high energy consumption with significant emissions of pollution or undesirable substances, including CO₂. Along with the goal of ensuring increased mobility and accessibility, it is also necessary to develop effective transport solutions to reduce CO₂ emissions from the transport sector and minimise the use of fossil fuels.

Despite heavy investment in the infrastructure in the railway sector in the coming years in Skåne and on Sealand, in the long-term, road transport will remain the primary mode of transport for both passenger and goods transport in Greater Copenhagen. Therefore, it is necessary to introduce several initiatives that can switch the energy consumption in road transport over to fossil-free methods.

Goals

- Switching goods and passenger transport from roads over to less environmentally damaging modes of transport.
- Access from the main road network to existing and future intermodal rail terminals and commercial ports must be improved.
- New and more environmentally friendly transport technologies and fuels should be actively pursued.
- Filling stations for filling of environmentally friendly fuels and electric charging stations to be established along the main road network.