Intermediate preliminary findings from 5 interviews

- Awareness of TEN-T corridors and need of complementary governance/cooperation

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Interviewees

Interviewees (at this stage 5 out of 20-30)

Public: -
(state, regional/local authority)

Transport administration: -
(port/railway/airport/road)

Private company: 2

Other: 3*
(interest organisation or similar)

Politicians)

*of which one also works at a public authority
About development of the TEN-T Core network Corridors

• Awareness
• Perceived benefits
• Participation today
• Additional participation (need of complementary governance structures)
  - Own organisation
  - Generally
Awareness

“I have a general knowledge about this from trade press and some informal discussions I had with some other colleagues. . .”

“. . .we take the place in almost every actions our coordinator from the Baltic corridor takes.”
Perceived benefits

“..more cargo, more turnover, more business, more jobs to the region.”

”..access to cost-efficient transport capacity”
...or not?

“..the slogan, from road to sea, somehow is forgotten in this whole aspect.”

“..this way of thinking is still supporting the strongest regions, and strongest sea ports, strongest connections, but the deal is to develop such a transport network which can support more regions..”

“It’s hard to describe any benefits that are apparent, because I don’t see this as possible, that any force can make customers trade without their will.”
Participation today

“Not that I know of at the moment.”

“.we involve ourselves as buyers of transport which affect our approach of routes and similar.”

“We try to be involved as much as is possible..”

”. show to regions how they should plan..”
Additional participation

Own organisation

“No, I think that we are engaged at the right level and to the right extent”

“It’s all about how those additional or existing structures are actually founded and heard with people who actually make decisions”

“Yes, I think so”...”..it is important to invite goods owners [a representative] to the so called advisory boards present in the TEN-T Administration”
<table>
<thead>
<tr>
<th>Area of additional governance/cooperation</th>
<th>Some comments</th>
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| Communication coordinator - stakeholders | • Yes, dialogue is important  
• Positive, but cost/efficiency balance important  
• Difficult to comment |
| Regional/local cooperation nodes (cities) | • Access to corridor important  
• Connection to cities outside corridor important  
• Don’t know how this works |
| Terminal cooperation | • Yes, it can affect the whole route  
• I don’t think its prioritized  
• Competition/cooperation aspects |
| Strengthened Multi-level infrastructure planning | • The need differs in different countries  
• Better transnational cooperation needed, especially for technical standards  
• A Scandinavian infrastructure commission? |
| Influencing policy | • We have a good structure for this already |
## Additional participation - Generally

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<thead>
<tr>
<th>Area of additional governance/cooperation</th>
<th>Some comments</th>
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<tbody>
<tr>
<td>Enhanced stakeholders interest</td>
<td>• This is the big role of the regions</td>
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<td></td>
<td>• Positive, but cost/efficiency balance important</td>
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<td>• Stakeholders are not interested in 20 years perspectives</td>
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<td>Best practice exchange</td>
<td>• No reason to say against this</td>
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<td></td>
<td>• European territorial cooperation projects make those things very good, no need for extra arenas</td>
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<td>• Good examples important, more arenas positive</td>
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<td>Innovation/new logistic solutions</td>
<td>• It would bring positive development</td>
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<td>• New ideas should first be developed in a project, then perhaps transferred to TEN-T</td>
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<td>• Deeper cooperation with Universities, cargo owners</td>
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<tr>
<td>Financing</td>
<td>• Every way of new financing is welcome</td>
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<td>• More EU funding, subsidized program for corridors</td>
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Thank you for being attentive!