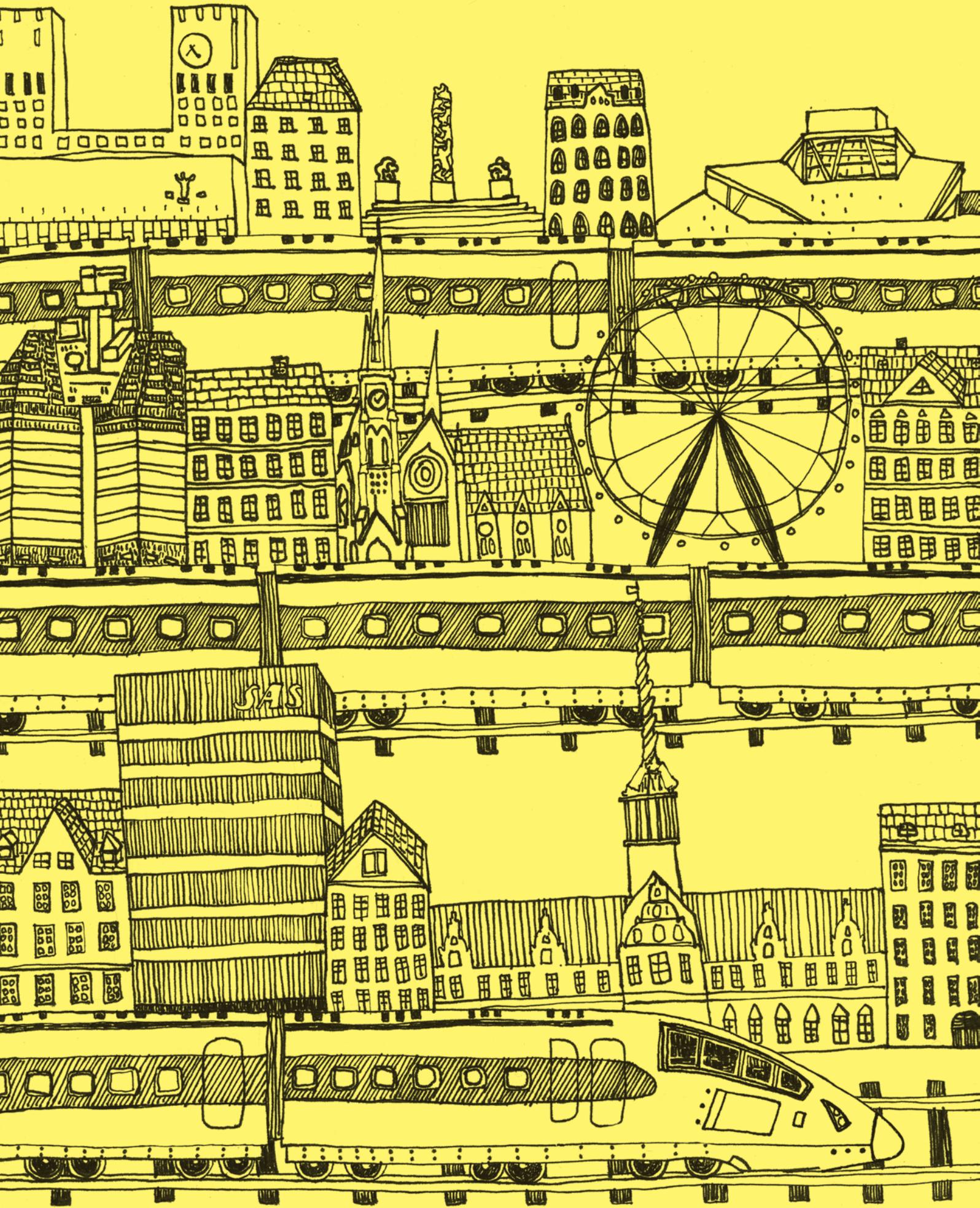


DRAFT

The Scandinavian 8 Million City Guide

Trains, Planes & Automobiles



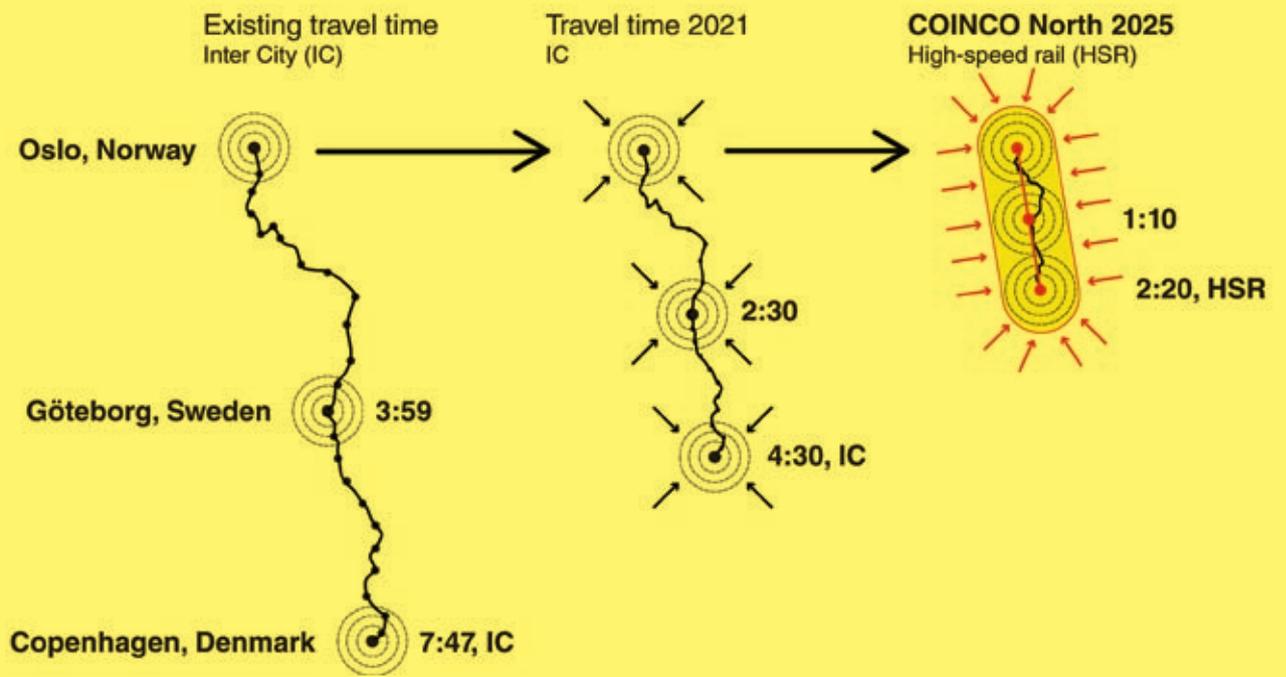


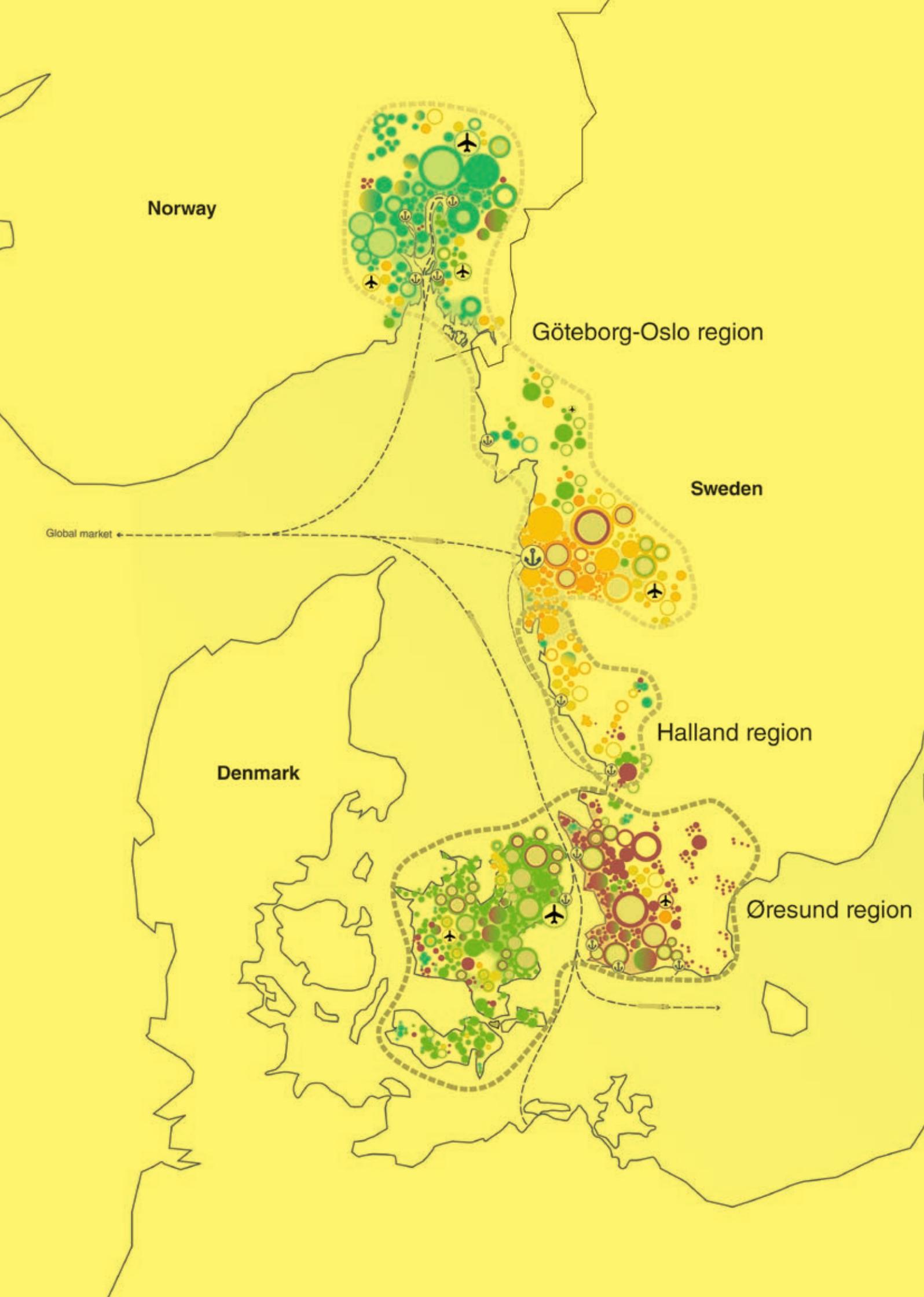
**3 countries,
4 metropolitan
cities, 2 capitals
– this is the
Scandinavian
8 Million City.**



Vision

The year is 2025. Oslo is connected by high-speed rail to Copenhagen. Eight hours travel has been reduced to 140 minutes, and the Oslo ↔ Göteborg ↔ Copenhagen corridor has become one of the most attractive mega-regions in the world.





The Corridor of Innovation and Cooperation

8 million of Scandinavia's 19.3 million inhabitants live in the 600 km corridor that runs from Oslo, Norway, via Göteborg, Sweden, all the way to the Øresund region's Malmö, Sweden, and Copenhagen, Denmark .

When it comes to an educated and skilled workforce, this region is already in the world's premier league representing one of the most dynamic and innovative regions in Europe. But despite sky high ranking scores on a dozen European and global scoreboards compared to other economic centres throughout Europe and the world, Scandinavian cities have small and somewhat dispersed populations, with notable concentrations around only the three metropolitan areas of Oslo, Göteborg, and Copenhagen/Malmö. In a world where regions are expanding to attract talent and compete globally, this is a challenge.

The starting point

In 2005, therefore, the Scandinavian Arena – a joint collaboration between the GO-region (Göteborg–Oslo) and the Øresund Region – took

their first steps on a journey towards a common goal.

They founded the Corridor of Innovation and Cooperation (COINCO), aimed at creating a shared corridor between Oslo and Berlin via Göteborg, Malmö and Copenhagen. This City Guide finalises the second stage of this journey and moves towards the next.

The cities and regions within this corridor share an ambition to become one of the world's most competitive mega-regions, simultaneously maintaining and developing the social and environmental qualities that already make this part of the world unique.

The philosophy

Development of the COINCO North is rooted in the philosophy that collaboration forms a firm basis for development in a globalised world. By exploring the potential of cooperation, jobs can be created

and innovation milieus can be enhanced.

Cooperation over long distances requires an appropriate infrastructure, both for passengers and freight. Whilst Europe and the world have been expanding their green infrastructure to stimulate growth – through massive investment in high-speed rail, for example – such investment has been slow to progress in Scandinavia.

The vision

The Vision for 2025 – the not so distant future – is a high-speed rail link that will physically connect these 8 million inhabitants and contribute to making this mega-region one of the world's most competitive. A high-speed rail line will allow a traveller to leave Oslo Central Station and arrive in Copenhagen approximately 140 minutes later.

Cities are the future

New technology for transport and less regulation in trade and finance has opened up the structure of the global economy.

Future potential for economic development and growth are defined by network connectivity and strategic positions in information and trade communities.

Capital can now flow more freely across national borders. As economic activity increasingly takes place on a global scale, the emergence of new strategic areas and networks becomes apparent, resulting in the development of new organisational structures and cross-border regions. City regions have become the engines in developing the knowledge- and information based community. Their performance and competitiveness rely on knowledge, economy, quality of life, connectivity, urban diversity, urban scale, social capital, politics/framework and image.

There are 5 key forces driving the global economy today

- Urbanisation and demographic growth
- Transport and mobility needs
- Climate change and the transformation into a low carbon environment
- Knowledge intensive labour markets
- Regionalisation, networks, governance, competition and critical mass.

There are a number of key questions to address

- How to achieve a holistic and sustainable planning perspective?
- How to attract knowledge intensive global professionals?
- How to attract knowledge intensive companies, investors and tourists?
- How to achieve a transnational strategy for balanced production and growth?

“The most important dynamic effect of this project will be the large and integrated employment market that is created, one that stretches from Oslo in the north to Copenhagen in the south. This will have a magnetic effect for employees, employers, innovators, and investors.”

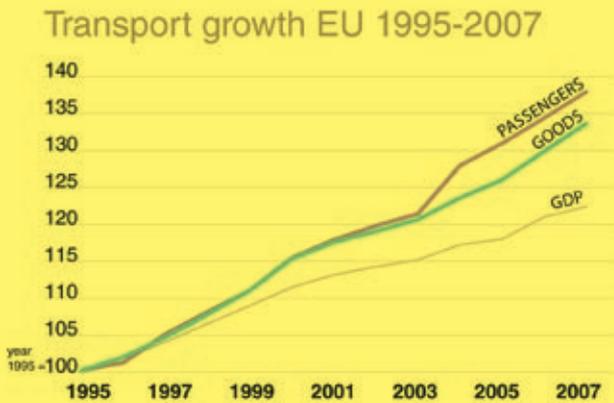
*Knut Halvorsen, Managing Director,
Oslo Teknopol*

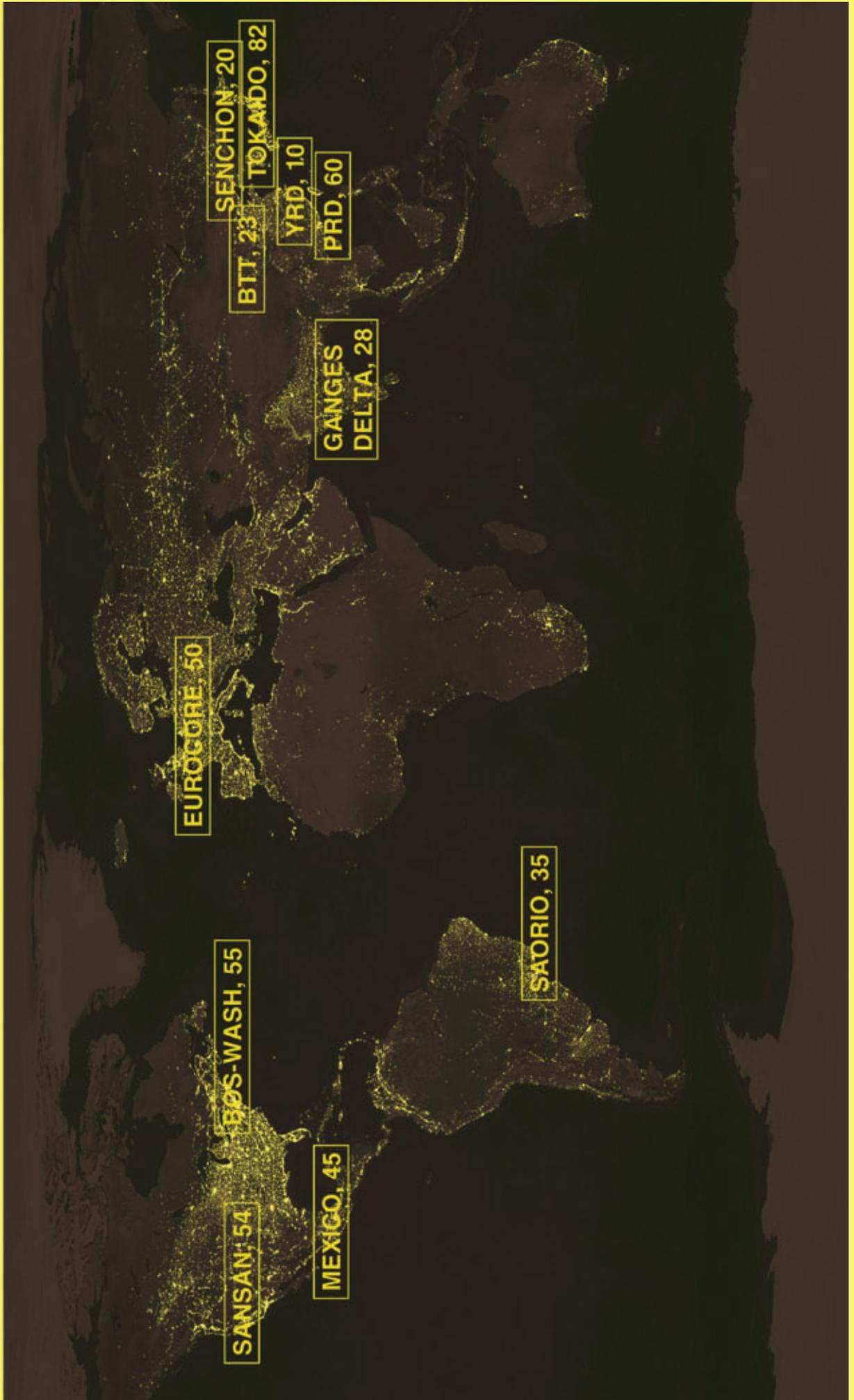


Satellite photo: NASA



Atocha train station, Madrid





Existing Mega-regions and number of inhabitants in million. Satellite photo: NASA

Mega-regions: a result of increased mobility

“Mega-regions, if they are to function as integrated economic units, require better, more effective, and faster ways to move goods, people, and ideas. High-speed rail accomplishes that, and it also provides a framework for future in-fill development along its corridors.”

Richard Florida

“Mega-regions,” as defined by Richard Florida, author of *The Rise of the Creative Class*, “are large-scale economic units of multiple large cities and their surrounding suburbs.” This concept is a fundamental building block for professionals contending worldwide amidst global competition for knowledge and talent between nations and cities.

Mega-region dynamics:

- Availability of qualified staff
- Easy access to markets, customers or clients
- More branches of industry and business
- Increased competition
- Decrease in economic vulnerability

Potential results for the Scandinavian 8 Million City:

- Higher productivity and competitive edge
- Easier access to skills and talents
- Reduced costs in logistics
- Increased access to suppliers and customers
- Greater influence due to overall increased size
- New possibilities for cooperation and innovation across a wide range of areas

Europe

A metro system on a continental scale

“How easy it would be to conduct business, take holidays and travel at a different pace around Europe without the headaches of air traffic control and weather delays.”

Tyler Brûlé

editor-in-chief of Monocle magazine

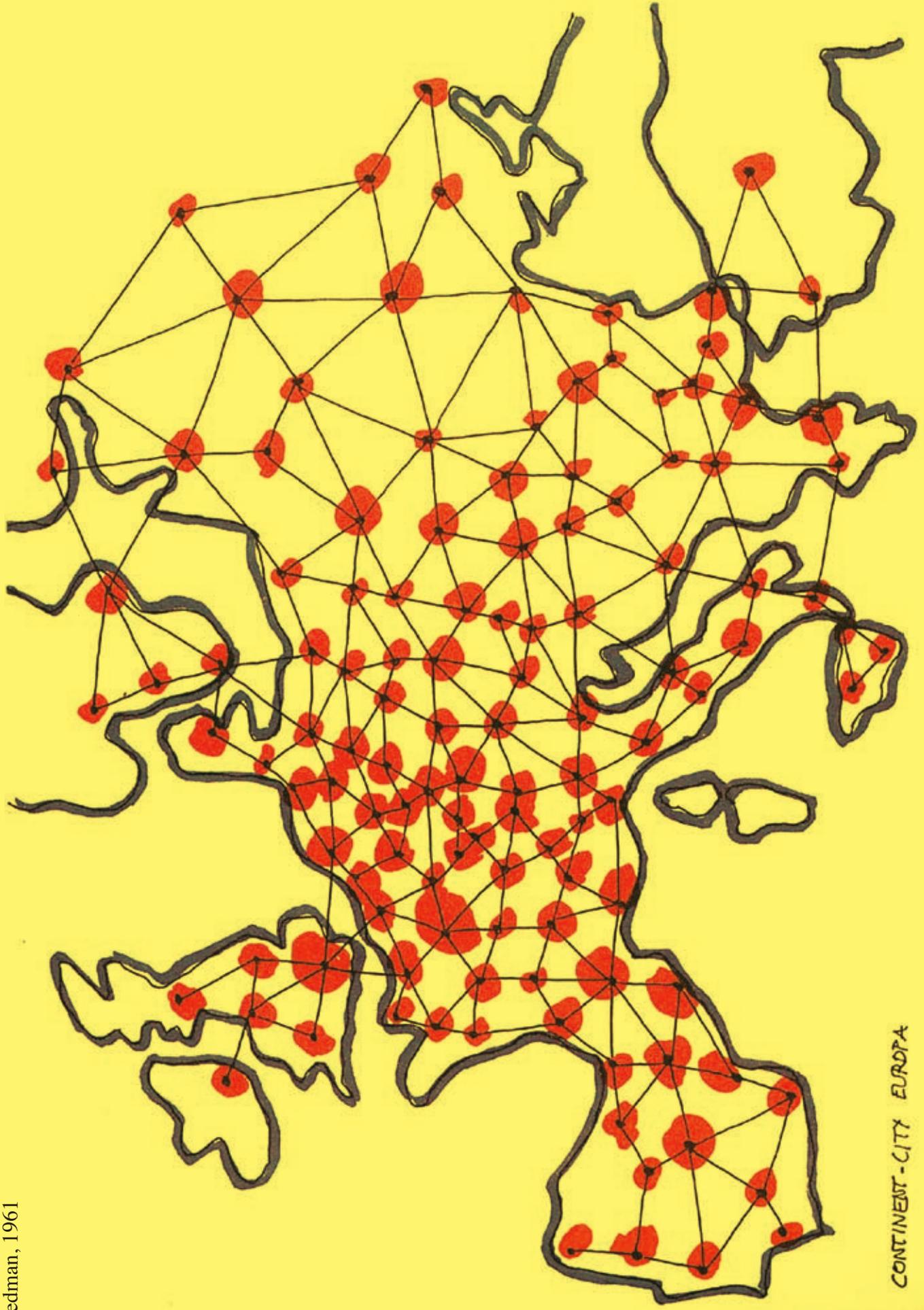
“In 1961 I drew a much-published map of Europe. It showed the major railway routes with the cities where express trains stopped marked red. It looked something like the present-day intercity network. Now and particularly with the appearance of the very rapid trains – the metro system on a continental scale – the Continent City has become a reality.”

Yona Friedman

French architect and urban planner,

founder of Mobile Architecture

Sketch of the Continent City Europe,
Yona Friedman, 1961



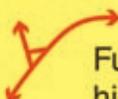
CONTINENT - CITY EUROPA

MEGAs



FUA & MEGA classification

- ⬡ Global nodes
- European engines
- Strong MEGAs
- Potential MEGAs
- Weak MEGAs
- Pentagon area

 Future Scandinavian high speed network

Future challenges for the Scandinavian cities

Within a European and global context, Scandinavian cities are geographically marginal.

Geography and Demographics

→ Compared to economic centres in Europe and the world, Scandinavian cities have small and somewhat dispersed populations, with concentrations around only the four metropolitan areas of Oslo, Göteborg, Copenhagen/Malmö and Stockholm. In a world where regions are expanding, this is a problem.

→ Successful innovation and further growth require a business environment in which capital support and knowledge can compete on both a global scale and within a global setting.

Infrastructure and mobility

→ In a knowledge-based economy, geographical proximity and working in clusters are increasingly important.

→ Cooperation over large distances requires an appropriate infrastructure, both for passengers and freight.

→ The railroad system requires special attention in order to keep up with developments in Europe and to overcome transnational transport barriers.

→ A high-speed rail connection, including both improved regional and freight trains, is an exceptionally robust strategy crucial to realising the mega-region potential.

Governance

→ Mega-region potential can only be translated into benefits by joint action.

→ Stronger ties are required among Scandinavian city regions to build up a leading arena for mutual learning, joint initiatives and exchange of best practice.

“Railway is the means of transport which more than any other meets the future demands for environment, efficiency, capacity, comfort, safety and land development”

*Floire Nathanael Daub, project manager,
COINCO North*

Demographic power 8 million of Scandinavia's 19.3 million people live in the corridor between Oslo and Copenhagen

COINCO North comprises three nationalities and four metropolitan cities, including two capitals.

Covering a population of 8 million inhabitants, the region has the potential to build strong transnational markets and clusters.

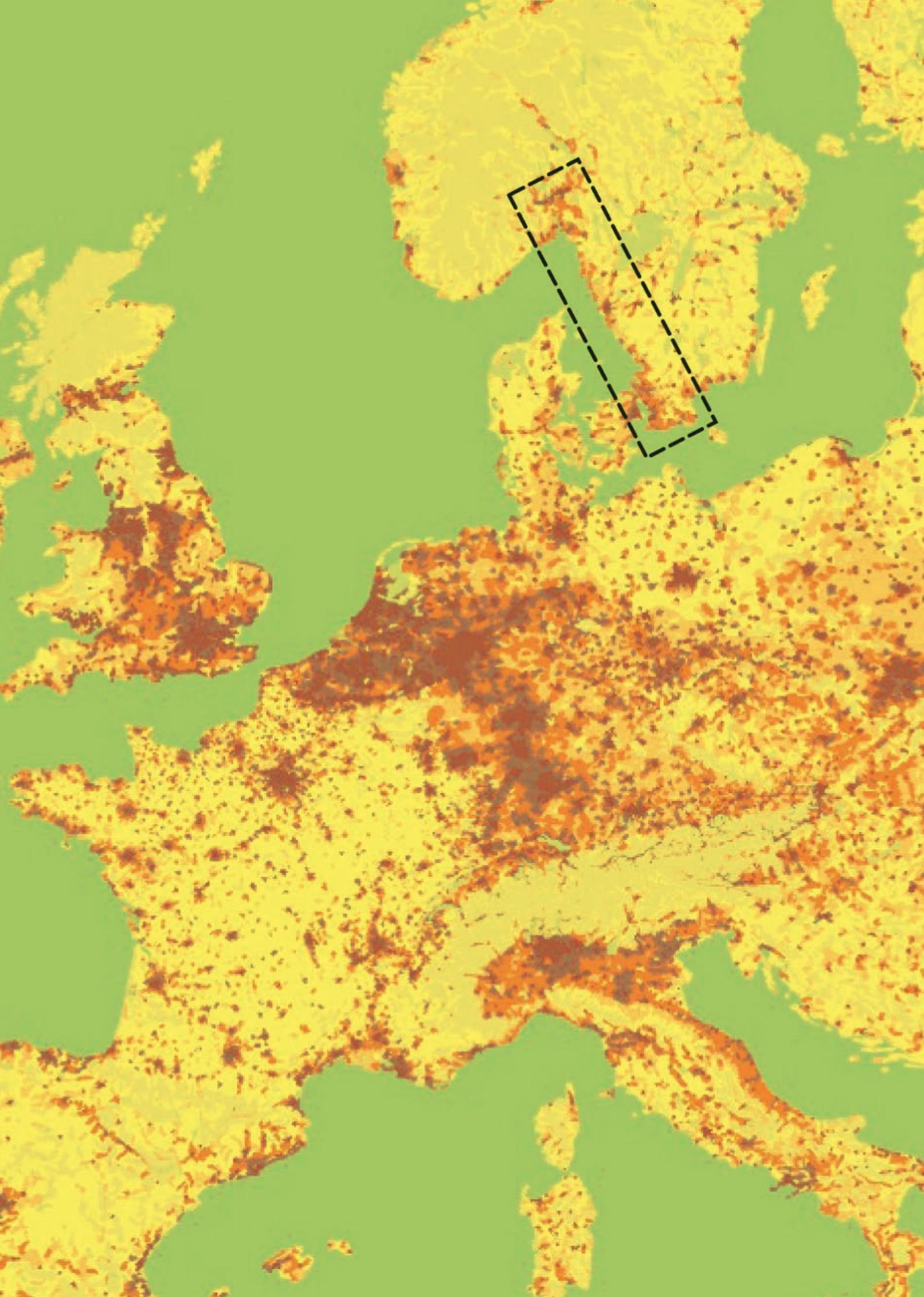
The corridor also benefits from similar geographical and socio-political conditions.

Knowledge power

- Universities and university colleges: 29
- University students: 260 000
- Researchers: 14 000
- Science parks/incubators: 22
- New businesses annually: 44 000

Infrastructural power

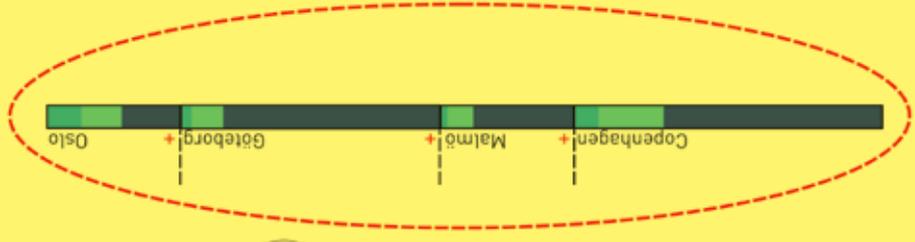
- Scandinavia's two largest airports: Copenhagen Airport (Kastrup) and Oslo Airport (Gardermoen)
- 8 international/regional airports
- Scandinavia's largest port (Göteborg)
- 9 seaports
- 11 RORO/ferry ports
- 7 kombiterminals



R&D

Size of R&D expenditure (GERD) and performing sector 2005

- PNP
 - Public
 - Business
- Source: Norstat



Critical mass and competitive advantage on a global scale.



The 8 million CITY effect

The 8 Million City potential

Scandinavia's four metropolitan areas represent the most dynamic and innovative regions in Europe

Tapping the potential

Each of the metropolitan city regions of The Scandinavian 8 Million City has individual potential as strong regional engines of growth. Parallel to this, they also share key characteristics that form a perfect frame for transnational collaboration regarding innovation and R&D.

In the Scandinavian 8 Million City there will be cross-border collaboration on matters essential to development – “hard” issues such as transport infrastructure and “soft” issues like improving cooperation within business, administration and knowledge production.

To actively help forming the future and secure further opportunities for development, it is vital to:

- Recognise new megatrends and niches, and spot these before other global competitors.
- Secure the best product qualities on the market
- Build a culture for communication and an ability to adapt to changes
- Create the right tools for forecasting and evaluating new opportunities
- Collectively discuss upcoming strategies for transnational political, professional and social networks

As underscored by the EU's Lisbon strategy, innovation and knowledge production are core parameters in development. Today the region has its strongholds within the areas of environment, logistics, life science, ICT, food science, maritime, culture and nano science. With a new high-speed rail connection these clusters can become the top of Europe.

The Scandinavian 8 Million City Collaboration will have five major benefits:

- A transnational strategy for balanced growth and competitiveness.
- A world-class green and multimodal transport system that delivers on all levels: locally, regionally and globally.
- Intensified network governance within and across national borders.
- Increased appeal for knowledge intensive companies, global professionals, investors and tourists.
- Greater influence due to greater size, a globally competitive mega region built upon Scandinavian values.

Oslo → Copenhagen

- 05:00 Wake up
- :-- Travel to Airport Express terminal at Central Station, Oslo
 - :-- Travel with Airport Express Train
 - :-- Check in at Oslo Gardermoen Airport (OSL)
 - :-- Queue up at airport security
 - :-- Prepare hand-baggage, jacket, telephone, computers and liquid containers etc for screening
 - :-- Go through metal detector
 - :-- Take off belt and shoes
 - :-- Go through metal detector again
 - :-- Avoid body search
 - :-- Assemble all belongings
 - :-- Go to gate
 - :-- Wait by gate
 - :-- Queue up by gate
 - :-- Board
 - :-- Wait in airport gate tunnel
 - :-- Smile and greet the stewardesses
 - :-- Wait in cockpit
 - :-- Climb over passengers to seat
 - :-- Listen to passenger safety briefings
 - :-- Queue for takeoff
 - :-- Take off
 - :-- Listen to baby scream
 - :-- Avoid the fear of falling down
 - :-- Try to work
 - :-- Climb over passengers, twist around stewardess and squeeze past trolley on the way to toilet
 - :-- Try to read
 - :-- Land at Kastrup Copenhagen Airport (CPH)
 - :-- Wait in cockpit
 - :-- Get off
 - :-- Go through baggage claim
 - :-- Go through customs
 - :-- Get to train station
 - :-- Take airport train to Central Station, Copenhagen
- 10:00 Arrive at meeting

BY AIR

Oslo → Copenhagen

- 07:00 Wake up
- :-- Travel to high-speed train terminal at Central Station, Oslo
- :-- Get on board
- :-- Go!
- :-- Do some work
- :-- Enjoy an espresso
- :-- Look out of the window
- :-- Read a book
- :-- Buy a warm croissant
- :-- Snooze
- :-- Arrive at high-speed train terminal at Central Station, Copenhagen
- 10:00 Arrive at meeting

BY TRAIN



'Welcome to 2025 – the year you can leave the train station in Copenhagen early in the morning, and be in Oslo by breakfast.'



In The Year 2025 High-Speed Train Oslo ↔ Göteborg ↔ Copenhagen



Illustration: Sven Neitzel

The COINCO Train platform at København H station is where Scandinavians meet: wealthy suits hurrying for business in Copenhagen, healthy sportsmen heading for thrilling adventures up north, and tourists travelling south to the European continent. Rugged Norwegians, snooty Swedes, and chic Danes: but only a trained eye could still recognise these Scandinavian clichés.

By Sondre Sommerfelt,
Oslo Teknopol IKS

Such stereotypes, it can now be said, are no longer valid. Oslo, Göteborg and Copenhagen are almost triplets, the Øresund Region practically a neighbourhood, and as the new high-speed train through the Oslo – Göteborg – Copenhagen corridor starts to gain acceptance, the whole area is developing at a rapid pace. The concept of “Three Nations – One Region” is becoming a reality. Such an alliance might seem obvious to a foreigner, but to Scandinavians it’s not always been this way. The last time such successful collaboration took place was in the Viking age, when from time to time Scandinavians teamed up to raid and pillage middle Europe. A later, half-hearted attempt

at a tripartite alliance, The Kalmar Union, ended with numerous beheadings in the 15th century.

The high-speed train system in Scandinavia is now such a success that it is expanding, with new lines under development. Norway, Sweden and Denmark are more interconnected than ever before and, thanks to the Fehmarn Belt Bridge between Denmark and Germany, routes throughout Europe are efficiently connecting the north to the continent.

Scandinavian flashback

Until the 1990s, Copenhagen seemed exotic to green Norwegians and Swedes, at least as sinful as Hamburg and Amsterdam. The *rite de passage* for a Scandinavian youth had to include

Copenhagen: at the point when the Tivoli Gardens started to become boring, the famous smell of Christiania’s free district started to become interesting, the red light streets of Vesterbro curiously exciting, and even the *avant garde* of Danish design and architecture started to appeal to the senses. Copenhagen offered a Calvinist Scandinavia the bizarre sight of people drinking *schnapps* on the pavements after church on Sundays, or knocking back Tuborg beers in the parks while watching their kids play.

Out of sync?

Scandinavian countries always seemed somehow out of step with one another, and so were its major cities. If Copenhagen was a continental



Illustration: Sven Neitzel

refuge from a backward Scandinavia, Oslo was the backward town, solely a transit point to fjords, snow and glaciers. Danes called the boat from Copenhagen to Oslo "The Ski Boat", while Norwegians called it "The Party Boat". Same boat, but two meanings: one implying pure health, the other the complete opposite.

And Göteborg? Göteborg was simply Sweden's second biggest city, always behind its pious capital, Stockholm. During the Second World War, Denmark and Norway – unlike Sweden – were occupied by Nazi Germany, and therefore, in the post-war era lasting until the 1980s, travelling to Sweden was not unlike a journey from poverty to wealth, akin to moving from black and white

to Technicolor. Everything was clean and methodical, organised and in its right place. Everybody drove new Volvos and Saabs: safety first, of course, underlined by Sweden's decision to become the first country to insist on compulsory seatbelts. They even changed from driving on the left to the right side on the road in one day without a single accident! Sweden was the future: for Scandinavia, and for the rest of Europe.

Scandinavia Unite!

A united Scandinavia had existed as a concept since medieval times and, until the end of the 19th Century, the Swedes and Danes fought continuously to be lords of Scandinavia, with Norway as a bargaining tool and war booty. One could argue they

were Europe's lousiest colonists: little effort was made to join forces. But after the Second World War, with the establishment of the Nordic Council (Nordisk Råd), which ensured free movement without a passport, and the flagship collaboration, the SAS – Scandinavian Airline System, some hoped the idea of Scandinavian harmony would at last be established. It wasn't, though, not unless you count a handful of TV co-productions where prime time TV hosts barked out orders in strange dialects nobody could understand (including their fellow countrymen).

The low point

Unfortunately for "unionists", the end of the cold war, the expansion of the EU,



Illustrations: Sven Neitzel

failed financial mergers and the economic strain of the SAS-partnership, all topped off with a dash of inter-country rivalry, did their best to hamper potential unity. In the '90s an imposed merger of two of Scandinavia's biggest telecommunication companies, Norway's TEL-ENOR and Sweden's TELIA, was a total fiasco. Remaining true to stereotypes, the Norwegians were too *laissez-faire*, the Swedish too stuck-up. Simultaneously, the greatest shift in cross country skiing occurred: Sweden's slightly grumpy Gunde Swan lost the crown of King of the Woods to Norway's slightly superficial Bjørn Dæhlie. Luckily the Danes focused on football, and their national team, the "Danske drenge", did brisk

business in red and white worldwide, winning the European Cup in 1992 and reaching the quarter finals of the 1998 World Cup.

Scandinavian collaboration's lowest ebb also marked the lowest point in rail transport's decline. Scandinavians simply didn't understand each other anymore, and train travel was little more than a last resort anyway. In the mid 1990s, it still took as long to travel through Europe by train as it had done in pre-war years. If you wanted comfort and speed, you took a plane. Fortunately, things started changing: France was the first continental country to embrace high-speed trains, followed by the Germans and later the Spanish. Trains started racing through Continental

Europe, but Scandinavia still had to wait.

The change

Luckily, the Scandinavian mentality eventually began to change. Thanks to increased salaries, higher education and budget airlines, citizens slowly started to understand how much nicer Berlin, Barcelona and Paris were than their hometowns. Copenhagen ceased to be their sole exotic destination. To cut a long story short, Scandinavians began to collaborate, creating Scandinavian history's most important joint venture, the high-speed train between Oslo, Göteborg, Copenhagen and Stockholm. These started to bring the cities, and thereby Scandinavia, together.



The blossoming future

Of course Copenhagen is still different to both Göteborg and Oslo: Copenhagen remains Copenhagen. The Danes still appear more relaxed, the Swedes more austere and the Norwegians more rugged. But nowadays, as you move efficiently from one city to another, you sense you are in the same area, one united region, and there's no longer any need to feel homesick when Oslo is just 2 hours away from Copenhagen. You can leave Copenhagen in the early morning and be in Oslo by breakfast, and you can actually get back to Copenhagen in time for a long Danish brunch at noon. Any friends you invite for dinner will be safely home by midnight. Copenhagen is now packed with continental Norwegians, while Oslo is filled with frisky Danes. And the best thing is that Scandinavians have started to understand one other again.

The future of travel more than likely lies in this blossoming family of modern green, high-speed European trains. Göteborg has become the central Scandinavian hub, with Copenhagen the gateway to the rest of Europe. Airlines can't compete and have given up the

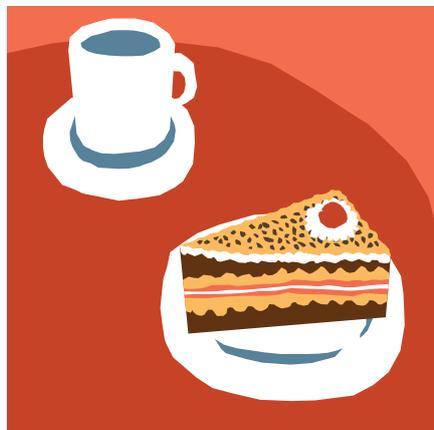
you can enjoy perfect working conditions all the way.

Whatever has been said before, no one can accuse Scandinavia of being marginalised or living in the past now that it has embraced the high-speed train revolution. These trains are more than just amenities for spoilt trav-

“The last time such successful collaboration took place was in the Viking age, when from time to time Scandinavians teamed up to raid and pillage middle Europe.”

routes. It takes just one hour from Copenhagen to Berlin or Brussels, and ninety minutes to Stockholm. Old problems like bad weather or Icelandic ash clouds are no longer a threat, you can jump from one train to the next without ever losing sight of your luggage, and

ellers. Scandinavia's unique selling point has always been its stable society and pure nature and now its trains have revitalised an entire region. This railroad has made a new Scandinavia. COINCO has changed Scandinavian living and Scandinavian lives.





The creative corridor

Culture and creativity are vital elements for happy, healthy communities. The Scandinavian 8 Million City aims to be a corridor leading the way forward in developing a creative culture and leisure industry.

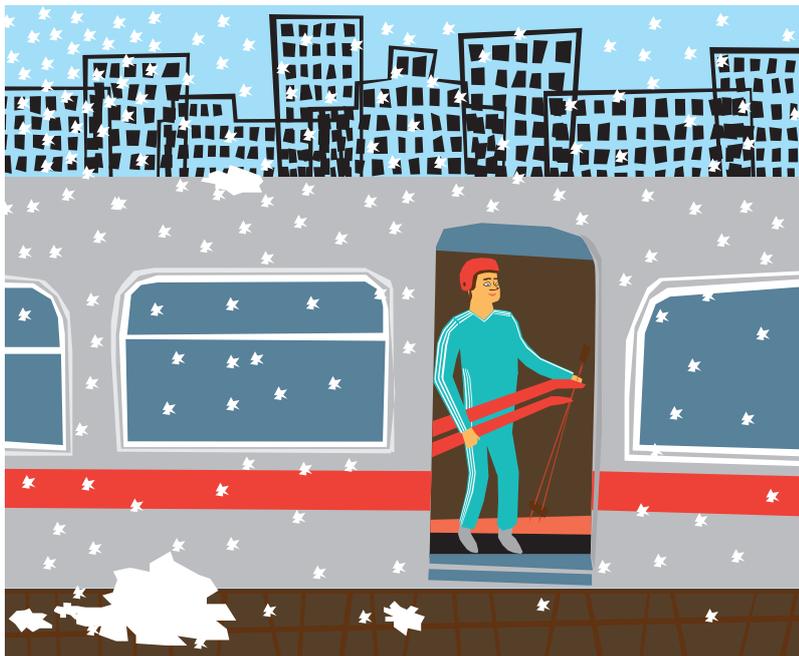


Illustration: Sven Neitzel



A culturally dynamic region, rich in diversity and experiences, helps improve the quality of life for locals and visitors alike. It strengthens feelings of identity and affinity and makes a region more attractive. Scandinavians enjoy the advantages of free education as well as the opportunity to study abroad and to travel extensively, enabled by flexible work regulations, and therefore have considerable spare time to spend on all sorts of activities, not only their beloved winter sports. Much of it is poured into culture, making Scandinavia an increasingly exciting cultural hub.

Creative industries have an impact on social, economic and environmental prosperity. They can bring more tourism into a region and contribute to the creation of public and private sector partnerships. In order to achieve this, it is important to identify what the region has to offer and then set out suitable strategies and plans.

Architecture

Scandinavia has always been one of the world's most vital and exciting regions for architecture. Scandinavian Modernism, for instance, has been a potent symbol of the area since the late 1920. No wonder international star architects have been increasingly competing to make their (land)mark in Scandinavia's major cities.

Opera

The region making up the Scandinavian 8 Million City is home to no less than four fabulous opera houses. The curtain was raised in Malmö's Opera in 1944 and in Göteborg's in 1989, while Copenhagen unveiled its new opera building in 2005, and Oslo's opened in 2008. All four are magnificent buildings, their programmes boasting excellent artistic standards.

Popular music and festivals

One of the regions' most important cultural attractions is its thriving music scene, with every conceivable genre represented. Music is everywhere, with all kinds of festivals taking place throughout the year. One of the world's most famous music festivals takes place at the beginning of July in Roskilde, outside Copenhagen, while the biggest Nordic music conference, by:Larm, is held in Oslo in mid February. As for the Swedes: well, after the USA and UK they're the third biggest music exporters in the world. Their biggest festival is "Way Out West" held in Gøteborg in August. "Way Out West" has for many years collaborated with Norway's biggest festival, "Øya", held in Oslo the in the same period.

Film

From Greta Garbo to Viggo Mortensen, from Ingmar Bergman to Lars Von Trier,

Scandinavia is a giant of film. One of the world's smartest contemporary film studios is located at Trollhättan, just outside Göteborg. The home of SAAB car production is now increasingly known (at least in the creative industries) as "Trollywood", with Zentropa, the Danish film company founded by director Lars Von Trier, producing many of its films in the city.

As for film festivals, the Göteborg International Film Festival is Scandinavia's biggest and takes place annually for 10 days in January and February. It's here that the COINCO North project oversees the heavyweight Nordic Film Lab, an opportunity for young, aspiring film workers to connect with more established players within the film industry.



For the ideas we haven't had yet.

This guide is a work in progress and we would love to hear from you. If you have any Scandinavian 8 Million City ideas, comments or questions, please drop a line to: ht@oslo.teknopol.no
We invite you to join us on the journey and hope you enjoy exploring the potential of COINCO North.





Photo: Shutterstock / Paolo Toscani

Partnership for Life Science

MedCoast Scandinavia is a Norwegian and Swedish network organisation aiming to strengthen and develop the life science sector in the Gøteborg-Oslo region.

MedCoast Scandinavia works as a catalyst to facilitate collaboration between scientists, companies and the public sector, to enhance entrepreneurship and commercialisation of innovations. The network also works to facilitate venture capital in the biomedical sector and to increase foreign investments, as well as attracting talents to the life science region.

For over 10 years, researchers, students, businesses and entrepreneurs have made use of the opportunities offered across national borders through this network.

Cross border collaboration in the area of life science is immensely important for the region, and for Norway and Sweden. It strengthens research and development, the region gain a larger critical mass for joint funding, as well as exchange of experience.

A larger life science region has made things

possible where one city alone could not have been as successful. The realisation of The Scandinavian 8 Million City, including all the way from Oslo to Øresund, would mean improved potential for even bigger and stronger Scandinavian life science partnerships.

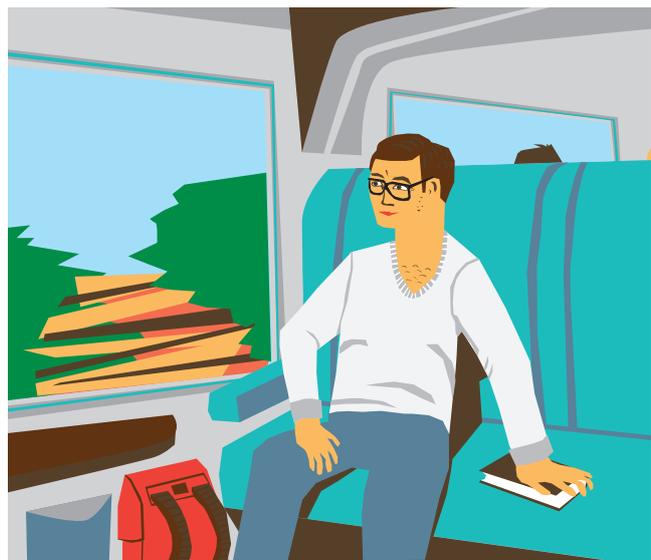


Illustration: Sven Neitzel

Finance

Current rough estimates show that final building costs for a dedicated high speed-rail corridor between Oslo and Copenhagen will amount to 90 billion NOK. Further studies will demonstrate whether economic benefits can outweigh such costs.

Until recently, infrastructure investment was mostly a national affair limited to a country's territorial boundaries. But globalisation and the rapid integration process of the European Union have weakened the role of national borders, thrusting transnational mobility to the forefront of the minds of politicians, business figures and passengers. In 2006, the EU created the TEN-T (Trans-European Transport Network), a dedicated funding programme designed to speed up the completion of transport links throughout and across Europe. There is, however, still a long way to go in order to overcome existing barriers associated with transnational infrastructure investments, especially when it comes to cost-sharing between nations. In this particular case, if the project is to be financed by public funding alone it will be necessary to create a political climate wherein the three different national governments move in sync.

Public private partnership

What makes the COINCO North corridor special in a Scandinavian context is the demographic concentration. This makes it possible to work with alternative self-financing models so that the project will not be solely dependent on public funding. What we have called the "Danish model" – used to finance the Øresund linking bridge between Sweden and Denmark – could be highly suitable for COINCO North. The model is now being used to finance the Femern Bælt bridge connecting Denmark to Germany following the success of the fixed Øresund link.

The Danish model

Applying the "Danish model" will make it possible to establish a Scandinavian railway company. This has been the model for transnational links in other parts of Europe. The Eurostar is one example, operating between Paris, London and Brussels and owned by the three countries in question. A Scandinavian railway company with an ownership structure similar

to SAS' would benefit the commercial side of the project and compensate for the loss of income in a reduced domestic air market. That form of business organisation might potentially carry enough weight to operate in the overall European market when the European rail network is gradually opened up for private competition after 2011.

This is how it works

- Loans from national and international capital markets. The borrower is a development company responsible for the development and operation of the plant/project.
- The development company is 100% owned by the countries involved. This makes government guarantees possible, securing the highest possible credit rating: AAA.
- The loans are repaid through user charges, ie. by railway companies and car owners using the link. This way the actual link is financed by those using it, not by taxpayers.



Photo: Eurostar

- Reference line (new route for high-speed trains and freight transport under investigation, completion by 2025)
- Inter City route (local/regional trains)
- Main stop, (terminating trains)
- Possible Transfer points between HSR and IC (regional junction)
- Inter City stations (regional)

NORWAY

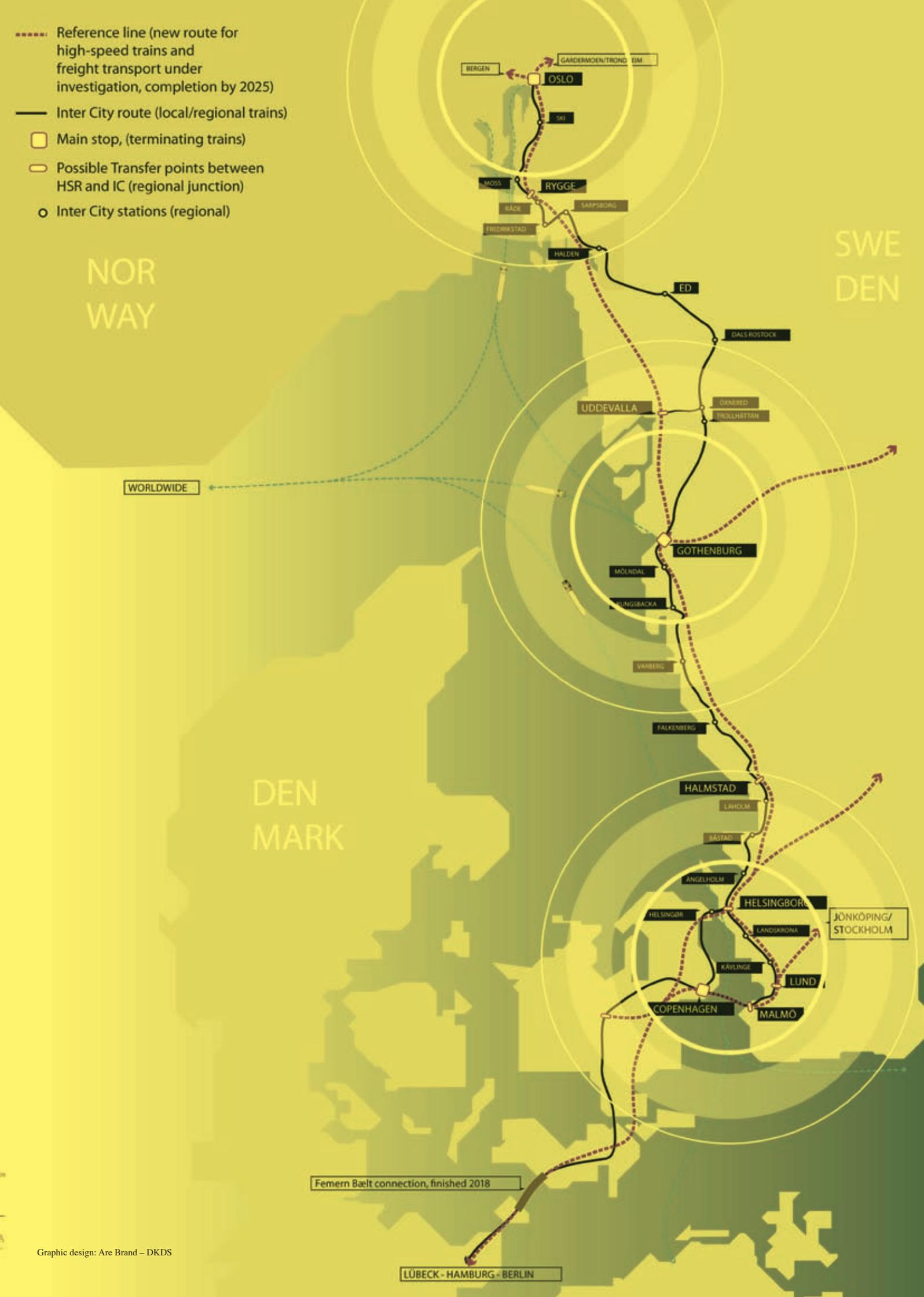
SWE DEN

WORLDWIDE

DEN MARK

Femern Bælt connection, finished 2018

LÜBECK - HAMBURG - BERLIN



Short term milestones

Building a High speed corridor between Oslo and Copenhagen may be the single-most costly investment in transport and communication in Scandinavian history.

Upgrading today's Inter-City line to double tracks and building separate tracks for high-speed will generate a waste reduction of travel time and enable for completely new mobility patterns.

Early studies show that the potential for society regarding attractiveness, concentration of economic activity and new ways to live and work will many times outweigh the costs in a long term perspective.

In a short term perspective focus will be on upgrading the existing Inter-City network to double track standard in the whole corridor. This will create more capacity for boat passengers and freight and gives the potential to gain a higher market share and prepare for a high-speed rail future.

A new double-track rail connection between Oslo and Ski, the Follo line, is due to be completed in 2018, and will actually form the first stretch of the high-speed line to Copenhagen.

The improvement on this distance alone will have a huge impact for both passengers and environment

→ Travel time between Oslo and Ski halved from 22 to 11 minutes.

→ Capacity up from 12 to more than 30 trains an hour, with the passenger capacity equalling that of three four-lane motorways.

→ 11 000 more people can travel by public transport over a 24-hour period.

→ Nearly 6000 less cars and 750 less trailers will cover the distance on weekdays.

→ 5500 tons less carbon emissions from private cars, and 30 000 less from goods traffic.

→ More detailed studies into the impact for the whole COINCO North corridor are currently being undertaken.

Scandinavian Rail System (SRS)

A new railway system in Scandinavia should become the most efficient and comfortable way to travel in the region. A dedicated design group has been formed in order to achieve this.

SRS remit is to examine the design challenges associated with a new Scandinavian high-speed rail service. Its members have extensive experience designing trains for Nordic conditions and are responsible for several types of train, including the award winning Norwegian Airport express train (1998).

The traction and rolling stock used throughout the Nordic countries have similar and particularly stringent requirements, something partly due to the region's occasionally extreme weather conditions. All equipment therefore needs to be designed, engineered and manufactured to meet exceptional design quality and safety requirements common in the Nordic countries.

All aspects conceivably involved in train travel – passengers' overall experience all the way to their final

destinations, from travel planning to ticket purchase, from baggage handling to on-board work or leisure time – are currently being examined. Tasks performed by service crew, maintenance personnel and control centres are also crucial. Implementing such a wide range of user needs in the design phase from day one enables innovative solutions to be truly integrated into the overall design of both the travel service and the trains that go with it.



Illustration: Sven Neitzel



Photo: NSB

About this project

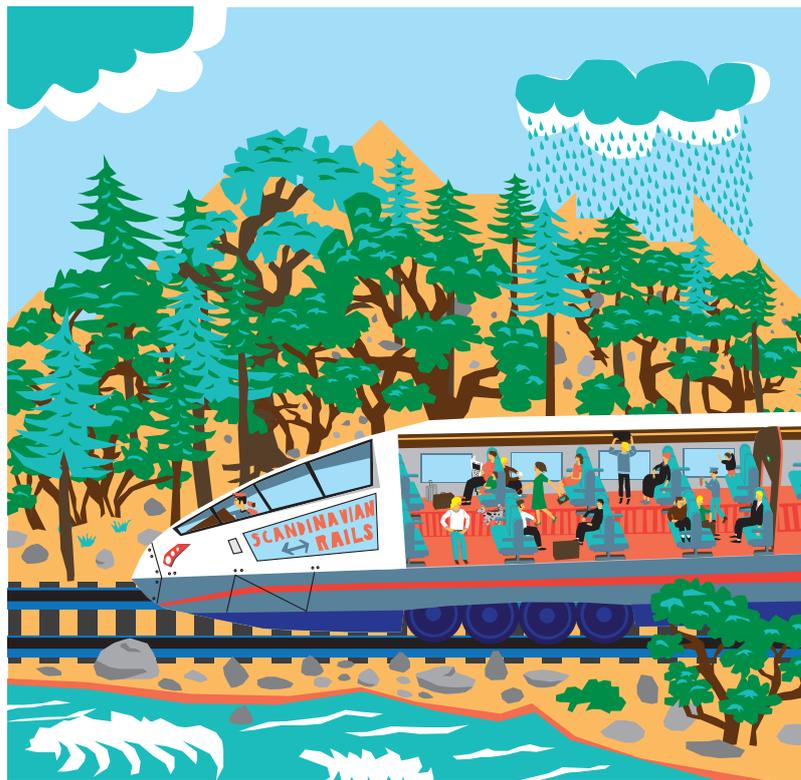


Illustration: Sven Netzel

Corridor of Innovation and Cooperation (COINCO) North is a strategic development project, co-funded by the EU and aimed at strengthening sustainable growth and development of the Oslo, Göteborg and Öresund/Copenhagen corridor.

A collective, transnational vision will lead to closer working relationships within transport, innovation, business, culture and leisure

infrastructures, creating one of the most competitive regions in the global market.

COINCO North was approved for funding through the Interreg IV A Öresund-Kattegat-Skagerak programme at the end of February 2009, and the project will run until the autumn of 2011. Oslo Teknopol is both the project manager and Norwegian project owner of COINCO North, whilst

Business Region Göteborg is the Lead Partner. In addition, Oslo Kommune, Akershus fylkeskommune, Østfold fylkeskommune, Göteborg stad, Västra Götaland, Halland, Region Skåne, Malmö stad, Helsingborg stad, Vägverket region vest and Banverket (merged from 2010 into Trafikverket), Jernbaneverket and Statens vegvesen are all partners in the project.

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Visit www.coinconorth.com or contact our project managers in Norway or Sweden to find out more about The Scandinavian 8 Million City.

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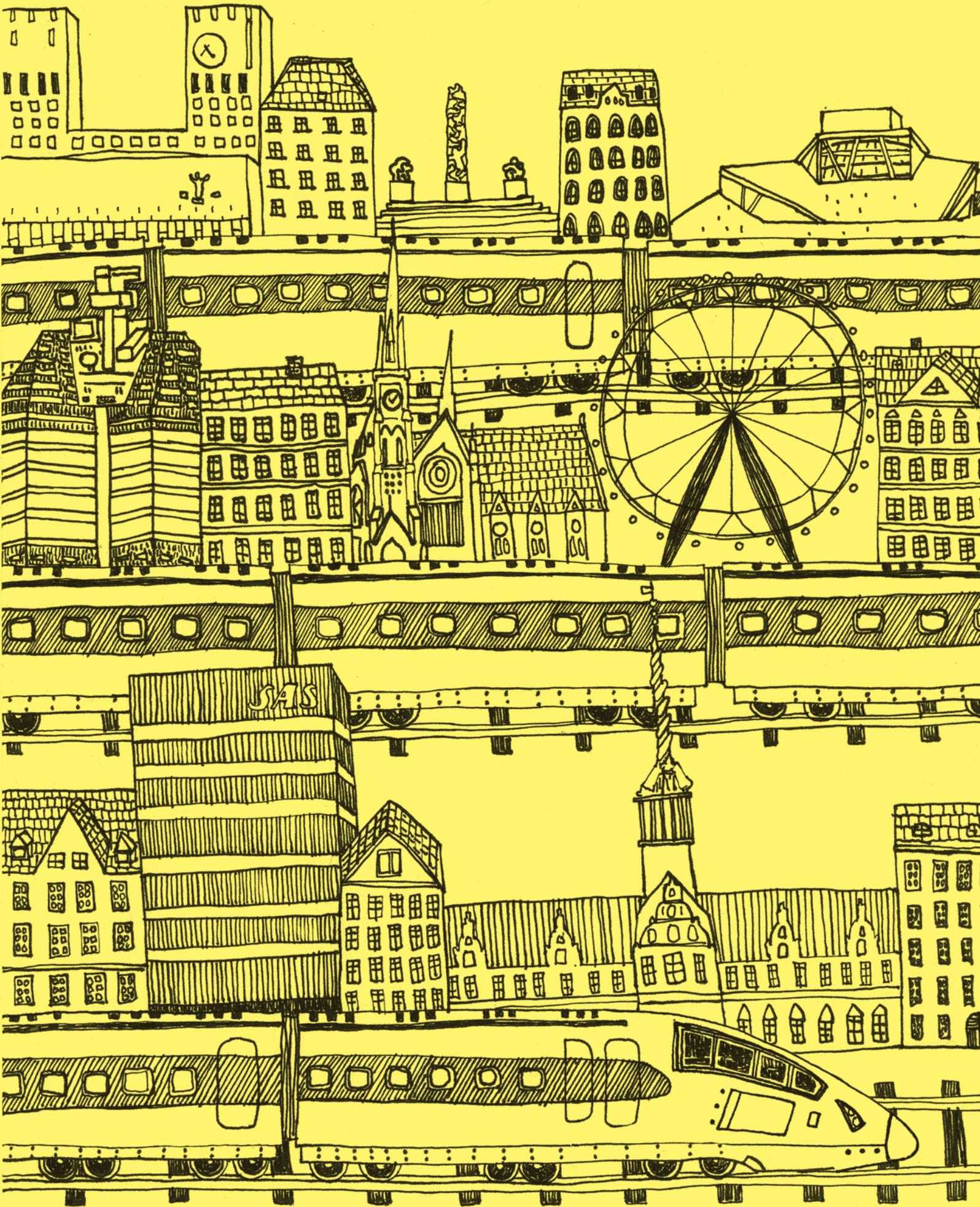


Illustration: Sven Neitzel

