

Infrastructure for the future – innovative solutions for strengthened competitiveness and sustainable development

In the infrastructure bill, Infrastructure for the future – innovative solutions for strengthened competitiveness and sustainable development (Govt Bill 2016/17:21), the Government proposes the direction and financial frameworks for investments in transport infrastructure for 2018–2029. The financial framework is proposed to amount to SEK 622.5 billion, which is just over SEK 100 billion more than the current plan. This means that the Government is making a major investment in operation and maintenance, but also that new investments will be possible.

The transport policy objectives represent the starting point

The overall transport policy objective is to ensure that citizens and the business sector in all parts of the country are provided with transport that is efficient in terms of the economy as a whole and sustainable in the long term. The Government's priorities are jobs, schools and climate action. The Government's objective is that Sweden will have the lowest unemployment in the EU by 2020. The Government's objective is also for Sweden to become one of the world's first fossil-free welfare nations. All policy areas must contribute to tackling the major challenges. The transport system is a basic condition for access to jobs and housing throughout the country. The competitiveness of business builds on reliable means of transport, within Sweden and



through links with the rest of the world. Furthermore, the environmental impacts and emissions of the transport sector must decrease significantly if Sweden is to meet its environmental and climate objectives and live up to the international commitments under the Paris Agreement.

Strengthened maintenance

Delays and disruptions in rail traffic are being tackled with substantially strengthened railway maintenance. The app-

ropriation for operation and maintenance of railways is proposed to increase by 47 per cent and amount to SEK 125 billion. The Government's ambition is that a greater proportion of long-distance freight transport must use rail and shipping compared with today. Increased resources enable an improvement of standards in the existing railway system. There is a need for both greater maintenance and reinvestments in large parts of the railway network. The funds for operation and maintenance measures for roads are

proposed to increase by 7 per cent and amount to SEK 164 billion. The road network must be able to handle a greater volume of traffic, primarily in the cities. Continued investments in bearing capacity and frost protection are also important and make it possible to maintain full bearing capacity all year round on roads that are considered important for the business sector.

New main lines

The Government's objective is for new main lines for high-speed trains to be completed so that Stockholm, Gothenburg and Malmö become better connected with modern, sustainable communications. However, the new main lines project extends over several electoral periods and will affect the central government budget for a long time. It is therefore crucial that there is broad support in the Riksdag ahead of decisions on whether Sweden should invest in new main lines.

The Swedish Transport Administration must ensure that the expansion of new main lines for high-speed trains takes place in a cost-effective manner. The expansion is to take place at a pace allowed by the economy.

Innovative solutions provide new possibilities

New ideas are needed with regard to the technology and infrastructure that can contribute to a more sustainable transport system. Increased use of new technologies, for example digitisation and automation, can contribute to the more intelligent use of existing infrastructure and decrease the burden on the transport system. In addition, investments are needed in renewable energy to replace fossil fuels.

Clearer connection between infrastructure and housing construction

Development of national infrastructure can create the con-

ditions for increased housing construction. This is partly a matter of making it possible for more people to reach new job markets and partly making land available for more cost-effective housing developments. It has the potential for increased housing construction that society needs to utilise better in the future.

Other development measures

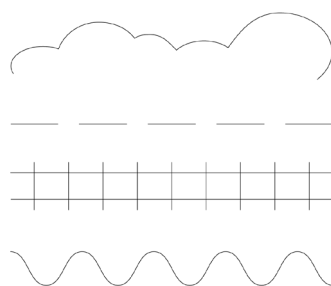
SEK 333.5 billion is proposed for development of the transport system, an increase of 20 per cent. Apart from new investments in state-owned railways and roads, these funds may be used for fine-tuning and environmental measures in existing infrastructure, central government co-financing to certain regional public transport facilities and so on, contributions to measures in waterways and locks and support to promote sustainable urban environments and so on.

Framework levels in the applicable plan for 2014–2025 and proposals for the planning period 2018–2029

SEK billion, 2017 prices	Development	Maintenance Railways	Maintenance Roads	Total framework
According to the current plan 2014–2025	277	85	153	515
Proposed new framework for 2018–2029	333,5	125	164	622,5

Facts:

The current intermodal national plan for the development of the transport system applies for the period 2014–2025. The Government has gathered data on the direction and financial frameworks from the Swedish Transport Administration. The Government considers that the planning period should continue to be 12 years and has now presented a bill containing proposals on financial frameworks and the direction for the next planning period, 2018–2029. Following a



decision by the Riksdag, work on action planning will continue, which involves identifying the actions that should be prioritised in the plan.

Read more:



Photo: Mostphotos
 Print: Elanders
 Production: Ministry of Enterprise and Innovation
 Phone: + 46 8-405 10 00
 E-mail: n.registrator@regeringskansliet.se
 www.regeringen.se
 Article no: N2016.51

