

LogOn Baltic Regional reports
18:2007



**REGIONAL DEVELOPMENT IN
ÖSTERGÖTLAND, SWEDEN -
Development Measure Impact Analysis
(DEMIA) on regional development
related to logistics and ICT**

**Håkan Aronsson and
Staffan Eklind**



Project part-financed by the European Union
(European Regional Development Fund) within
the BSR INTERREG III B Neighbourhood Programme

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regional development related to logistics and ICT

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Published by
LogOn Baltic
Turku School of Economics
Rehtorinpellonkatu 3, FI-20500 TURKU, Finland
www.logonbaltic.info

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EXECUTIVE SUMMARY

This study is a part of the LogOn Baltic project. The LogOn Baltic project was approved within the Baltic Sea Region (BSR) INTERREG III B Neighbourhood Programme, which is sponsored by the European Regional Development Fund (ERDF), as part of the Structural Funds, and co-financed by national project partners.

One of the goals in the LogOn Baltic project is to describe the regional development system in the Baltic Sea Region (BSR). To reach this goal, a separate study called Development Measures Impact Analysis (DEMIA) was carried out in the partner regions in the project.

The main focus in this study is to describe the system, roles and practices of regional development in each region.

East Sweden region (equals to Östergötland) has 415,000 inhabitants and is located in the southeast of Sweden, two hours south of Stockholm and three hours northeast of Gothenburg. East Sweden includes the cities of Linköping and Norrköping; forming the 4th largest urban area in Sweden. The whole area includes 13 municipalities

The regional development programme for Region of Östergötland until 2020 is the common platform for regional development work in Östergötland. The regional council of Östergötland (Östsam) have been assigned by Swedish government to compose the programme with main purpose to form politics for the development of the region based on the ambition of the elected politicians in Östergötland.

There are a number of organisations working in the area of regional development. Some of the organisations have a clear role and a mission to contribute to regional development. Other organisations however will participate in activities and projects related to regional development from that perspective that it will benefit their members, owners etc.

From a regional development point of view there are two main focuses to be mentioned in the region of Östergötland. Both projects will develop infrastructure and create a base for regional growth.

- The project, Ostlänken. A fast train system linking the region to Stockholm region creating a common “labour market”
- Development of the port of Norrköping as an important transportation node in the Baltic Sea Area on the Swedish East Coast.

SAMMANFATTNING

Denna studie är en del av LogOn Baltic projektet. LogOn Baltic är ett projekt inom Baltic Sea Region (BSR) INTERREG III B Neighbourhood programme, som delfinansieras av European Regional Development Fund (ERDF), som en del av Strukturfonderna och medfinansieras av nationella projektpartner.

Ett av målen med LogOn Baltic projektet är att beskriva det regionala utvecklingssystemet i Östersjöområdet (BSR). För att nå den målsättningen görs en separat studie kallad Development Measures Impact Analysis (DEMIA). Studien har genomförts i alla regioner, som deltar i projektet. Fokus i studien är att beskriva systemet, roller och tillämpningar i de olika regionerna.

Östgötaregionen, Östergötland, har 415.000 invånare och ligger ca 2 timmars resa söder om Stockholm. I Östergötland ligger tvillingstäderna Linköping och Norrköping, som tillsammans formar den fjärde storstadsregionen. Regionen består av 13 kommuner.

Det regionala utvecklingsprogrammet för Östergötland till 2020 utgör en gemensam plattform för regional utveckling i Östergötland.

Det finns ett antal regionala organisationer som på olika sätt arbetar med regionala utvecklingsfrågor. En del har en klar roll i det regionala arbetet medan andra har perspektivet att medverka utifrån ägare, medlemmar etc. och tillvarata deras intresse.

Det finns två projekt som ur ett regionalt perspektiv bedöms ha störst påverkan på den regionala utvecklingen (tillväxten).

- Ostlänken, som är ett samhällsbyggnadsprojekt som förbinder Östergötland med Stockholmsregionen. Restiden med tåg kommer att vara under 1 timma.
- Norrköpingspaketet, som är en utbyggnad av infrastrukturen till/från hamnen i Norrköping. Projektet skapar mycket goda förutsättningar för intermodala transportlösningar.

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1 INTRODUCTION

1.1 Project introduction – LogOn Baltic

The LogOn Baltic project was approved within the Baltic Sea Region (BSR) INTERREG III B Neighbourhood Programme, which is sponsored by the European Regional Development Fund (ERDF), as part of the Structural Funds, and co-financed by national project partners.

The purpose of LogOn Baltic is to present solutions to improve the interplay between logistics and Information and Communication Technologies (ICT) competence and spatial planning and strengthening Small and Medium-sized Enterprises (SMEs) competitiveness in the BSR. This is primarily done by the production and dissemination of information for regional development agencies on how to support enterprises in the participating regions in the field of ICT and logistics, thus improving regional development.

The following regions are participating in the project:

- South-West Finland
- Östergötland (Sweden)
- Denmark
- Southern Metropolitan Region of Hamburg (Germany)
- West-Mecklenburg (Germany)
- North-East Poland
- Lithuania
- Latvia
- Estonia
- St. Petersburg (Russia)

LogOn Baltic provides an overview of logistics efficiency and logistics information systems and their exploitation, in order to improve the interaction between SMEs and other public/private actors.

On the one hand, the empirical activities of LogOn Baltic compare the existing logistics services and infrastructure with the logistics needs in the participating regions, making it possible to develop perspectives and action plans for strengthening the logistics competence in the regions. On the other hand it describes the existing ICT infrastructure and

services, revealing up to what extent they meet with the companies' needs for further development. In this way, LogOn Baltic focuses on:

- a. identifying development agencies and evaluating their performance in each region
- b. evaluating the level of logistics and ICT efficiency
- c. suggesting concrete actions for regional and local public sector bodies

Data are gathered in each participating region using four tools: Development Measure Impact Analysis (DEMIA), Logistics survey, ICT survey and Expert Interviews; each of these is presented in a separate report. These results together with secondary data is presented in a regional report, that will describe the state of affairs in the region, with recommendations on what and how the region needs to develop. The regional reports are used as a basis for making an interregional comparison which is reported in an inter-regional report. All reports are available on the project homepage, www.logonbaltic.info.

1.2 Regional partner introduction

The regional partners in Sweden, Östergötland are Linköping University, Transportcentrum and Östsam.

The division Logistics Management at Linköping University is one of the leading academic institutions in the Nordic countries in management research within the field of logistics. Courses are given both at the Master of Science programmes at the Institute of Technology as well as at the Master of Business Administration programmes. Since the division was established in 1971/72, it has developed into one of the profiles of the Institute of Technology with international research and education of high quality as a signature.

Transportcentrum AB is a development company for free enterprise and competence within the logistic and transport area. The role is to offer advice and support in the establishment and development of all types of businesses seeking efficient logistic solutions. The assistance is not restricted to pure logistic companies but also those businesses interested in establishing their operations in the Norrköping region to take advantage of infrastructure, cost position, competence requirements etc.

Östsam Regional Development Council works towards the achievement of an enduring economic, social and cultural development of Östergötland and contributes to give the inhabitants a good life.

Östsam has been given the assignment by its members – Östergötland's 13 municipalities and the County Council – to work with regional development from the perspective of four principal areas of work: communications and IT, lifelong learning, culture, nature and leisure, development of trade, industry and tourism.

1.3 DEMIA Introduction

One of the goals in the LogOn Baltic project is to describe the regional development system in the Baltic Sea Region (BSR). To reach this goal, a separate study called Development Measures Impact Analysis (DEMIA) will be carried out in all the partner regions in the project.

The main focus in this study is to describe the system, roles and practices of regional development in each region. The aim is to produce information to the regional development bodies in this area and BSR – wide. The selected case-studies in each region are summarized and analysed briefly. The main focus of this assessment is on learning; the usefulness of the measures is not under inspection here but rather their improvement and knowledge sharing potential.

The main focus in this study is on business and development of enterprises. Not on spatial planning as such but only when connected to companies. This means looking at development agencies and measures from this point of view. Furthermore the focus is on logistics and ICT. Information and communications technology (ICT) is studied only when connected to enterprises and preferably their logistics. The development actors will be listed but in the measures only the logistics and ICT-related measures are studied more carefully.

The regional development practices and circumstances in the BSR vary. Nonetheless, there will be a comparative study prepared on the findings of the other equivalent studies on regional development within LogOn Baltic providing useful information to the policy makers and regional development actors alike.

1.4 Region specific introduction

1.4.1 Östergötland in the Baltic Sea Region

East Sweden region (equals to Östergötland) has 415,000 inhabitants and is located in the southeast of Sweden, two hours south of Stockholm and three hours northeast of Gothenburg, see figure 1. East Sweden includes the cities of Linköping and Norrköping, which together form the fourth largest urban area in Sweden. The whole area includes thirteen municipalities



Figure 1 The geographic position of Östergötland (source: Ötsam, homepage)

The main motorway and railway between Copenhagen and Stockholm cross the region and offer a strong backbone for the infrastructure. The harbour of Norrköping is one of the main harbours in Sweden and there are two airports in the region.

The region is ideally located in Northern Europe in terms of proximity to resources and markets. Two thirds of the Swedish market is less than

two hours drive away, providing a stable base for further expansion into other parts of Northern Europe, including the Baltic Sea market of more than 80 million people.

The landscape of Östergötland is dominated by agriculture. Topographically the region can be divided into the landscape bordering the Baltic Sea, with hilly fault valleys and a rocky outer archipelago. The northern part of the interior comprises the forest area of Tiveden-Tylöskogen-Kolmården and relatively hilly terrain. Farther south there are plains with cultivated land. In the farthest south the terrain is again hilly and forested.

1.4.2 Main location factors

Östergötland is the fourth largest region in Sweden, following, Stockholm, Gothenburg and Skåne, but still with about only a third of the population compared to the third largest region (Skåne). The relative size is a comparative disadvantage. However the centre of the region Linköping-Norrköping is centrally placed between the three large city regions, within 200km half of Sweden's population is situated, and almost a third of the industry production. If the centre of gravity is calculated for the Swedish population it is located in Östergötland. The geographical position makes the region a good location for distribution centres for distribution in Sweden and Scandinavia. There are, however, differences depending on product, which is described in figure 2.

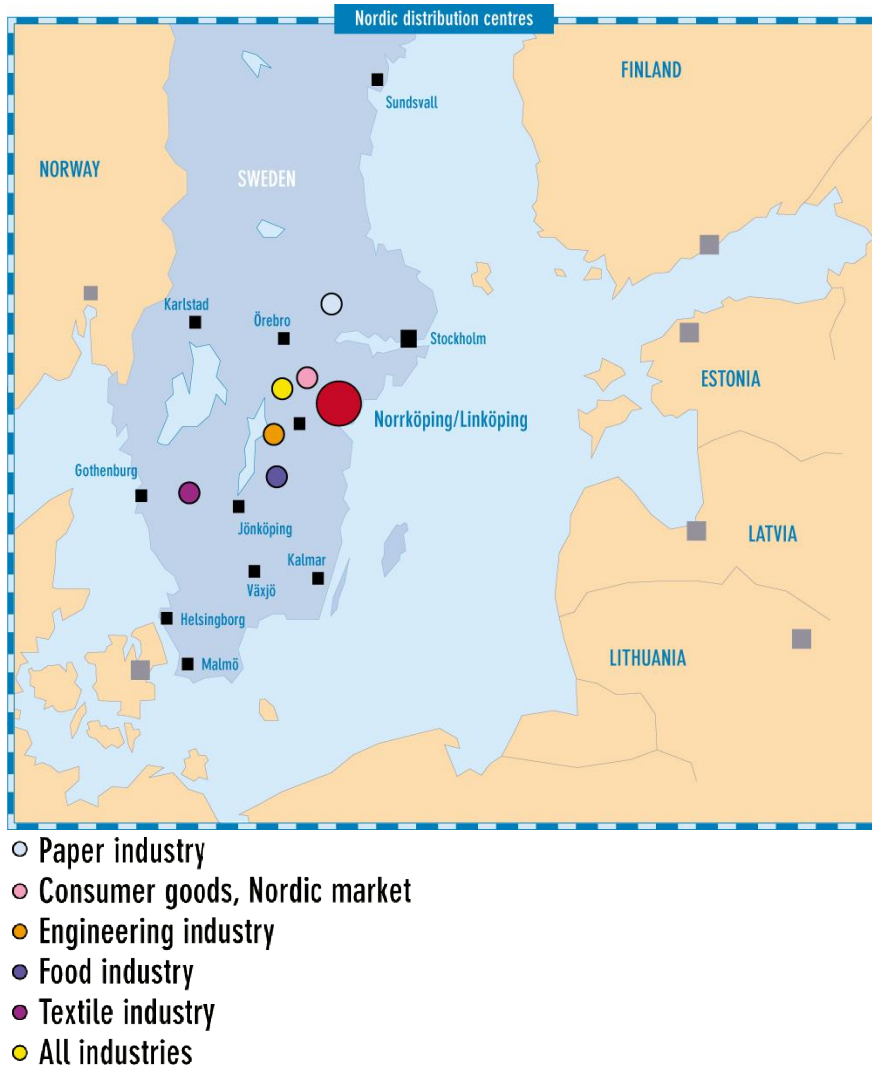


Figure 2 Centre of Gravity for Nordic Distribution centres

The region is well connected with two airports in Linköping and Norrköping, the main railway system from Stockholm to continental Europe passes through the region, there is a motorway connection both to Stockholm and southern Sweden. There is also a harbour in Norrköping connecting the region to the Baltic Sea.

One development that has been going on for some time and is still a continuing process is a regional enlargement. Better and faster communications makes it possible for more persons to work in one place and live in another. One example of changes in the traffic system that supports this development are the regional commuter trains which

has made it easier for persons to travel over large distances on a daily basis. The round form and thus the small distances in the region and with the two main cities (Norrköping, Linköping) located centrally in the region supports this development. One consequence of regional enlargement is that there are more possibilities for persons in the region to find work without having to move. It also makes it easier for companies to find suitable employees. The development is good for both individuals as well as for the business community.

1.4.3 General climate conditions

The climate is costal and relatively mild due to the golf stream that travels on the west side of Norway. The temperature in winter time (from December to March) is at the most minus 15 – 20 degrees Celsius. In summer time June – august the temperature is normally between 20 – 30 degrees Celsius.

1.4.4 Regional administrative divisions

Sweden is divided into regions with one county council in each region. The county council of Östergötland is called “Länsstyrelsen” and its traditional role is to act as the Swedish government’s representative in the region. Based on geographical factors Sweden is divided in a number of municipalities, in Östergötland there are 13 municipalities. (see figure 3).

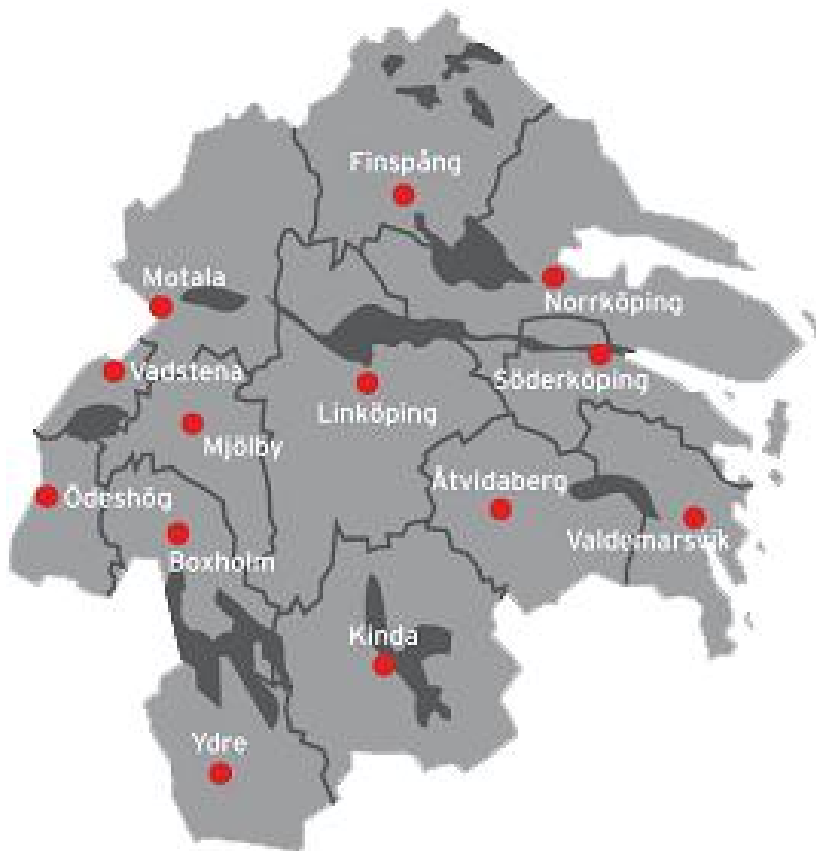


Figure 3 The municipalities (Kommuner) in Östergötland (Source: County Administration Board Home page www.e.lst.se)

The municipalities are Linköping, Norrköping, Söderköping, Valdemarsvik, Åtvidaberg, Kinda, Ydre, Boxholm, Ödeshög, Mjölby, Vadstena, Finspång and Motala. The size of the municipalities varies substantially. Half of the citizens in the region live in Linköping and Norrköping.

In the region there are a number of small municipalities with a relatively long distance to the larger cities, for example Kisa, Valdemarsvik, Ödeshög, Boxholm, Österbymo, and Vadstena. It is possible to commute to Linköping – Norrköping, and some persons choose that opportunity. The distance and associated to that the travelling time limits the practicality in such arrangements.

These small regional centres are very important as providers of different kinds of services to the local population. All these cities have reduced population substantially, except Söderköping and Vadstena where the reduction is small.

Östergötland has been a region for a very long time, with a common administration. This does not necessarily mean that this will be the case in the future. Many governmental organisations, as well as private companies have started to work with larger regions as a basis for their regional organisations. This indicates that the region might be too small to survive in the future. There are at the moment several suggestions being discussed of what a regional enlargement could look like.

1.4.5 Historical background

The historical region of Östergötland has for many hundreds of years been a region, which has remained with the same border until today.

A process that has changed Östergötland during the last 100 years is the growth of the two cities Linköping and Norrköping.

Norrköping had a strong growth in population from the end of the 20th century as a consequence of the fast industrial growth, mainly textile industry. One of the benefits for locating in Norrköping was the availability of water-power. When Norrköping stopped growing, Linköping started.

From 1940 – 2000 the population of Linköping doubled. The growth was fuelled by growth of high tech companies such as SAAB who established aircraft manufacturing in Linköping 1937, and somewhat later by the expansion of the university.

To simplify the description it can be said that for a long time Norrköping has been characterized by industry and its blue collar workers. Linköping on the other hand is characterized by high tech industry and its white collar employees. This has of course led to cultural differences between the two cities which has in the past and still today influenced their interaction.

During the last decades there have been strong structural changes in Norrköping. The number of employees in manufacturing industry has been greatly reduced, both relatively and in absolute numbers. The number of employees in trade and communication has steadily increased. The situation today is that trade and communications have a significantly higher number of employees compared with Sweden in general and the opposite is true for manufacturing industry. Today the city have over 124 000 inhabitants

During the same period Linköping has continued to grow in the same manner as before and have today over 136 000 inhabitants.

1.4.6 Links to the Baltic Sea Region

In historical times the Baltic Sea was important for the region as sea travel was the main alternative for travel over longer distances. During the 20th century trade has mainly been focused on western European countries, such as Finland, former West- Germany, England and USA. After the fall of the communist governments in the east in late 1980s and early 1990s the interest increased for trading with Poland and the Baltic States increased significantly. Several Swedish companies moved production due to lower labour costs, while others saw an opportunity to expand their business into new markets. This development has been made easier by the Swedish membership in the European Union in 1995 and the membership of many of the Eastern European states.

Several regional actors and municipalities have focused on increasing the cooperation with primarily, Estonia, Latvia, Lithuania and Poland. The region has daily connections to Copenhagen Airport. At present there are no ferry lines crossing the Baltic Sea but 10 years ago there was a line to Helsinki, Finland and earlier to Riga in Latvia. In a common EU project in alliance between Port of Norrköping and Port of Ventspils optional cargo ferry lines were investigated in the Norvent Corridor project.

2 METHODOLOGY

The approach of this study is very pragmatic; the methods serve this purpose more than any academic traditions. The way this study is conducted is qualitative in nature and even though some traditionally quantitative methods are used in a small scale, the study can be seen as qualitative, descriptive research.

The development agencies are involved in the research in two phases. First they provide and check the information on their own organisation and activities. Secondly many of the development actors took part in the workshop and interviews conducted on development measures and the development atmosphere in this area. Companies were involved in filling in a short questionnaire and a few interviews on the measures and development activities.

The template used for describing and evaluating the development measures is a tool called the Logical Framework. This Framework provides a basis for subsequent monitoring and evaluation and has been used to assess development activities worldwide, such as the Interreg II C program. Another tool used for the research is the European Commission Impact Assessment Guideline.

The Logical Framework Approach is best used in addition to other methods and more specific questions based on the evaluation criteria. The criteria for evaluating Development Measures in this study are: Relevance, Impact, Effectiveness, Efficiency and Sustainability. All the tools used in this study are presented in more detail in the Appendix 1.

3 REGIONAL DEVELOPMENT IN SWEDEN

The national Swedish strategy will contribute to develop directions for regional development politics as well as support implementation of EU politics in Sweden. The experience from regional development work during the last couples of years shows need for improved coordination of activities in the implementation program. The national strategy will create a platform for an overall view and sectorial coordination of regional competitiveness, entrepreneurship and employment. At the regional level regional development strategies will have corresponding function. They will also be a base for regional growth programmes as well as regional structural fond programme and regional plans within the framework of national structural programme.

Figure 4 shows relation between national strategy, regional development strategies (RUP) in counties, regional growth programmes and structural funds for regional competitiveness and employment at regional and national level.

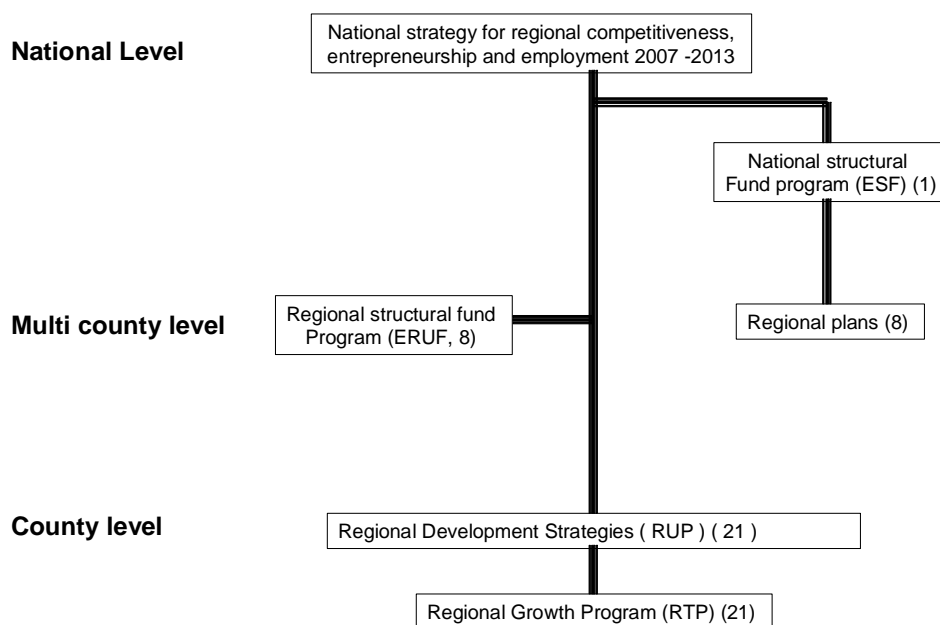


Figure 4 The structure of regional development work in Sweden

4 REGIONAL DEVELOPMENT IN ÖSTERGÖTLAND

The regional development programme for Region of Östergötland until 2020 is the common platform for regional development work in Östergötland. The regional council of Östergötland (Östsam) have been assigned by Swedish government to compose the programme with main purpose to form politics for the development of the region based on the ambition of the elected politicians in Östergötland.

The regional development programme "County of Östergötland in 2020" consists of sections. In an overall section conditions for planning based on statistics outline the basis for regional development politics in Östergötland.

Östsam concentrates in 5 different development areas:

- Communications and infrastructure
- Life-long learning
- Development of countryside in Östergötland
- Development of trade and industry
- culture
- Development of urban city alternative

In each one of these areas there is a specific programme in a 5 to 7 year perspective that in a more concrete and action oriented way outline efforts to achieve overall targets and contribute to implementation of development strategies. Equality, manifold and ecological, social and economical sustainable development is horizontal perspective aspects integrated in the programme.

The different programmes for the above areas will be steering and guiding for the work within different actors.

National authorities participation is emphasised in the decided strategy document "*National strategy for regional competitiveness, entrepreneurship and employment*"

The national strategy aims to further develop coordination between the regional development politics, labour-market politics and EU politics in Sweden. The government prioritise efforts within the following areas: Innovation and renewal, competence sourcing and increase in labour supply availability and strategically cross border cooperation. The basis point for the dialogue between national authorities and regions is set by

priorities in the national strategy as well as in regional development strategies.

The Swedish system could be described according to figure 5.

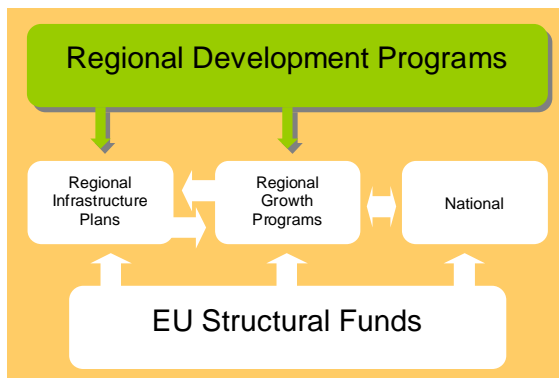


Figure 5 The Swedish development system: (Source: Government Offices of Sweden)

In the regional development programme as well in the action programme and specific programmes like , "County transportation programme" and "Growth programme", logistics and infrastructural investments to promote logistics are strategically important and prioritised for the regional development.

4.1 Regional Development organisations

There are a number of organisations working in the area of regional development. Some of the organisations have a clear role and a mission to contribute to regional development. Other organisations however will participate in activities and projects related to regional development from that perspective that it will benefit their members, owners etc. The organisations listed below will, in our opinion, in different ways play a role in the work related to regional development in Östergötland.

- Sensate Näringsliv (Confederation of Swedish Enterprise)
National organisation with regional offices/representation
www.svensktnaringsliv.se
- Länsarbetsnämnden (Government organisation to support employment related to workforce issues)
- National organisation with regional offices/representation.
www.ams.se or www.ams.amv.se
- Handelskammaren (East Sweden Chamber of Commerce)

- www.east.cci.se
- Länsstyrelsen (County Administration Board in Östergötland)
www.e.lst.se
- Östsam (Regional development Council)
www.ostsam.se
- University of Linköping
www.liu.se
- Företagarna (Federation of private Enterprise)
National organisation with regional offices/representation
www.foretagarna.se
- ALMI Företagspartner
National organisation with regional offices/representation
www.almi.se

In this report Östsam, Östsvenska Handelskammaren (Chamber of Commerce) and ALMI has an official role to play and will be presented.

4.1.1 Östsam Regional Development Council

Table 1 The characteristics of Östsam Regional Council

Background	Owned by the 13 municipalities in Östergötland County (Linköping, Norrköping, Söderköping, Finspång, Motala, Mjölby, Valdemarsvik, Vadstena, Åtvidaberg, Kinda, Ydre, Ödeshög, Boxholm) and the County Council. Missions are also appointed by the government (Infrastructure planning, Regional Development Planning, Regional Growth Planning and preparation of EU Structural Funds projects.
Size	Employees: approx 35, Annual turnover approx 170 million SEK.
Location	Linköping
Overall Goal/Mission	Östsam Regional Development Council works towards the achievement of an enduring economic, social and cultural development of Östergötland and contributes to give the inhabitants a good life.
Funding	By the owners and by the Swedish Government combined with project financing from EU or other partners
Target Audience	Inhabitants and enterprises in Östergötland, mainly through other public and private players in the region
Main Outputs	a) Regional development policies and plans b) which are carried out through operative intermediaries and other actors c) financial and in-kind expertise contribution to projects in prioritised areas.
Logistics/ICT projects	Logistics: Mainly the work connected to the physical infrastructure planning and investments. ICT: selective measures within the innovation system aiming at more new, highly specialised and knowledge intensive enterprises. The region is also part of a national investment promotion program attracting Foreign Direct Investments within the ICT sector.
Marketing Channels	Web pages in English (www.ostsam.se , www.eastsweden.com). Leaflets and more.

4.1.2 East Sweden Chamber of Commerce (CCI)

Table 2 The characteristics of East Sweden Chamber of Commerce

Background	East Sweden Chamber of Commerce (CCI) was founded 1913 as a part of a European and later on worldwide network. The purpose of the organisation was mainly to be the representative for businesses in the region regarding contacts with communities, regional and government authorities but also to promote regional businesses international affairs. In the regional political engagement the organisation have promoted development of infrastructure and related issues.
Size	Employees: 14 people (of which 4 people concentrating mainly in regional development)
Location	The business covers the counties of Östergötland, Södermanland and Gotland. Head office in Norrköping and regional offices in Linköping, Nyköping and Visby.
Overall Goal/Mission	The main task is to represent the private sector in the region as a regional organisation in issues of importance for businesses with respect to operability and company development. Chamber of Commerce is a part of a huge international business network which can support companies in international affairs.
Funding	10 % from members of (CCI), 30 % by selling and producing export documents and 60 % through projects and consulting assignments.
Target Audience	The companies in the region.
Main Outputs	Through excellent contacts and relations to public sector on different levels CCI try to create as good as possible "business climate".
Logistics/ICT projects	CCI conducted a project called E-tour a couple of years ago. The aim of the project was to show the importance and opportunities provided through ICT as a tool for development of the individual company. Linked to CCI there is a "transport- and logistics committee. CCI participate in all activities related to development of important infrastructure. Examples : Airport issues and the fast train system "Ostlänken"
Marketing Channels	Web page: www.east.cci.se CCI use regional newspapers and also publish the magazine Lokalt och Globalt ("Locally and Globally")

4.1.3 ALMI Företagspartner Östergötland AB (*free translation: ALMI Business Partner Östergötland AB*)

Table 3 The characteristics of the ALMI Företagspartner Östergötland AB

Background	ALMI Företagspartner AB is owned by the state and is the parent company of a group of 21 subsidiaries, which are 51 per cent owned by the parent company. Other owners are county councils, regional authorities and municipal cooperative bodies. The number of employees is approximately 450. The boards of the subsidiary companies are made up of politicians, local business representatives and organisations with links to the business world. Operational activities are run in the regional companies. The task of the parent company is to be responsible for management, coordination, development of products and activities plus the servicing of group-wide functions. ALMI's lending activity is self-financed. Management and day-to-day operations are financed by annual grants from the owners.
Size	Employees: 25 people (of which 13 people are woman and 12 people are men)
Location	The business covers the counties of Östergötland. Regional head office in Linköping and local presence in Norrköping
Overall Goal/Mission	ALMI will contribute to a competitive, strong and dynamic trade and industry in Östergötland leading to economic growth.
Funding	Funding from owners basically but also by projects related to European commission and special government programmes.
Target Audience	Small and medium sized companies. Focus on businesses with growth potential.
Main Outputs	Business development programmes. Financing (complementary to Banks and institutions). Company support and advise.
Logistics/ICT projects	No specific project. Logistics and ICT are important factors in almost every projects/company with ALMI participation.
Marketing Channels	Web page: www.almi.se http://ostergotland.almi.se Network activities.

5 DEVELOPMENT MEASURES

5.1 General

It is just in the last 5 years that Östergötland really starts to act like a region. The initiative came from the marketing companies in Linköping and Norrköping. The idea basically is to market the region as a “twin city” concept, the fourth most urban region in Sweden after Stockholm, Malmö and Gothenburg. The Twin Cities of Sweden enjoy a favourable location with easy accessibility to a large market.

The region is home to one of the Baltic's largest and most modern ports, a well-developed road network - including the E4 European Highway, which passes straight through the region - and a rail network offering connections both to the continent and the rest of Scandinavia. The region has two airports, Linköping City Airport and Norrköping Flygplats, both with international connections.

The Twin Cities of Sweden lie on the Nordic triangle, northern Europe's most important transport corridor, linking Scandinavia's metropolitan regions. The region is ranked as the third-best logistics centre in Sweden. (Nordic triangle is part of TEN-network)

For details please find: www.fjardestorstadsreigon.se

From a regional development point of view there are two main focuses to be mentioned in the region of Östergötland. Both projects will develop infrastructure and create a base for regional growth.

- The project, Ostlänken. A fast train system linking the region to Stockholm region creating a common “labour market”
- Development of port of Norrköping as an important transportation node in the Baltic Sea Area on the Swedish East Coast.

5.2 Ostlänken- a new high speed railway connection to the Stockholm region

Ostlänken is probably the most important infrastructure project in the region of Östergötland at present time. The new railway-system that

connects to region of Stockholm will create high growth in the region. This new fast train system will reduce the travel time to less than 1 hour from Linköping and 45 minutes from Norrköping.

The project construction phase is planned to start 2014 – 2015 according to the planning procedures at Swedish rail administration.

The businesses and the region as well as the public sector try to find solutions to have an earlier start up. Because of the great importance of the project all efforts to achieve this is considered. The goal is to have a start of construction year 2010. In order to achieve that investigations to make PPP solutions (PPP = Public and Private Partnership) have started.

The regional council organisation Östsam plays a key role in this project.

Chamber of Commerce is working hard to form the private sector and also contribute by adding on to financial solution.

The project was initiated in year 2000 and is presently in the planning phase. Feasibility study has been completed.

Table 4 The Logical Framework for Östlänken

Attribute	Indicators	Information sources	External factors
Overall objective Sustainable economic growth in the region of Östgötland	- Growth rate - # of companies - Inhabitants - Economical indicators	Figures and statistics	Depending on common financing PPP
Purpose Create a transportation system beneficial to the region	Interregional and regional travel	Figures and statistics	Political support on national and regional level
Output (Results) People will have more working and living options	Increased labour market within reach of travel	Figures and statistics	Depending on people who are willing to travel
Inputs/ Activities Regional community etc investments	Investors, bankers interest in participation	Public sources	Investment market Government budget Economic situation

Relevancy: This measure is one of the most important development projects in the region and support regional growth.

Impact: Increase opportunities for interregional travel leading to an extended labour market.

Effectiveness: Companies and organisation get a larger base of competence for recruiting. This will lead to a more competitive business operation.

Efficiency: Very efficient for travellers by less time consuming travel.

Sustainability: Will contribute to sustainability as travel by train contributes by lower level of pollution compared to other transportation alternatives.

5.3 “Norrköpingspaketet”- a project to improve the infrastructure in Port of Norrköping

Norrköping is one of the TEN-t ports and important for regional growth in Östergötland. The port is considered as an important transportation node in the Swedish transportation network. This was stated in a report by the Swedish Maritime Administration, Swedish Rail administration, Swedish Road administration and Swedish Aviation administration. The report “Nordic triangle” stresses the importance of intermodal nodes at the Nordic triangle. Norrköping is considered as one of four that includes amber infrastructure for all four modes of transportation- sea, road, rail and road.

Norrköpingspaketet is infrastructural projects with the aim to further develop Norrköping as a sustainable intermodal node. The partnership in the projects consist of the four national transport administration organisations mentioned above as well as County administration of Östergötland, Community of Norrköping, Port of Norrköping and Transportcentrum AB.

Main projects of major importance to create an efficient and smooth intermodal node are following:

- Improved road access to the Port – Norrleden
- New rail access to the Port
- New combiterminal in Pampus port at Händelö
- Broader and deeper approach to the Port

Feasibility studies are completed and target is to have projects completed in 2009-2012. Total investment for whole package is calculated to approximately 1.000 MSEK.

Implementation of this new efficient infrastructure will further increase growth in logistic sector in the region. Port hinterland access is vital requirement in order to create a competitive port operation.

For financing inquires to EU will be made in connection with TEN_T programmes. Special focus will be towards what is called non MIP funding.

The project was initiated in year 2002 and is presently in the planning phase. Feasibility studies have been completed.

Table 5 The Logical Framework for the Norrköpingpaketet project

Attribute	Indicators	Information sources	External factors
Overall objective Economical regional growth	Company investments	Economical indicators Policies	Depending on government
Purpose Create an intermodal transportation node	Cargo volumes	Figures and statistics	Political support
Output (Results) Port can offer cost effective transport solutions	Benefits for customers	Figures and statistics	Market and customer preferences
Inputs/ Activities Government and community investments	Investment market	Public sources	Investment budgets Economic situation (Global economy)

Relevancy: This measure really fits one of the strengths of the region, logistics, and is relevant in context of development of important infrastructure and cluster. Logistics is one of the business sectors where Östergötland play a role on the national arena.

Impact: The economic impact will support regional growth in terms of new business as well as increased demand for labour. The port will as well strengthen its position as one of the leading in Sweden.

Effectiveness: The port will enable transportation companies and customers to implement intermodal logistic solutions. This will also support sustainable logistics. All this will contribute to cost effectiveness and lower environmental impact.

Efficiency: Efficient solutions for companies and customers

Sustainability: Good prospects but remains to be seen

6 CONCLUSIONS

The region of Östergötland is well positioned to develop as an important logistic hub. The region has also a relatively high potential for growth as well as an excellent geographical location and a good infrastructure.

The region also has one of the leading Universities in Sweden.

In order to capitalize from this it will be critical to create a common regional agenda.

To achieve that goal somebody need to take a lead. In Östergötland there are many regional actors. It could be questioned whether there exists a common regional agenda. Of course there are regional development plans. But when it comes to actions, it is a different issue.

There are as mentioned in the report two very important projects for regional growth, Ostlänken and Norrköpingspaketet. Both these projects have a regional support which is good. But still does Östergötland have the power to develop at the level of the potential?

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Published by

**LogOn Baltic
Turku School of Economics
Rehtorinpellonkatu 3, FI-20500 TURKU, Finland**