



ØstlandsSamarbeidet
Eastern Norway County Network

Møteinnkalling

Saksunderlag til møte i

Internasjonalt fagpolitisk utvalg 13. september 2013

Møtested	Akershus fylkeskommune, Galleriet
Møterom	Fylkestingssalen
Møtedato	13.09 2013
Tid	Kl. 09:30 – 14:00 <i>Miniseminar om flernivåstyring og prosjektet TransGovernance fram til kl. 12:00</i>



Program for miniseminar mellom kl. 09:30 – 12:00

Kort introduksjon v/Gunn Marit Helgesen, leder internasjonalt fagpolitisk utvalg

Flernivåstyring generelt og synspunkter i forhold til TransGovernance v/Ulla Higdem, førsteamanuensis Høgskolen i Lillehammer

Planprosess for utbygging av InterCity – flernivåstyring i praksis? v/Anne Siri Haugen, prosjektleder Jernbaneverket

Ny Svinesundsbru – eksempel på et transnasjonalt plan- og utbyggingsprosjekt v/Tom Granquist, samferdselskoordinator Akershus

Spørsmål, synspunkter og diskusjon

TransGovernance videre – bl.a. opplegg for kommende arrangementer v/Inge Brørs, Østlandssamarbeidets sekretariat

I tillegg til eksterne innlederne deltar også representanter fra fagpolitisk utvalg samferdsel v/ Anne Karin Torp Adolfsen (Hedmark) og Kåre Pettersen (Vestfold) .



Notat til miniseminaret

Flernivåstyring og TransGovernance

I TransGovernance-prosjektet er det laget en kort rapport om flernivåstyring generelt og erfaringer fra 22 europeiske korridorprosjekter. Nedenfor følger noen korte utdrag fra rapporten og dens anbefalinger. Dette kan forhåpentligvis danne et bakteppe for de to hovedinnleggene som presenteres på seminaret 13. september. Rapporten kan lastes ned fra http://www.transgovernance.eu/media/322637/bsr_transgov_task_3_2_final_9_apr_2013.pdf.

Kort introduksjon til Multi-level governance

The increased mobility and globalisation triggered changes in the governance system, represented by strong national states and mostly a vertical structure of decision-making. The societal steering changed from a hierarchical one, with regulations and administrative policy instruments, to a more horizontally defined, characterised by cooperation and negotiation between stakeholders. Political institutions have become more dependent on other societal actors (firms, households, interest organisations) and international organisations.

Multi-level governance is a way to improve the understanding of decision-making. The concept, established in the 1990s, has two dimensions. The first type, 'vertical', means an interaction between the different levels, namely EU, state, region and municipality. The other dimension, namely 'horizontal', refers to cooperation arrangements between entities at the same governance level and includes also so called non-governmental organisations.

The multi-level governance is an approach to utilise potential of hierarchical, market and network governance by bringing a mixture of reasoning, knowledge, responsibility, awareness, engagement and action. It has to look into the future in contrast to conventional systems where – due to their focus on institutions and regulations - the 'sudden chance' and the unforeseen impact are frequently excluded.

Konklusjoner og anbefalinger fra TransGovernance-rapporten

There is a need to build a multi-level governance culture in Europe. In practical work such a culture will determine that decisions are taken in a constant interaction between the various levels and such a provision is made already in the outset of the given initiative. Otherwise the policy implementation becomes fragmented, with still dominant infrastructure supply approach at all policy levels, including the national transport policy. Also, the existence of multi-level governance structures will support and facilitate desired behavioural changes.

The actors taking part in the various initiatives need to be acknowledged as stakeholders in a transnational network. It should already in an early stage be analysed how to set up an appropriate network design for the purpose it should serve. The analysis must reflect on the optimum form for such a network, and this requires knowledge of government systems in the countries whose regions and/or municipalities participate in the network.

There seem to be a chain of approaches enabling optimising of transport planning and development across the borders already exercised by the researched activities and recommended for application elsewhere. Overall, the approaches rely on two main drivers – **leadership and reflexive argumentation/communication**. The latter takes place repeatedly and intensely between the members of a group (as they are part of several networks and may thereby transfer experience between them) and leads to continuous learning.

They include (in certain logical order):

- setting a vision (what kind of results shall be achieved by working together?);
- establishing of solid and credible personal contacts and relations among top-level decision-makers;
- identification of relevant public and private stakeholders and needs for knowledge and best-practice exchange;
- regular multilateral working sessions in various setups (high-level groups, coordination and technical working sessions, best-practice seminars) to enable presentation of different viewpoints, find common interests and building consensus around large-scale transborder benefits;
- involving representatives of EU level institutions (e.g. TEN-T coordinators) for topical guidance and support in setting a dialogue with national level authorities;
- establishing of a stakeholder platform composed of representatives of all involved parties;
- developing and adoption of a binding cooperation framework (e.g. agreements with clearly specified commitments or an action plan with clearly specified responsibilities, financial plan and time frame);
- consistent presentation of the shared strategic goals across governance tiers and towards national priority programmes/plans of the involved countries (using windows of opportunities, e.g. public consultation procedures for draft programme documents, calls for proposals etc.);
- developing specific projects eligible for EU-funding and supporting preparation of real-life business cases stimulating the interest of strategic market players; in that respect, financial contribution of the regional/local level to the targeted transport investments creates more favourable conditions for the high quality dialogue with the national governments;

- launching of expert platforms/observatories to supervise the technical preparation of projects/investments and optimisation of final solutions (e.g. in case of critical cross-border and environmentally sensitive sections).