

The Security and Resilience Turn in Swedish Transport Policy

**- the case of transport infrastructure governance towards
improved civil and military defence**

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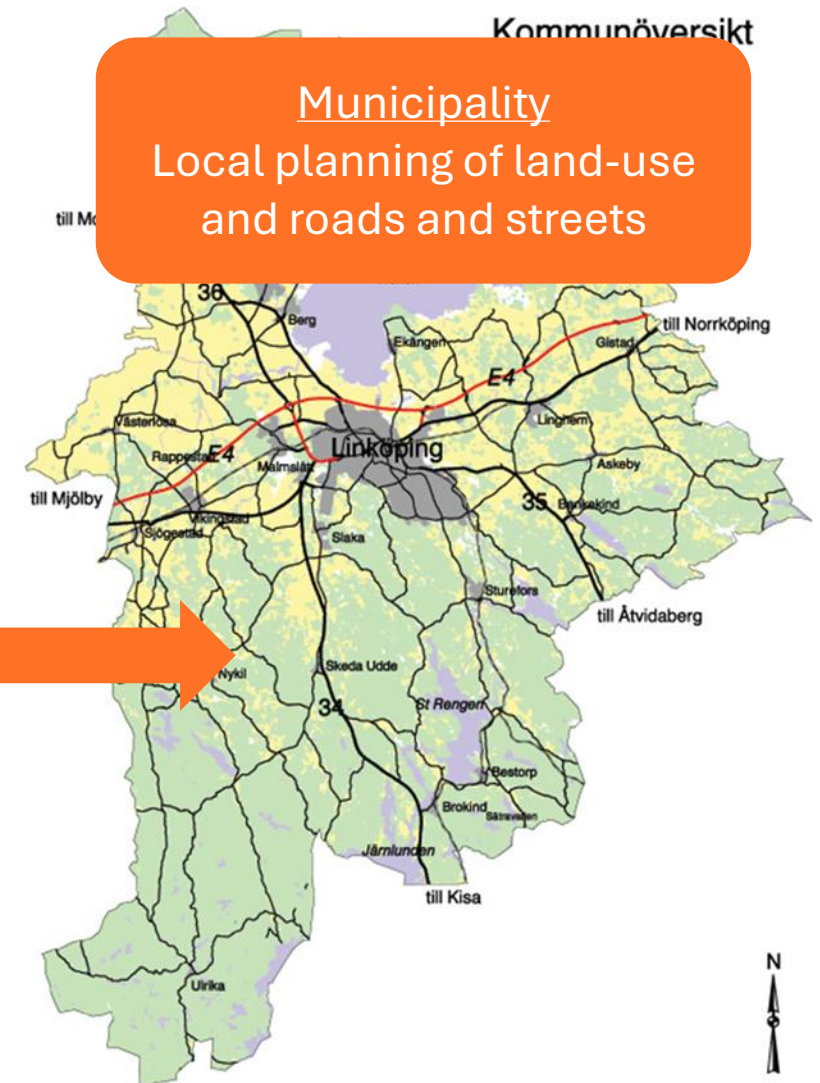
Who governs the Swedish Transport System?

BULT

Transport Administration
National planning of all
infrastructure

Region
Regional planning of roads
and railways

Municipality
Local planning of land-use
and roads and streets



The transport policy goals (1998)

The overall objective

to ensure a socio-economic efficient and long-term sustainable transport system for citizens and the business sector throughout the country.

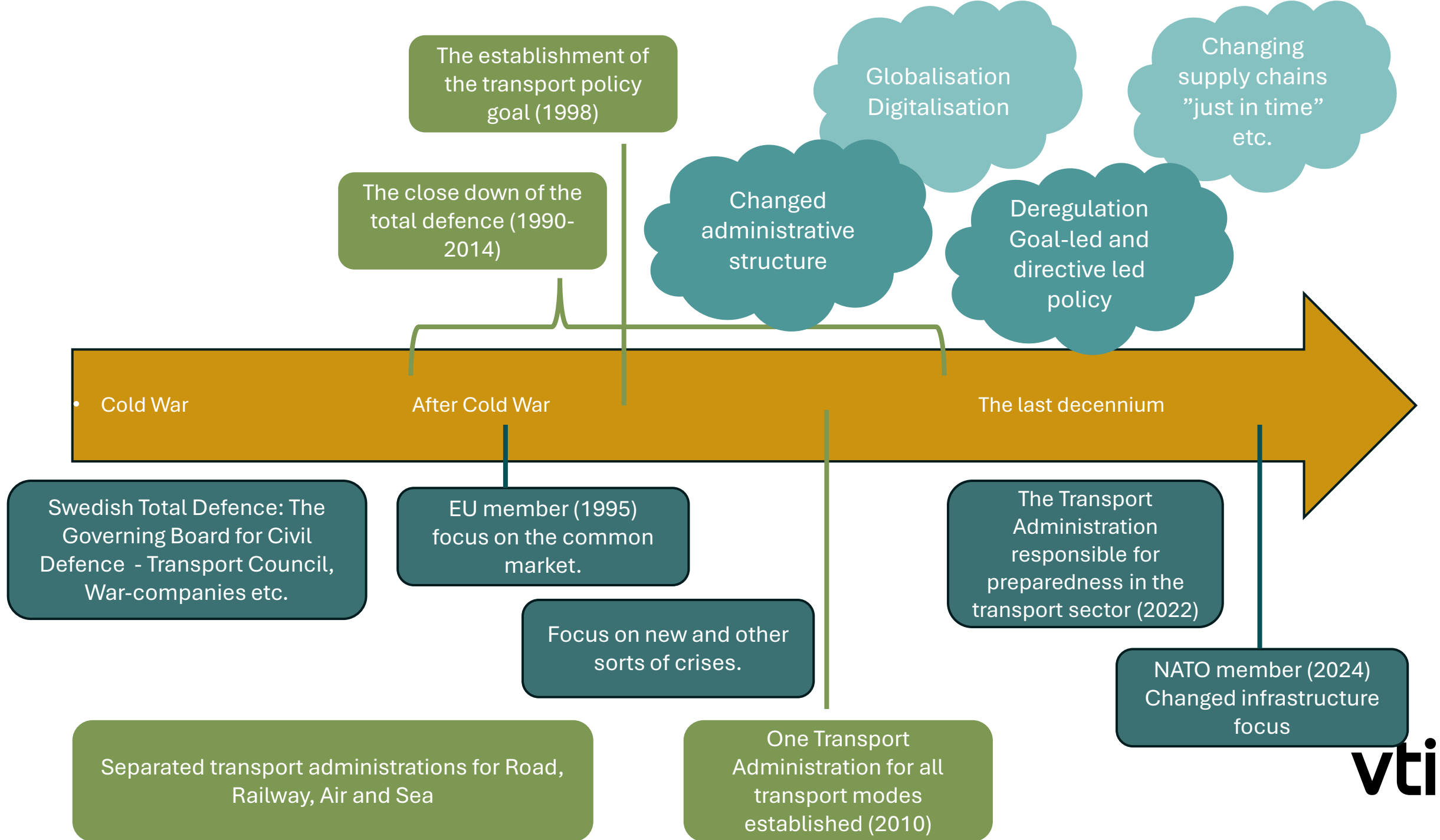
The functional objective

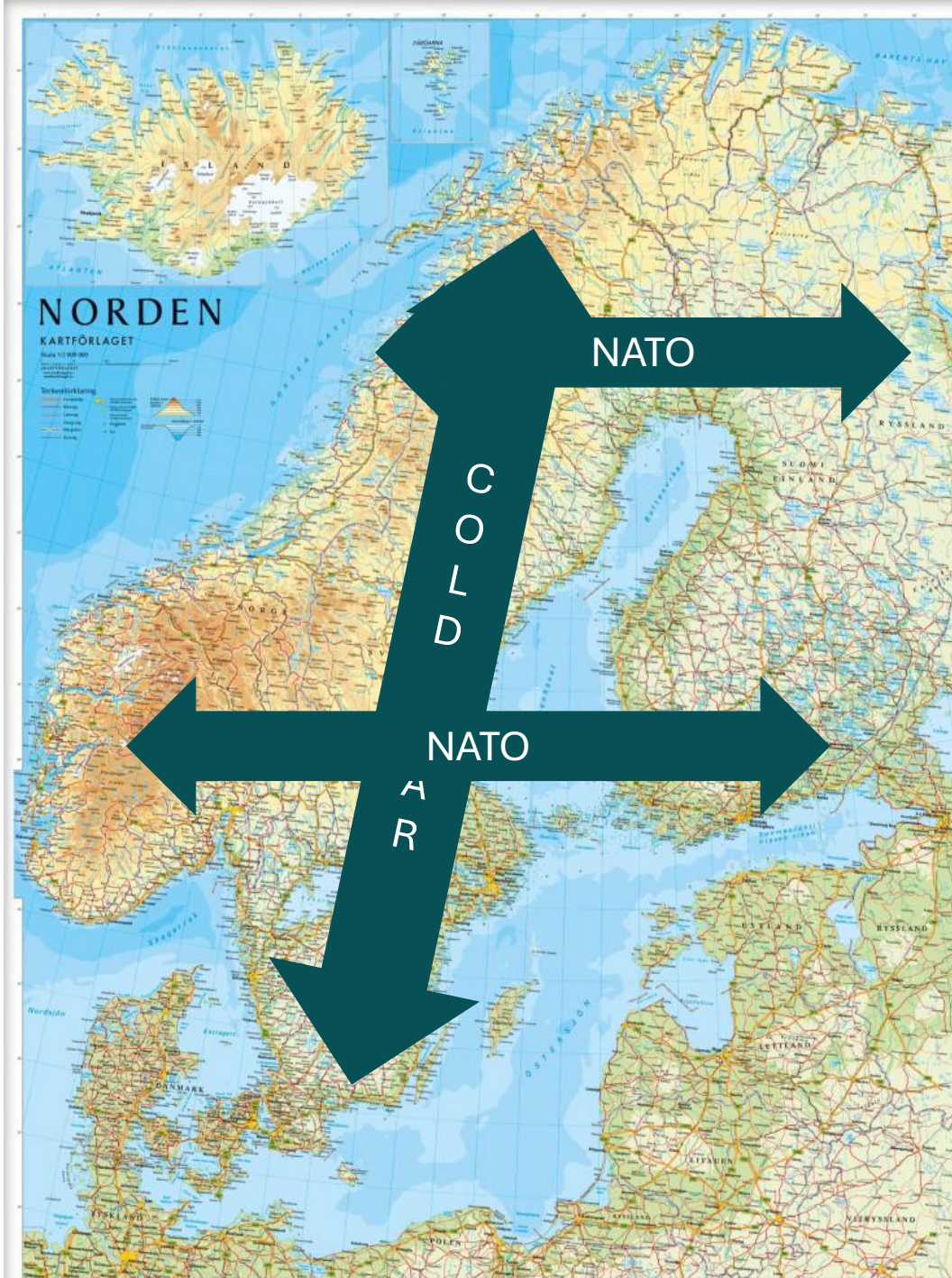
the design, function, and use of the transport system shall help ensure basic accessibility of high quality and usability for everyone, while also contributing to development across the entire country.
The transport system shall promote gender equality.

The consideration objective

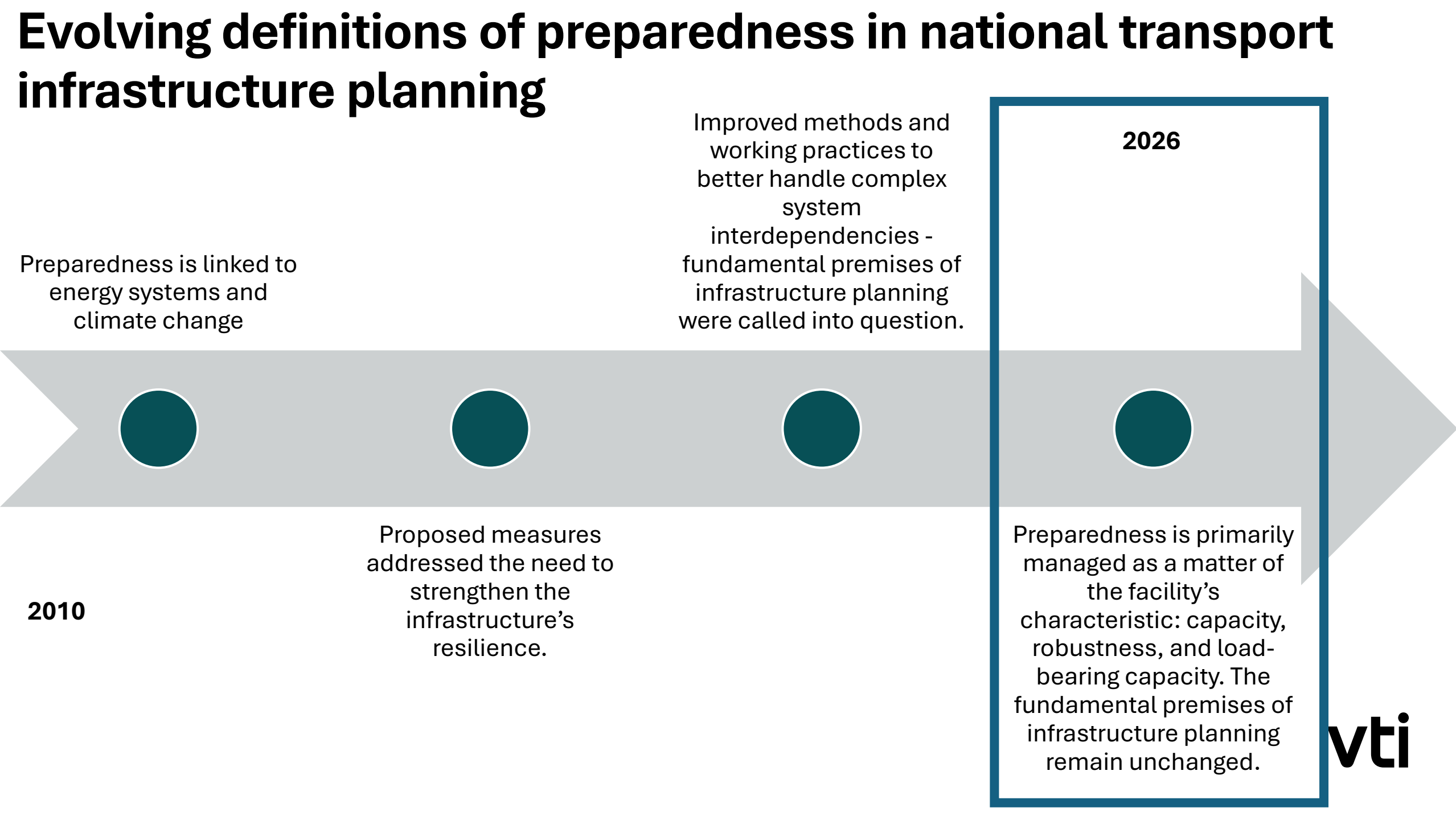
the design, function, and use of the transport system must be adapted to ensure that no one is killed or seriously injured, contribute to achieving the overarching generational goal for the environment and the environmental quality objectives, and contribute to improved health.

Transport system governance and total defence – background



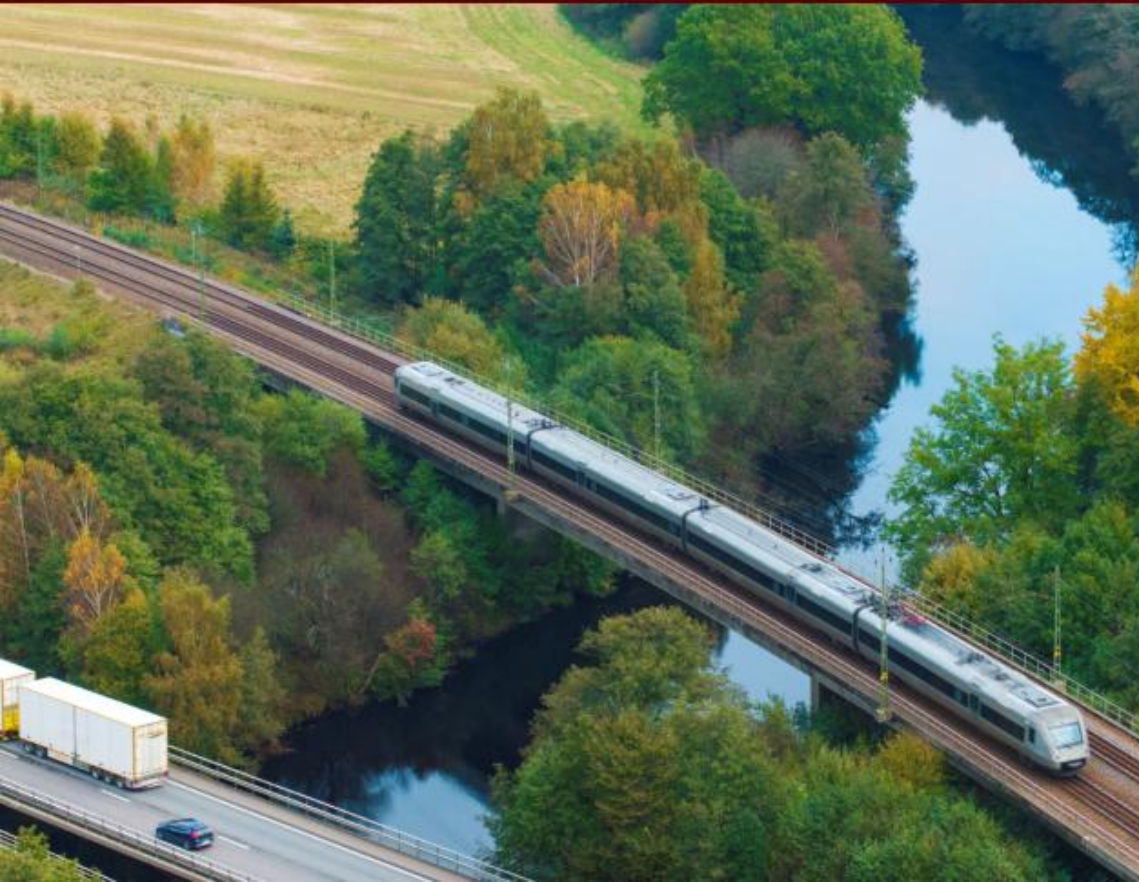


Current governance challenges



Förslag till nationell plan för transportinfrastrukturen 2026–2037

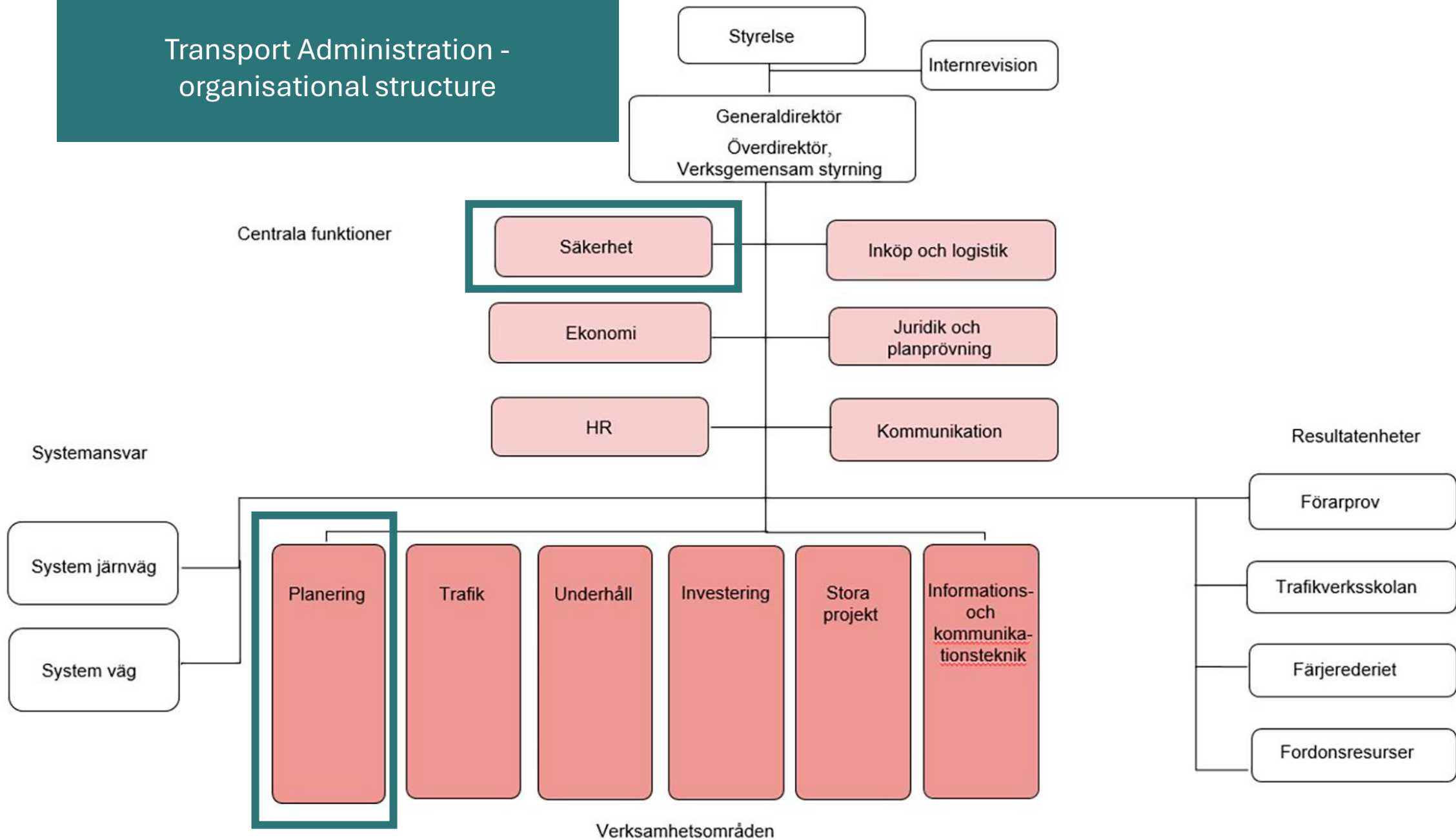
Huvudrapport



The Government directive for national transport infrastructure planning

“The Transport Administration must **take into account the total defense sector’s need for transport infrastructure**, including the need to maintain functions vital to society in preparation for and during states of heightened alert and, ultimately, war /.../ However, projects that are **not justified by transport policy objectives but primarily aim to strengthen civil or military defense must be assessed and funded through a separate process**; consequently, such projects are not to be included in the proposal for the national plan.”

Transport Administration - organisational structure

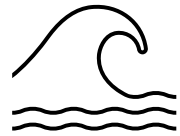


Preparedness in national transport infrastructure planning – governance challenges



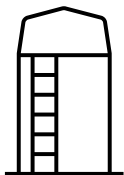
Policy layering → policy incoherence

- How much weight should total defence/preparedness be given in relation to existing transport policy goals?



Policy drift → policy inconsistency

- Developing planning proposals is done in essentially the same way and is based on the same type of background material as before (the same methods, working processes and routines).



Policy and knowledge silos → policy disconnection

- Knowledge regarding preparedness exists within the organization, but it remains at certain levels and/or within limited groups and projects, failing to reach all parts of the planning work in a way that makes a difference.

What about the security and resilience turn in Swedish transport policy?

- In infrastructure planning preparedness, resilience and total defense issues are not so visible and is not the first priority

Many questions remains...

- The measures interpreted as preparedness issues – should they be distinguished from other on-going crises as climate change, energy, etc.? And how so? Why?
- Or could they be integrated to find the wisest solutions concerning measures and priorities?
- How could preparedness be integrated in planning practice in a valuable and significant way?

Thank you!

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