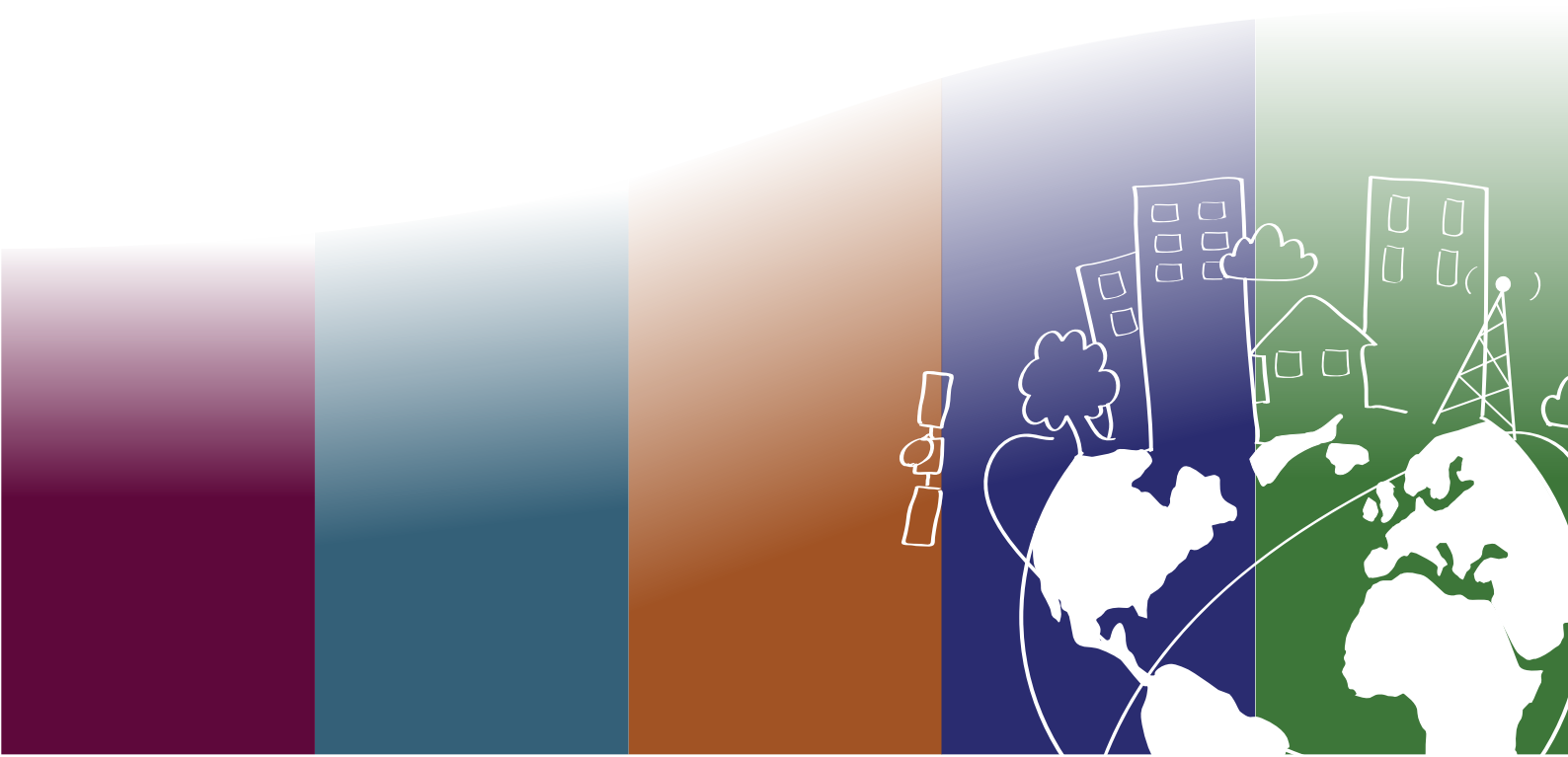


Vision for Sweden 2025



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Four mega-trends

A changed climate



The emission of greenhouse gases through human activities has a serious effect on the climate. An increase in the earth's average temperature by up to 6 degrees during the 21st century is estimated. One effect of this climate change is the decrease in the ice cover period in the Baltic Sea and precipitation in western Sweden is increasing. This brings with it an intensified risk of erosion along the length of watercourses, lakes and coastlines, not to mention landslips and floods which may result in cuts to the drinking water supply.

A globalised world



dependent on what occurs internationally. Foreign trade is the key to Swedish growth. At present, Sweden's foreign trade is mainly within the EU but it will increasingly take place with faster growing economies, such as China and India. The base industries – including iron ore and forest products – will continue to be important for the Swedish export sector, but it is the manufacture of advanced technology products which will be the backbone of economic development in future. In order for Swedish and European enterprises to retain their competitive edge, continued investments in R&D are necessary. It is here that Europe is currently losing ground in relation to other economies.

An urbanised world



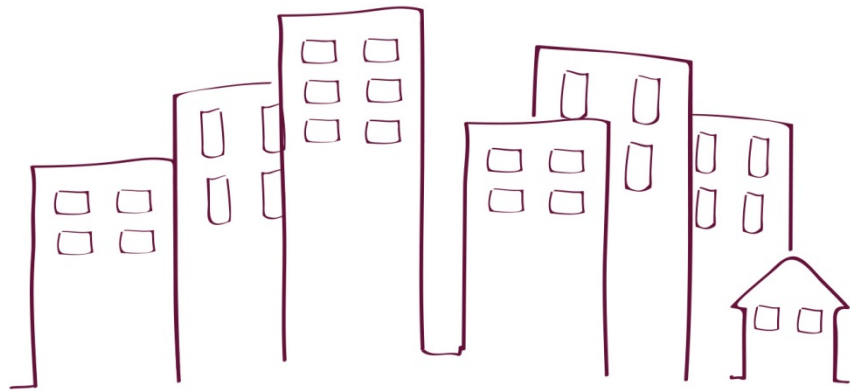
By 2025 approximately 10 million people live in Sweden, most of them in the three largest city regions. Heading toward the year 2050 urbanisation has resulted in dense city centres, but also in more polycentric city structures including several city cores.

A digitised world



By 2025, Sweden will be a clear frontrunner in exploiting the opportunities opened up by digitisation. Access to first-class Internet links is taken for granted and online communications are a precondition of retaining and developing living standards, both in rural districts and digital communications as we are on electricity and running water.

Managing Growing Metropolitan



Big becomes even bigger – the large cities are economic and cultural powerhouses for the development of the surrounding region. The regional hinterlands and their small communities grow and acquire their own dynamism. These communities are linked to the local urban centre and to one another through expanded public transport and bicycle path networks. In this way, access to the overall housing stock in the region is enhanced and housing shortage problems are resolved regionally.

Sweden in 2025

The process of urbanisation continues. The metropolitan regions expand geographically and acquire more inhabitants. The high population density contributes to the favourable economic development of the entire region. In total, Sweden has a population of more than 10 million, of whom about 6 million live in our three metropolitan regions. The population along the Norrland coast is also increasing.

Towards multi-core metropolitan regions

The larger cities and their respective hinterlands are growing, and new localities are subsequently linked together in the region through extensive public transport systems and fast cycle routes (cycle paths). The smaller localities along these routes are developed so as to ensure that they meet the needs of day-to-day life, at the same time as the accessibility to the main centres increases.

The fastest growth is found in the three metropolitan regions. In the same way, localities surrounding universities and university colleges are also growing, though at a slower rate. The regional enlargement process continues. By about 2050, the growing together of the various regions has proceeded to the point at which most parts of Sweden belong to one of four, multi-core urbanised regions, the Öresund region being in a class of its own. The other regions are Stockholm/Mälardalen, Göteborg/western Sweden and the linked towns and cities along the Norrland coast, with Umeå being the largest regional centre. The Öresund Region and

Göteborg/western Sweden are in the process of merging with Oslo into a region with several urban cores. This will be facilitated by the high-speed train link that will be fully operational between Oslo and Hamburg.

By 2050, the urbanisation process has led to the inner city areas of the metropolitan regions becoming denser, but the metropolitan areas now also include several cities with their own cores. The suburbs have become integrated and attractive parts of the big cities through reconstruction and supplementation with previously lacking functions. It is easy for the inhabitants to benefit from all the facilities that these cores are able to offer; however, much of what the residents need in their everyday lives are found in the surrounding region.

Cores linked together

The process of tying together the cores of the regions has intensified since about 2010, through the expansion of fast rail-based connections. Rail-based public transport has prevailed, on climate, capacity and convenience grounds.

These fast transport routes are supplemented with feeder bus services and an extensive network of cycle routes and footpaths. Both existing and new station localities have been expanded into core hubs along cycle and feeder routes. The growing population's need of housing, service, culture and social venues are met through densification (urban containment) – the expansion of public transport within the region and of pedestrian and cycle routes to the railway stations and nodal points within these regional cores. The workplaces in locations close to the stations in the smaller localities have grown in number while proximity to daily service functions have also increased. More people walk and cycle to work, school, day-care and shopping.

Regionally coherent approach

The regional bodies and municipalities in the region co-operate closely in order to strengthen the multi-core regional structure and each region's development. Housing policy and planning is a task jointly carried out by the region's municipalities and on a regional, rather than national, level. The improved commuting facilities ensure that areas of housing shortage are now integrated with areas of housing surplus. For several of the localities which, in the year 2012, had a housing surplus the further development of the public transport networks has resulted in the housing market now being in balance and new housing being built. Increasingly municipal service functions are performed within a regional context. Municipal departments have been transformed into cross-municipal functions as a natural consequence of the increased collaboration on most municipal tasks.

Living commuting towns

Those localities that lie along the new commuting routes have developed into commuting localities with significant population growth, more jobs

and more service provision. A larger hinterland can now be reached by public transport within an hour of home. The surrounding district, in this case, is densely populated, especially in those parts that lie near a hub or railway station. The focusing of housing around the station localities has meant that the emergence of new dispersed housing on agricultural land or in other sparsely built areas has declined significantly. In this way, both agricultural land and natural and cultural values in the landscape are conserved. Due to increasing travel by residents on public transport, the negative impact on the climate has been reduced. Fewer and fewer people use their cars in everyday life: when a car is driven it is an electric car and preferably from a carpool.

To realise this vision, the Swedish National Board of Housing, Building and Planning (Boverket) ensures that:

- Major investments in rail infrastructure, to link together the regions, have been carried out and are ongoing.
- Effective measures to reduce car use in the cities have been carried out. Public transport has been improved and direct routes (paths) for pedestrians and cyclists have been built. Both monetary charges and physical measures to limit motor traffic are used.
- The cities and metropolitan regions grow in a structured way through the municipalities in the region collaborating with one another, with the region, with various stakeholders and with the citizens. This leads to a holistic view in the planning processes. It is then natural to adopt a multi-core perspective, and conduct development work on the basis of the prerequisites and possibilities of the region as a whole.
- A holistic view is adopted in the implementation of measures, with both social integration and environmental care characterising development in the regions; meanwhile, smaller communities have been developed to include a more diversified selection of jobs and services.
- The climate change issue is one that has great influence on how the growth of urban areas and regions takes place.
- Infrastructural investments are made, above all, to improve public solutions with complementary pedestrian and cycle routes. Our large cities are well-developed cycling communities where it is also possible to bring one's bicycle on the train and bus when the distance is long.
- The municipalities have joint regional housing programmes that are linked to both regional development planning and to each municipality's master plan. Housing shortages are always solved at the regional level instead of down at the local level, through collaboration between the respective municipalities.

Creating a Sustainable Environment in and around the City



Sweden's cities are becoming more densely populated but in a planned way. Car use has declined in the inner cities and space has been found for pedestrians, bicycles and social venues. An upgrading of the housing stock in the larger cities, as well as in the station communities and their hinterlands, has meant everyone now has a selection available to them in type of housing and place of residence, corresponding to their needs.

Sweden in 2025

The climate change issue strongly influences the growth of the city and region. Many inputs are made, both to adapt the cities to new preconditions and to reduce emissions of greenhouse gases. New buildings are always built in a climate-smart way. Urban development contributes to improving public health and favouring biological diversity.

Places fit for people

The process of developing localities within the urban regions into attractive centres and communities in their own right is being fully implemented. The localities are tied together with one another and with the inner city through a dense public transport network. In the cities, meanwhile, plans are under way to convert wide street thoroughfares for motor traffic into attractive spaces for recreation, as well as into pedestrian and cycle routes. The city and its facilities are accessible to everyone. Densification of building with supplementary functions also occurs in such areas and on former industrial land and parking spaces (brownfield sites). The implementation of such schemes is in progress. The goal is that, by 2050 at the latest, small suburban retail and service centres, together with their respective suburban district, shall form hubs for development surrounding the main regional centres.

The cities grow through a process of densification (urban containment), based on a well thought-out urban planning concept. New additions create added value, both aesthetically and socially, at the same time as existing values and qualities are properly utilised. Great care is dedicated to the public areas.

The green areas are protected from building development. These areas are necessary, not only to dilute the effects of climate change in the city but also for people's health and wellbeing. The green areas are supplemented so that they are used to an increasing extent for purposes of recreation and for exciting or stimulating outdoor experiences; to contribute to evening out water flows in the city (urban runoffs) and for cleaning air and dampening noise.

Cars are left at home

All Swedish cities and larger built-up areas have commenced the work of transforming their city cores into centres free of motor traffic. The work is continuing to create cities where distances to key facilities are short, while mobility on foot and cycle is prioritised. Motor traffic in the inner city has decreased by half compared with the traffic flows in 2012, primarily because it is so easy, cheap and convenient to get around by other means. Electric car pools and shared car ownership are increasingly common. Thanks to reduced motor traffic, we have succeeded in retaining, and even improving, the air quality and in reducing noise disturbance in the most densely built-up areas of the city. The use of spaces between buildings is more varied. With fewer parking spaces and narrower streets, the common (shared) spaces have actually increased, despite the increased density of buildings.

These areas stimulate outdoor enjoyment, walking and meeting people and are both secure and attractive places in their own right. These green areas have been developed in increasingly diverse ways and are used by local residents and visitors for relaxation and recreation; alternatively, as much appreciated routes to and from work and school. Within, and also in connection with the many green open spaces, urban allotments are now a common feature.

It is also increasingly common for residents to have their own garden patches. This has led to an enhanced sense of security and a more harmonious milieu in housing areas. The scope for urban residents to lead an active daily life – such as walking and cycling instead of taking the car – has served to improve fitness and public health. More and more people now move through and around the intervening spaces in streets, squares and the green spaces, on foot and on cycle, all of which serves to enhance security.

Close by and accessible

The mix of facilities and the improved public transport network, including pedestrian and cycle routes, has led to better accessibility for everyone in the community. Retail trade in the shopping centres is an important element. Display premises where the customer can inspect and

then order home delivery goods is becoming increasingly common. More small shops are constantly being opened. They lie both in the shopping malls and in locations out in the city districts. Retail areas are still to be found in the outer edges of the cities, but now most frequently without the large surrounding parking areas. Nowadays, it is equally common to travel by public transport or by cycle to the shopping areas, do one's shopping and then have the goods delivered to one's home as it is to take one's own car or carpool vehicle and do one's shopping that way.

More and more people choose a resource-saving lifestyle

The whole time, developments create new possibilities for living in a resource-saving way and deciding to re-use instead of buying new. Recent measures have stimulated the use of carpools, the cultivation of one's own urban allotment and satisfying one's everyday need for shopping and service in one's immediate environment.

The suburbs are integrated

Many areas previously designated as vulnerable have acquired a better reputation through regeneration, supplementation, and relationship management, at the same time as investments in education and labour market measures are carried out. The regeneration process is always carried out in co-operation with residents and tradesmen and business people in the area. Through regeneration being carried out in parallel with investments in social measures and collaboration with residents, the management costs in the area are reduced. Many choose to remain in the regenerated areas and new residents also move in as the attractiveness increases. The housing areas are transformed through the boost in retail and public services, cultural facilities and workplaces. The process of making these areas an integral part of the city is an ongoing one; indeed, they are essential to the city's continued development.

The rural districts near the city are growing

The population in the rural districts increases, especially around our big cities. This takes place thanks to improved public transport to hubs and station localities. New building is added, above all through densification, providing service activities, housing and jobs. This densification takes place taking into account both the natural and cultural milieu as well as health aspects. The fast cycle routes are popular and more people cycle all or part of the way to work and school. It is easy for public transport users to take along their cycle by bus or train.

In the hinterland around the station localities one can also find housing areas where living is combined with pursuit of one's own interests or self-employment opportunities. This may, for example, be horse farms or special cultivation plots of vegetables and other products for a local market. As public transport is expanded, the areas of holiday housing close to built-up areas are converted into year-round housing.

The need to protect natural and cultural areas near built-up areas increases with increased building and population pressure. In order to utilise as little of the surrounding land as possible a reasonable density in all new construction is striven for. In the rural districts, moreover, the scope for common installations – for water and drainage, for example, as well as for public transport – is facilitated.

Daily travel in the rural districts still takes place frequently by car, even if increased costs for driving gradually leads to more people trying to take the bus or cycle to a hub from where they shall travel on. The fuel used by cars is almost always fossil-free. As the charging points for electric cars increase in number, so also they become more common. Those who live in country districts often have the possibility of working at home using the Internet, at least some days of the week.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The physical town and country planning, at all levels, has the goal of facilitating people's everyday lives and reducing resource utilisation, at the same time as existing values in the built environment are nurtured and developed. Children and young people assume a greater priority in the planning process.
- To ensure different qualities in community development are safeguarded, all physical planning takes place through interaction between different stakeholders, areas of competence and with the citizens concerned. Small municipalities merge in order to ensure a proper coverage of different areas of competence.
- The municipalities plan climate adjustment measures to be implemented for all built-up areas and have commenced the implementation of these.
- The municipalities ensure that water and green areas are developed so that the vegetation can contribute to dampen noise, even out temperature differences, manage rainwater as well as offer scope for recreation and other health-promotion measures.
- The municipalities have a properly planned strategy for the formation of public spaces. Densification of space is based on a clear idea concerning how it is intended to develop the city and introduce new qualities.
- Following decisions at the national, regional and local level, effective measures have been adopted and control measures/incentives instituted to minimise car use in the city and favour more sustainable and healthy solutions.
- Density has increased in our built-up areas, which has contributed to there being an enhanced basis for service at the same time as the transport journeys have decreased in the city.
- Faster and more clear-cut application of the legislation when property owners fail to manage the running and maintenance of their properties has led to a situation where poorly managed buildings are extremely uncommon.

- The retail sector has adjusted itself increasingly to reduced car ownership amongst the customers and has found new ways of selling, with home delivery and exhibition premises for goods on sale.

Sustainable Development of Small Localities and Sparsely Populated Areas



The population in small localities and in thinly populated districts outside the main commuting routes continues to decline. Through collaboration between the municipalities, hamlets, smaller communities and the surrounding sparsely populated districts many areas have been able to increase their attractiveness and achieve a more positive development. Not all such localities develop, however. The running down of such communities is managed in a planned way.

Sweden in 2025

Extensive co-operation is the key to success

Jointly undertaken efforts have helped to highlight the qualities of the different localities and areas and upgrade them with service in new forms. This has attracted new companies, frequently within the visitor and hospitality industry.

Distance working is also a common occurrence. The possibilities of combining a life close to nature and in more tranquil places, despite the actual workplace being some distance away, attracts new inhabitants to such sparsely populated districts.

IT and physical communications, a precondition

Access to robust and rapid Internet connection has been a precondition for increasing the attractiveness of sparsely populated districts. The road network to reach the public transport hubs, or in distant areas to reach airports, is maintained at an acceptable level.

Rapid IT connections are essential both for trade and industry and to access a reasonable range of services. Access to public and community services now takes place largely online. These new services, combined with mobile service units, mean that the resources are utilised more efficiently and that the quality of the service has become more diversified

and frequently also better. A former service feature that becomes increasingly common again is the delivery van which replaces general country stores in certain places. Web-based distance learning for school pupils in subjects with few pupils, such as immigrants' native language, complements standard educational provision in the small schools in sparsely populated areas. Distance learning at HE level offers numerous opportunities for further education and training; this in turn has led to the business sector finding appropriately educated personnel and providing further education/training for their existing employees.

Development of business sector

Those who choose to live in sparsely populated districts are, in many cases, the sort of person who might be described as being a jack-of-all-trades. Meanwhile, the earnings of the visitor and hospitality sectors are steadily increasing. Various niche activities are also being developed, such as local food production and Internet-based selling.

To be available via the Internet means that business people (tradesmen) and customers find one another more easily, regardless of one's geographical location. This favours many, small-scale production companies and the visitor and hospitality industry in general. Tourists and other visitors are now accustomed to always having access to Internet-based information, so the revenue-earning prospects of businesses that depend on visitors are shaped by their presence on the Internet. Collaboration in order to make a district more widely known, and to jointly stimulate development through spurring supplementary visitor destinations and service facilities, is translated into growth for the business sector, taken as a whole.

Increased demand for minerals and iron ore has led to several former mining communities now experiencing an upturn with more jobs and enhanced service provision.

As a consequence of the climate changes, Swedish agriculture, seen from a global perspective, becomes increasingly important for national international food production. More and more agriculture-based companies adjust to meeting increased demand; however, a continuing strong mechanisation, automation and large-scale operations mean that the new jobs are few in number.

Attractive living

The increased attractiveness has led to demand for housing increasing in certain places; this leads to it not being equally hard to obtain a loan for a new house in quite a number of sparsely populated areas and small localities. For residents of thinly populated areas, off the public transport routes for rail and bus, the car remains the most common means of transport. Almost all cars are powered by fossil-free fuels.

The possibilities of building in direct connection to Sweden's inland lakes and watercourses has also attracted some new building in sparsely populated areas. Part-year residence and having several homes becomes increasingly common which has led to the tax revenues now being

distributed accordingly. Communities that are principally lived in by part-year or seasonal residents consequently have better coverage of expenses in order to maintain the level of municipal service that is needed during the season. The small municipalities can now invest more easily to manage water supply and wastewater systems, garbage and e.g. home help service for a much larger population during part of the year than that living in the locality permanently.

Running down sustainably

Not all rural localities will develop and survive. Certain localities do not manage to develop their attractiveness so that the revenues suffice to maintain community services and a good living standard for the inhabitants. These places will continue to shrink and, in the longer term, will disappear as the population becomes ever older and no new residents move in. The public sector and private business collaborate to enable temporary solutions for service so as to facilitate things for those people who still live on there.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The municipalities in these sparsely inhabited districts work with one another, with the region, with different stakeholders and with the citizens on matters concerning physical planning. Structural issues essential to growth are taken up so that local values can be promoted and developed.
- Through the physical planning, land use is managed on a long-term basis, with proper regard being paid to natural and cultural environment values so that new market establishments and new building can be carried out without affecting other values too much.
- The Swedish state has implemented measures so that everyone has access to fast data communication with high capacity.
- The collaboration with different villages, country districts and municipalities has been intensified and competencies, service activities and so on are shared with the aid of the Internet supplemented with mobile devices.
- Through redistribution of tax revenues, the communities which are mainly based on part-time or seasonal residence, also now obtain better cost coverage for maintaining the level of the municipal service.
- Regional collaboration on behalf of the visitor and hospitality industry, between public and private stakeholders, has been developed and has raised the profile of local visitor destinations in a coherent way.

Building Sustainably



All construction takes place with the focus on people's needs for quality of life, good health and economising with resources. In the latter case, energy use during production, transportation and building use has been reduced. New buildings are now adaptable for people's changing needs and for different purposes. Materials are very often recycled. The architectonic, aesthetic and cultural-historical values are self-evident features for all building construction.

Sweden in 2025

New buildings are designed and located so that, in a positive way, they contribute to the life of the community, but also to the respective landscape or cityscape. Change in existing buildings takes place so that existing values and qualities are safeguarded. The construction undertaken uses resources efficiently and is sensitive towards the environment. There is uniform quality thanks to the development of computerised project design in combination with better co-ordination and logistics within the construction. The buildings are eco-sensitive and adaptable for new users through the re-use of furnishings/fittings and functioning equipment. Economising with resources is increasingly important and the recovery of building materials has been developed, at the same time as hazardous substances are phased out.

Refurbished, new and densified building

The apartment blocks from the Million Programme (housing programme implemented by the Social Democratic government 1965–1974) are renovated and energy efficient. The home environment is adapted to people's needs for quality of life while different services and workplaces are nearby. Some single or two-family housing unit areas from the Million Programme now enjoy a central location. A good number have reached the end of their lives and are gradually being replaced by varied and densified construction which is more energy-efficient and eco-sensitive. A greater number of people thereby have access to more efficient public transport to different parts of the city. Densification or

urban containment takes place, for example, through building new housing units on older existing buildings and through the re-use of centrally located industrial land for housing, for business activities and services.

New production and modification of buildings, together with the refurbishment of housing areas, take place in collaboration with the residents and ensure that people's social needs are satisfied. Due attention is paid to the quality of the buildings and the surroundings as well as cultural and historical values. In this way, intervention is minimised at the same time as different values are safeguarded and any defects are remedied.

The intelligent home is generally established and creates security in the home (intruder detection, etc.) as well as regulating comfort in an energy-efficient way. Technology development is focused on user-friendliness which simplifies living while creating a secure living environment.

There remains a great demand for renting one's home at low cost. This has stimulated the development of rationally built and functional homes of different sizes which are capable of development and which meet the basic needs of residents.

Built for environmental care and climate change

New buildings for both housing and offices are built using demountable components. This means they can simply be adapted to changes in the housing requirement, household size and altered needs such as rapid changes in business conditions. The buildings are designed so that wall surfaces and fixed furnishings and fittings are flexible and can easily be modernised and re-used. The environmental classification system has been developed into a few international systems which are regionally adapted and environmentally certified buildings are in general demand.

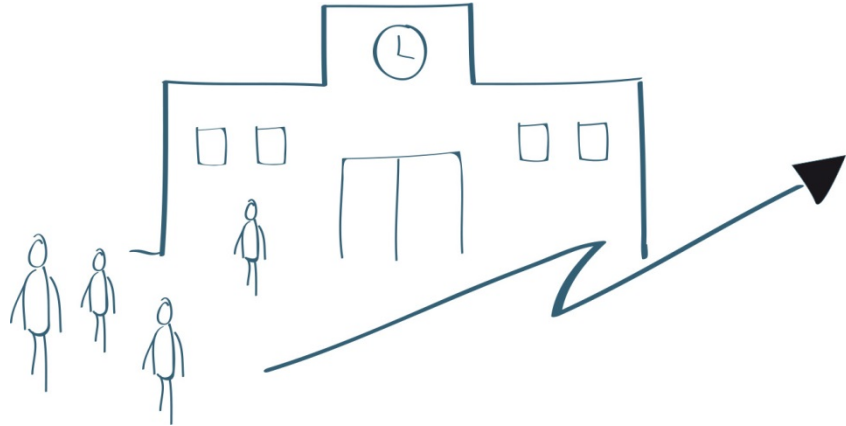
Building production is developed so that more value is created for less labour input. The industrialised international building production is balanced through regional inputs to conserve cultural values in the building and to adjust the buildings to the local preconditions and people's local need for housing and service. Climate change, reduced energy use and other environmental considerations have stimulated research and development. This leads to new and increasingly well-conceived building elements whereby the building is regarded from a life-cycle perspective.

When the former harbours in built-up areas are no longer used, these harbour areas are converted into areas for housing. In this case, marine areas are released that are suitable for building with floating housing units that connect to the building structure on land. Floating housing may be detached or linked together on a block basis with piers.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Building and management is eco-sensitive through the efficient use of resources and the phasing out of hazardous substances. Energy efficiencies and changes are implemented with great attention paid to a comfortable indoor environment and accessibility, as well as the conservation of aesthetic, cultural and historical values.
- Adaptation of the building to
 - the housing demand and the requirement of different forms of tenure with a varied selection of housing units
 - long-term climate changes and preparedness in view of rapid changes in weather conditions
 - existing buildings, cultural and natural environment values.
- The dialogue between public authorities and the construction and real estate sectors has reached consensus concerning:
 - co-ordination between different interested parties in the building process
 - the prevention of waste arising from building-related activities
 - the phasing-out of building materials hazardous to the environment and human health
 - renewal of older series-produced housing areas that have reached the end of their useful lives
 - flexible design of buildings with possibility of development, alteration, dis-mantling and subsequent rebuilding.

Higher Education is the Engine of Regional Growth



Through substantial in-migration, a younger population, great breadth of economic sectors and higher educational level, Sweden's higher education localities are important regional engines of growth and employment and are infrastructural hubs. Collaboration between the centres of higher education and regional trade and industry has increased. Opportunities for study and further education near one's place of residence and also for distance learning have increased.

Sweden in 2025

The universities and university colleges continue to have a key role in regional development. Interaction between higher education institutions and regional trade and industry is intense. It is, therefore, easy to find a well-educated workforce in the local area and the range of highly qualified jobs is increasing. The municipalities are less vulnerable and attract more inhabitants since they now have a greater ability to match work opportunities with the requisite competence and skills. The catchment area for the higher education centres has widened, and more municipalities have a wider spectrum of business sectors.

The region's municipalities collaborate now to increase their attractiveness to new inhabitants at both the local and regional levels. Investments are made in a varied selection of housing and service facilities. Economic activities are planned so that service facilities and workplaces can easily be reached by public transport for as many of the region's inhabitants as possible. Through the varied selection of jobs, and scope for undertaking further studies in the local region, the associated journeys are shortened for most people. The presence of a university or university college positively affects the urban milieu of the locality through the students contributing to a livelier city centre with more people in movement.

The public transport within each region undergoes gradual improvement. The super-fast IT communications cover the entire country, which makes it possible to work and study at home to an increasing extent.

Leading edge and regional breadth

The higher educational institutions, to an increasing extent, acquire special areas of expertise where their education and their research are concerned – this to meet the requirements of regional trade and industry. To optimise the quality of the degree programmes, it is also common for universities and university colleges to carry out degree programmes and courses in collaboration, where both distance learning and education at the different higher educational institutions are included. Sweden's research and education status is climbing up the world rankings within many subject areas.

The regional university higher education centres play a crucial role for trade and industry and through offering education for persons who have already formed a family and put down roots in the region. Distance-learning programmes increase in scope and complement stationary courses. In this way, many people are given the option of participating in higher education, regardless of where they happen to live. However, this form of study does not suit everyone who wishes to study nor does it suit all types of degree or educational programme.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Dynamic higher education centres have enabled a broader spectrum of competencies outside the main urban areas across Sweden. These centres have become local development hubs in the major regions. The catchment areas around these localities have been widened and more municipalities offer a wider spectrum of business sectors.
- The localities around the regional higher education centres collaborate in planning to increase their appeal and to attract a well-educated working population.
- Regional infrastructure investments contribute to enhanced accessibility in the region.
- Collaboration between different universities and university colleges increases both within Sweden and internationally.

Long-term Planning for Temporary Operations



Community resources are invested in long-term, viable development. Public investments in infrastructure are only carried out where there are more industrial operations to fall back on than just one with a limited utilisation period. Different interests such as raw material extraction, process industry and hospitality and tourism all benefit from developed east–west railway routes between the major Norwegian and northern Swedish maritime centres. Key railway routes are now co-funded with private interests.

Sweden in 2025

Sweden has ample natural resources and access to raw materials. These are to be found over large parts of the country. Extraction of the natural resources takes place on a continuous basis, such as hydropower, at intervals, such as tree felling (forestry), or during a short period and only until such time as the raw material is exhausted or is no longer economical to extract, such as mining. The recycling of resources such as valuable metals is rapidly increasing and constitutes now a large part of the raw material base.

Mining not always the best solution

Several mining communities have started to bloom again in the last fifteen years. Mining, in many places, is an industry that entails a great need for social planning and infrastructure. The rapidly increasing need for metals and raw materials in the world leads to increased pressure on areas with ample mineral resources. In several of these areas there are other resources also that can be used on a more long-term basis. In such areas mining permits (licenses) are more restrictive in scope.

Co-ordination is a winning approach

The regions and municipalities strive to co-ordinate the mining industry's need for service and infrastructure with the claims of other stakeholders

and, in this way, to plan and invest resources in covering the long-term requirements. This has resulted in east-west railway routes having been upgraded or being developed between the major Norwegian and northern Swedish port towns and cities. The upgrading and new construction of railways is co-funded by the state and mining companies.

In several cases, where new and re-established mines are in proximity to already existing communities, new buildings and infrastructure are located here. Where mining operations have a short working life, it is a poor investment to build up new communities which are wholly dependent on it. Consequently, development is directed to the already viable localities in the region. The advantage of having focused the weight of development on certain key locations and routes is that the collocation of mines and wind power parks, together with the expanded infrastructure for electricity, IT and transportation, will all be of wider economic and social benefit even after mining operations are no longer viable.

Sustainable investments

Mining companies themselves provide access roads and transshipment points which are connected to the railway lines. Some of the profits from the mining operations also accrue to the local community and the region. The collocation near established tourist locations offers many advantages. Where establishment of a mining operation is concerned, extra care is taken to ensure that ore extraction and transportation minimise any disruption to other value factors and minimise any impact on the visitor and hospitality sector, which has a longer-term interest. The same attention is paid to reindeer herding and other long-term interests in the area which are affected by the mining operation and associated installations.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The Swedish state has focused necessary infrastructural investments on certain strategic rail routes in Norrland and these provide access to essential harbours and airports while favouring the growing visitor and hospitality sector alongside the mines. Necessary investments in infrastructure for IT and energy distribution are carried out in connection with rail-track expansion and development.
- Major wind farms and mines are collocated, so that the environmental impact on the surrounding landscape is minimised.
- The region has exploited temporary economic windfalls to strengthen the attractiveness of those localities that have the possibility of long-term, viable development. A prerequisite for exploitation of the very valuable mineral resources is that the region now benefits from the profits of the mining operation. The profit is used for developing a sustainable community that has more sectors than the mining industry to rely on.

- The municipalities and public authorities, on balancing different interests, have guaranteed that outdoor life and a sustainable visitor and hospitality sector can continue to thrive in attractive areas.

Bolstering the Visitor and Hospitality Sector



The visitor and hospitality industry is increasing. Meanwhile, more and more people use part of their holiday and free time to explore their local environment. A general rise in living standards worldwide has provided more opportunities for travel and more recreation. People from near and far visit all corners of Sweden. The visitor and hospitality business has become one of Sweden's most important economic sectors; we have become well-known for looking after our natural and cultural environments.

Sweden in 2025

Sweden has increased its revenues from tourism in the broadest sense, to such an extent that it is now one of the country's most important business sectors. Both shorter visits from the local population and visitors from farther away are becoming increasingly numerous. Several localities that were previously in a declining spiral have now blossomed again. There are more tourist companies now active within eco-tourism and outdoor and adventure holidays as well as cultural visits. In many cases, the municipalities prioritise land use for the visitor and hospitality sector in their strategic planning and municipalities and regions collaborate to develop visitor destinations, transport facilities and visitor experiences.

Sustainable visitor sector

The visitor and hospitality sector is developed sustainably, with reduced car use being one goal and minimising the tourist footprint another. Many of the short-distance visits take place by cycle along indicated routes. Even where the visitor travels longer distances, it is possible to bring the bicycle on the train and have the cycle tour start from the station where the visitor alights.

As a tourist, it is now possible to undertake the entire journey in an eco-sensitive manner: from the arrival point at a station, in a port or at an airport and onward to the visitor destination. Once in the locality the

visitors are well taken care of with accommodation and activities that have a clear environmental and health profile, where great consideration is shown for the local culture and the natural environment. Through consideration and collaboration between different stakeholders, the visitor and hospitality sector is developed in harmony with the natural and cultural preconditions. The Swedish Right of Public Access (Allemansrätt) offers possibilities for enjoying nature but also the obligation to show consideration and not to cause any damage.

The season for visitor destinations has been extended through adapting activities to different seasons and to the facilities for recreation and rehabilitation.

As railways are expanded and the passenger service on these is enhanced, ever more tourist destinations can be reached conveniently by train. Public transport also reaches a large number of the local visitor destinations in the different regions. The share of holiday journeys by public transport to the major visitor destinations has multiplied.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The government, regions and municipalities invest in public transport to major visitor destinations. In several cases, the major tourist areas are geographically collocated on strategic routes for freight and raw material transport. This infrastructure is undergoing continuous development.
- The visitor and hospitality sector has priority in the regional development pro-grammes and the municipalities have identified areas for tourism in their master plans. Incorporating the role of the visitor and hospitality sector in municipal and regional planning has become a success factor.
- Many localities, formerly too dependent on one or two industrial sectors, now have more legs to stand on through the visitor and hospitality sector having opened up new development prospects. Tourism has acquired special significance for sparsely populated districts with considerable natural and cultural values.
- Certain large and well-known destinations have extensive international marketing activities and are also used to help boost smaller tourist enterprises and nearby visitor destinations.

Creating International Rail Connections for Freight and Passenger Travel



A strategic railway corridor is strengthened from north to south at the same time as several railway routes are developed in an east-west orientation between key ports in the Nordic region. Increased collaboration and joint utilisation of the transport infrastructure between Nordic countries is exemplified through the plans for a high-speed railway line between Oslo and Hamburg.

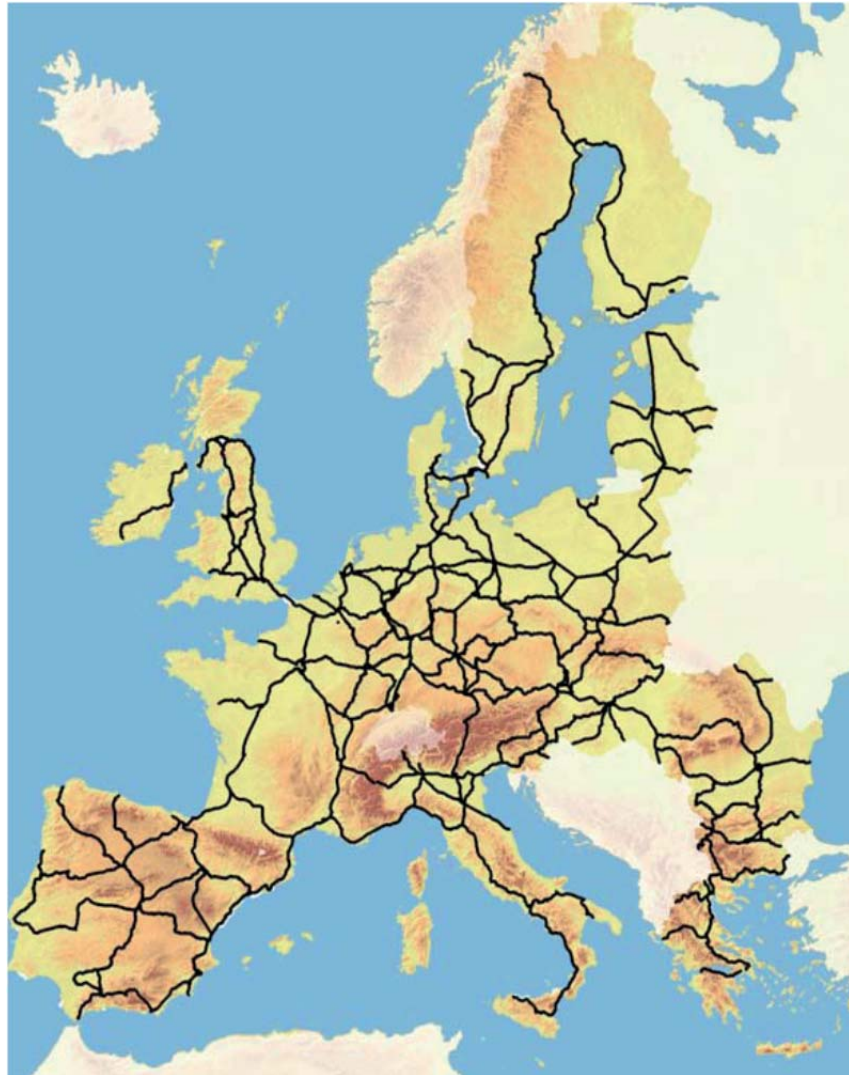
Sweden in 2025

At the national level, investments are continuing in linking the metropolitan regions with high-speed rail services. Sweden's Götaland Line (Göteborgsbanan) is now under full development, at the same time as Sweden and Norway jointly develop the east-west routes between the Norwegian and Swedish maritime centres, their intermediate tourist destinations and landscapes rich in natural resources. This opens the door to new interregional synergies in terms of airports, tourism, ports of shipment and provision of a highly skilled workforce.

Bottlenecks in the ports of the large urban centres are relieved through an expansion of intermodal inland centres for freight and through increasing utilisation of secondary ports in the Nordic region. New freight corridors to the continent are facilitated by the Helsingborg–Helsingør tunnel having been started, while the upgrading of east-west routes opens up new freight capacity to Eastern Europe, Russia and Asia – via, for example, ports on the coast of the Swedish province of Blekinge.

Major investments have been made to bring forward, and complete, a full expansion of the strategically vital European trunk line network for rail. Two of the trunk network's routes have been assigned priority in Sweden and are at an advanced planning stage.

Fig. 1. EU Commission's vision of a completed network, year 2030



Source: EU Commission's vision of a completed network in 2030
http://ec.europa.eu/transport/themes/infrastructure/revision-t_en.htm

The first rail route is an international corridor for both passenger and freight traffic. It runs from the ports on the continent, then along the upgraded Swedish trunk line right up the Norrland coast and finally to Narvik's ice-free deep-sea port, as well as to Finland and Russia.

The other route planned is initially intended for passenger transport and to relieve congestion on the West Coast line which can now be utilised for freight transportation and regional commuting. The planned new route is a Nordic high-speed line for fast passenger transport, which is planned from Hamburg to run up to Oslo. This route, which has stops in Malmö/Copenhagen and in Göteborg also links into the Nordic region's two largest airports. Through the already ongoing extension of the Götaland Line, the city of Göteborg now becomes an important hub for fast passenger transportation onward to Stockholm.

In the planning of new lines, great emphasis has been laid on adaptation to the surrounding landscape and to the movement patterns of both people and animals. This has been important, not least in the major planned Trans-European Railway Project (TER).

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The planning and development of a strategic railway network for freight in Sweden acts as a spur to counter the capacity shortage on the railway network.
- The ever longer ice-free periods of the Northeast Passage have favoured Sweden, which has acted fast to exploit its geographical position. A high-quality European trunk railway network is built through Sweden, with connecting tunnels to Denmark/Germany and to southern ports for freight transport to Northern and Eastern Europe.
- The densely populated Öresund region and Western Sweden have continued to grow in importance and in population. Through the investments in high-speed rail, both these regions form an extension, as it were, of northern Europe's densely populated urban regions.
- Far-reaching infrastructural investments are made in the interregional railway network in the Nordic region, which in many places replaces air travel where internal transport is concerned.

Regional Development Requires an Expansion of Public Transport



Satisfactory access within, and between, the major urban centres and the surrounding station communities is decisive for the development of the cities and regions. Metro, tram and commuter train networks benefit from far-reaching investments as does the trunk bus network.

Sweden in 2025

A far-reaching expansion of attractive public transport alternatives means that the private car is displaced as a means of transport for commuting in and around Sweden's larger urban regions. Revenue from road tolls – and from the sale of land previously used for traffic purposes and parking spaces – helps to co-fund the expansion of the metro, trams and commuter trains.

More use public transport

The attractiveness of the private car as a day-to-day means of transport in the cities has declined, since the motor car now bears the full costs of its impact on the environment and public health, parking and roads, while the increase in fuel prices continues. Lower ticket prices, better punctuality, higher service frequency, enhanced comfort and easy Internet connections have also meant that many more people choose to travel by public transport.

It is now simple to commute across both county and national borders, since public transport reflects the needs of functioning regions instead of the administrative ones. Timetables, booking and payments systems have been co-ordinated. It is now possible to take one's bike on public

transport and to cycle on well-developed cycle routes at the end destination.

Regional investments in a rapid expansion of the metro system in Stockholm are under way. Meanwhile, planning of the metro system between Malmö and Copenhagen is far advanced and is estimated to start operating within the next few years. In several of the major cities the tram network has been expanded, thereby helping to integrate the suburbs in the city.

Along the length of the Norrland coast, the Bothnia Line (high-speed railway) has meant that travel times have been cut and the commuting between the coastal towns and cities has substantially increased. In the planning of new track, great emphasis has been placed on adaptation to the surrounding landscape and the movement patterns of both people and animals.

Rail link to housing areas

An expansion in commuter-train traffic in all the major city regions has opened up a new larger housing market as more station communities and hubs have been tied into the public transport network. Consequently, the urban regions grow in better balance with available housing at the same time as new housing is built in the entire the city region.

The fast and comfortable public transport services and the increased housing availability means that the pressure for new housing in very central locations has declined. The smaller localities on the outskirts of the city regions, and along public transport routes, are able to compete also with their attractive residential environments.

The expansion of railway transport in Sweden helps to facilitate public transport journeys as a whole. Within the city regions, where the need for passenger journeys and freight transport is very large, there is heavy investment in track-based transport in different forms. Along the key public transport routes connecting the cities, new station communities are established while existing ones are revived and densified. Special measures are introduced to tackle noise disturbance and the risks associated with hazardous goods.

The investments in the stations themselves encompass the green areas nearby, parking for cars and cycles and the cycle routes. In the smaller localities in the rural areas, and as connecting services, the network of main bus routes constitutes a vital structure in the planning of new buildings. In several cases the trunk bus routes with the densest traffic have started to be electrified.

Car transport in sparsely populated districts

Transport by car, in general terms, has also declined in the sparsely inhabited areas in Sweden. This has occurred partly as a consequence of online access being improved and systems with mobile service functions being gradually developed. The car here remains the most common means of transport, supplemented with the possibility of ordering taxi lifts to connecting public transport. The vehicle fleet in the sparsely

inhabited districts features an ever greater share of electric vehicles. The infrastructure of charging posts has rapidly spread across the country – along the major routes and in the vicinity of workplaces and public premises.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Car transport pays its own costs to the community in full – that is, in terms of the environment, public health, parking and road maintenance. Through imposing extra charges on transport with negative effects in terms of overcrowding, the environment and health, an associated transfer of the costs to subsidising increased rail and public transport provision takes place.
- A co-ordination of timetables, booking and payment systems has taken place at the Nordic level. The possibility of bringing one's cycle and other bulky items has also been increased locally and regionally and on long-distance trains.
- Efficient and fast railway transport between the city regions in the Nordic countries is ensured through major national, Nordic and European investments.
- Major investments in the metro, tramlines and commuter trains are carried out in the main metropolitan areas.
- Public transport routes, railway station communities and trunk bus route networks increasingly determine where new buildings are planned in the municipal master plans.
- Living in sparsely populated districts is facilitated by the expansion in IT, mobile service solutions and the infrastructure for electric cars.

Securing Future Electricity Supply



Energy efficiency; an active development and expansion of solar, wind, wave and bioenergy sources; an expansion of smart electricity grids that link together one end of Europe to another: all this means that Sweden is near to having an entirely fossil-free electrical energy system.

Sweden in 2025

Energy production in Europe is increasingly diversified, with small and large energy plants that are based on renewable energy sources. Electrical energy becomes the most important energy form as new buildings require less energy for heating and the transport sector uses more electrical energy. The energy system is converted to enable energy to be produced and stored on a large and small scale, and so that electricity networks can be run in island mode operation which means that limited parts of the electricity grid can be used independently of the larger network. Electric vehicle batteries function as decentralised energy stores. Smart grids are under development across Europe. Sweden, together with Germany, has a leading position in Europe in the development of the energy system – an example being the implementation of smart power grids.

Thanks to energy-efficiency measures, a far-reaching expansion of solar, wind and wave energy, and the use of bioenergy, the former inefficient, costly and polluting fossil-energy sources have been rapidly phased out. Development of fossil-free energy sources also takes place at a fast rate since major investments are being made. By 2050, fossil fuels such as oil, coal and natural gas will have been entirely phased out and Sweden's energy use will be wholly based on renewable sources. The rest of Europe has also come a long way down this road.

Swedish regulating power and the energy buffer

Sweden and Norway play a key role in Northern Europe's ever greener energy networks. Swedish hydropower, with its stable production, high

efficiency ratio and scope for regulating operates as the energy buffer to the sharply increased production of wind and solar energy.

Climate changes contribute to more rain falling in the northern parts of Sweden, thereby filling the water reservoirs in the great rivers of the north. The potential energy in the water, together with the storage possibilities and control of the associated electricity, means that the water acquires an important role as a buffer stock in the North European energy sector. An increasing share of temporary surplus energy is also used for the production of hydrogen gas or stored in electric vehicle batteries.

Climate changes entail increased temperatures and more very hot days also in Sweden. The adjustment to the higher temperatures means that the distant cooling network continues to be extended, together with local underground storage facilities (storage of cooling potential from winter for free cooling in summer).

Flexible and robust electrical supply

Sweden now has a robust electrical power supply and occupies a leading position in the expansion of Europe's smart grid. Large and small plants for renewable electricity production complement one another and are linked together with smart grids.

Possibilities of using limited parts of the electricity grid independently of the large network, so-called island mode operation, have begun to be developed. The large wind power parks which are built out at sea are connected to the new transmission cables that are extended around the Baltic Sea, the North Sea and down to the rest of Europe and North Africa.

Photovoltaic cells and fuel cells contribute locally with an ever larger share of electrical energy output. Household energy consumption is fed by both household-produced electricity and by the electricity network. Any surplus in local electricity production is transferred over to the smart grid.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Vulnerability in the electricity supply position has influenced the design of the electrical power distribution in Sweden. Far-reaching investment and modernisation of the Swedish electricity grid is ongoing, both for international transmission and local production and input. New power lines are collocated with other infrastructure.
- Economic incentives (economic instruments) within the transport sector and industry help to maximise the efficiency of energy use and to shift it to renewable energy sources. Revenues from the economic instruments are invested in support of photovoltaic cells, wave power and offshore wind power.
- Sweden's hydropower, together with that of Norway, continues to contribute with regulating power to Northern Europe.
- A simultaneous climate adaptation of reservoirs and the modernisation of water-rights court rulings, means that the water regulation can now handle very large flows and fluctuations in the volume of water.

- Major offshore wind farms are located next to transmission cables. The expansion has been facilitated through developed marine spatial planning.
- Supplementary power supply with geographically concentrated wind farms takes place in already affected areas such as along motorways, next to mines and in run-down industrial sites, as well as wherever they offer added value to the local community.
- The Swedish state has stimulated the market to kick-start a greater decentralised expansion of small-scale solar-based electricity production where the surplus can be sold on the grid. In summer, when the production is greatest, the energy surplus is used for purposes such as hydrogen gas production, refilling of hydropower dams and other storage purposes.

Assuring Pure Water Supply



Sweden's drinking water supplies have been surveyed, and their quality and quantity are assured for the population of today and tomorrow.

Sweden in 2025

All large bodies of groundwater such as large surface water catchments are protected nationally so that the quality and quantities for future use are assured.

The municipal water supply maintains high quality. Distribution facilities and water treatment plants have been adapted to meet new risks that arise in line with climate change. This means they are refurbished and upgraded. The status of the water supply system (main) is mapped and any shortcomings and failures are remedied continuously. All municipal sources of water supply have updated risk-assessed water protection areas and all municipal water treatment plants can be linked to reserve sources of supply (water catchments) if this becomes necessary.

Pressure is increasing from the outside world to have access to clean drinking water. This means that prospects for increasing Swedish exports of pure drinking water are being actively investigated.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Our drinking water supplies are a key national interest and have national protection.
- All water bodies that are used for extraction of drinking water, exceeding 10 m³ per day, or that are used for more than 50 persons, are subject to survey and are areas entitled to water protection measures.
- There are water-supply plans or similar planning documentation at the national, regional or local levels.
- Climate-change effects on water quality and quantity are taken into account in the development of water treatment plants and the water distribution system, as well as in the assessment of planned protective inputs for water catchments, watercourses and reservoirs.

Preserving Nature, Shorelines and Agricultural Land Close to Built-up Areas



For people's health and well-being, and for Sweden's attractiveness to visitors, shorelines and natural features close to built-up areas are protected and developed for outdoor recreation. Sweden's cultivable land (cropland) has become increasingly important for food production. The major part has now received long-term protection and overgrowth of vegetation and development has been checked.

Preserving our natural environment in built-up areas

Sweden in 2025

The natural surroundings close to built-up areas are used, in the first place, for recreation. Forest areas are preserved and maintained in such a way that the possibilities for recreation are retained and developed over time. The landowners, often together with the relevant municipality, are responsible for their proper management which is adapted to both the natural and cultural values found there.

Our built-up areas grow through structured and planned densification on the basis of a holistic approach. The green areas' many functions for the living environment in built-up areas play a central role in all planning. Each municipality has updated its green structure planning linked to its master plan. These show which areas must be conserved and developed as green areas, on the basis of the particular natural and cultural and historical values present.

Green areas near schools and preschools, or where children are often present, are especially protected and the development and management of them is planned together with the children. These plans also show how it is possible, through with vegetation and green areas, to lessen the negative effects of changed climate and of different types of

environmental disturbance. These plans indicate where new construction on the basis of urban containment in green spaces is possible. They also show how the spaces around the new buildings can be developed to contribute to a pleasant local climate and a good living environment.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- The municipalities, together with the landowners, take an active responsibility for the nature near the built-up areas, its conservation and management. This management approach is shaped by people's need for recreation, access to the landscape's cultural values and the retention of biological diversity. In both the planning and management of these areas the residents play an active role.
- All municipalities and regions have an active green structure plan which they link with the master plan and regional development planning.
- All densification takes place paying due regard to the quality of the green areas, their cultural and historical values and the needs of their residents. This is to ensure that the most important green areas and thoroughfares are preserved and improved, to the greatest extent possible, and densification is mainly carried out on other land.

The shorelines are needed for recreation and outdoor activities

Sweden in 2025

While the pressure to build on shorelines or beachfronts was, for a long time, very considerable, reaching a peak around the early years of this century, new shoreline properties with buildings are rare at present. The risks of building on the shoreline have increased owing to climate change, a fact that most people now take seriously. Through climate-adapted planning, new buildings are now located in more sheltered positions and with account taken of the location's natural and cultural values. To a large extent, all additional buildings near the shoreline have been sited so that public access to the shoreline zone has not been affected. Most often the purpose is fulfilled, nevertheless, by having a view over the water and coastline within walking distance.

The significance of shorelines for both outdoor life and the increasing tourism has, in recent decades, weighed heavily in the planning process. Great attention is also paid to cultural and environmental values and to the flora and fauna in the shoreline zone so that these are protected and the preconditions for their development are improved.

New shoreline protection regulations (including for public access) have contributed to dispensations from the shoreline protection rules having declined. At the same time, those areas that in the municipal

master plans have been indicated as being permissible for building near the shoreline or beach, so-called LIS areas, are now also frequently built on. Through these planned areas new construction in rural districts has become economically viable. It has also been shown that the concentration in buildings that these designated areas have entailed, has facilitated the service selection for these areas and for small communities in the vicinity.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- • Through knowledge of the increased risks in building too near the shoreline or beachfront, the number of requests for building within the shoreline protection areas has declined.
- • The interests of outdoor life and the need for recreation, like the preservation of biological diversity and of cultural and historical values in the shoreline zones, play a determining role in the utilisation of our shorelines. Consequently, newly built-on shorelines or beachfronts are very seldom seen.
- • All municipalities have climate-change adaptation plans which also include guidelines for construction near the beach or shoreline.
- • Exemptions from the shoreline protection regulations for pure new development outside the LIS areas do not occur, or are extremely rare.

Avoiding building on high-quality agricultural land

Sweden in 2025

Climate changes will change the prerequisites for agriculture; which for Sweden will probably mean that cultivation of crops will become profitable ever farther north. For other parts of the world, the raised temperatures and altered precipitation patterns diminish the harvests instead.

Increasing food prices, dependent more on increased purchasing power than on population growth, also create new opportunities for Swedish agriculture, primarily in the plains regions of southern and central Sweden. A cool climate favours ecological cultivation. The demand for both ecological and locally produced food is increasing sharply.

Gradually, arable land taken out of production for profitability reasons, will be taken up again and sown with crops. Agriculture takes place in a way that favours the cultivable land's natural and cultural values. This occurs, above all, in southern and central Sweden. Along the river valleys of Norrland also, cultivated areas are increasing, if at a moderate rate.

There are areas where the agricultural land is of very high quality, at the same time as the pressure for building is very high. In these areas a

Careful weighing up of the interests is crucial to minimise the utilisation of agricultural land as a result of pressure for social development. In certain cases, for example, in densification and the development and growth of station communities, concentrated building has priority.

To realise this vision, the National Board of Housing, Building and Planning ensures that:

- Swedish agricultural land is preserved, so that future demand for food is able to be met.
- There is a national strategy for the preservation of agricultural land and Ch. 3:4 of the Environmental Code is fully implemented. This paragraph means that cultivable agricultural land may only be used for building purposes where the buildings/installations are of substantial importance to the community and other land cannot be used for this purpose.
- The cultivation itself is carried out in such a way that biological diversity and cultural values are preserved and reinforced, and that the overall touristic values, inherent in the landscape picture, are preserved.

Vision for Sweden 2025

The National Board of Housing, Building and Planning (Boverket), in its letter of regulation from the Swedish government for 2011, was assigned the task of producing a Vision for Sweden 2025. The task has been led by the project leaders, Sofie Adolfsson Jörby and Jon Resmark. In addition, Anna Andersson, Agata Bar Nilsson, Joakim Iveroth and Olle Åberg have also contributed to the work. The project manager has been Martin Storm, Head of the Operations Department.

Purpose

The purpose of Vision for Sweden 2025 is to present objectives (conceptions) for Sweden's future on the basis of the approximately one hundred national goals that in one way or another relate to physical social planning – where Sweden ought to be in the year 2025 in order to attain the goals set for a sustainable society by the year 2050.

It is our hope that Vision for Sweden 2025, and its twelve objectives for Sweden, will offer inspiration for measures promoting sustainable social development at all levels from national to local. Sweden 2025 is intended for use as a conceptual foundation when preparing strategies for sustainable development at different levels.

The objectives for Sweden are also intended to provide guidance on the types of measure that should be in place to enable Sweden to achieve most of the national goals, so that the development towards a more sustainable society is commenced right at this stage.

Target group

In the government mandate no clear target group was indicated. We have therefore chosen to address this project to politicians and public officials at all levels, from the local to the national, to central and regional authorities (agencies), as well as to different organisations and private stakeholders that have an interest in physical planning for the benefit of society.

Scope

Vision for Sweden 2025 is based on around one hundred national goals that have been laid down by the Swedish Government and the Riksdag in order for Sweden to be a sustainable society by 2050 at the latest. The overall dividing line is that only those goals that concern physical social planning are covered. This means that a whole number of issues relating to aspects such as, for example, social sustainability, are only taken up when they are connected to the physical social structure, and that a number of economic and other non-physical forces are not mentioned other than briefly, unless they have a direct impact on the physical structures.

Since the mandate relates to formulating a vision – a conceived future state – neither impact assessments nor detailed proposals for measures are included.

Implementation

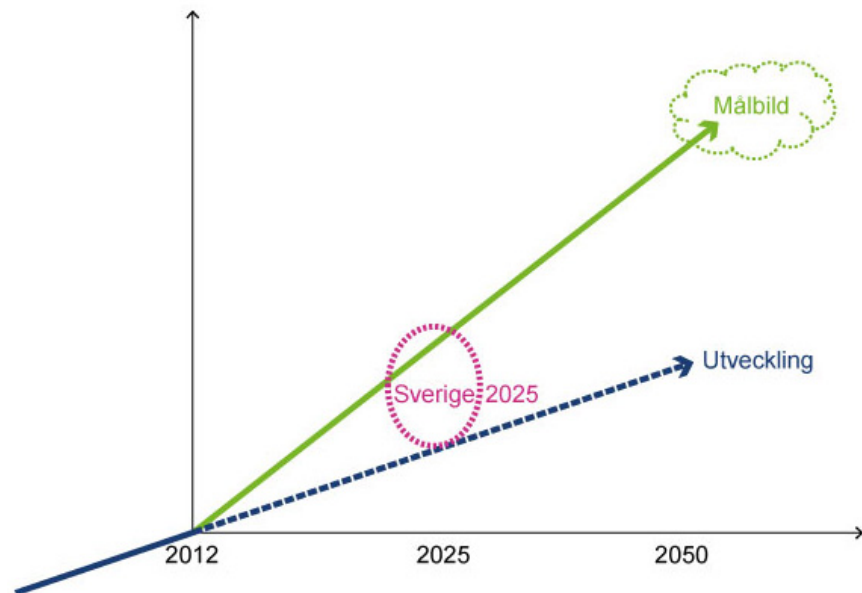
The work of formulating a vision for Sweden in the year 2025, from a social planning perspective, is largely based on results of discussions at national and regional seminars which we have held during 2011 and 2012. In this case, more theoretical reasoning is mixed with practical experiences from all parts of the country and from different levels. The seminars were held at the beginning of the work, when we collected information and material, and at the end when we jointly discussed a first version of Vision for Sweden 2025. In total, we conducted three national, nine regional and four internal seminars. To the national seminars, we invited national authorities and agencies as well as nationwide organisations; at the regional meetings we addressed representatives of the regions, the County Executive Boards, and a number of municipalities of different size.

As background data to the strategic analysis, we have used existing global analyses and had consulting firms compile our strategic analysis on the basis of different perspectives. One of the consulting reports deals with demographic trends and new building; another has a focus on transportation, infrastructure and new building; the last one covers, above all, the areas of economics together with nature and the environment. During the second national seminar, we discussed strategic issues with the participants and the trends that most affect the physical social structures.

In connection with the seminars mentioned, the participating authorities and organisations presented their own strategic analyses, visions, future descriptions, etc. Much of this information has helped us in the work of formulating the vision.

A vision refers to a state long forward in time, whereas the project has a shorter time perspective – it is not more than thirteen years to the year 2025. Several of the national goals have a longer target date than 2025, or indeed are not time-bound at all. As compass for our project we have chosen a strategic objective with the sights set on the year 2050, by which time all goals shall be met. The year 2050 is chosen as it is the

point in time that applies to the climate goal. No other goal has a stated longer time perspective.



In many cases, there is a gap between the desired state (= we are on the way to goal fulfilment) and the probable state on the basis of current developments. For the direction of development or trend we use projections and forecasts for key phenomena. One example: emissions of climate change gases must substantially decrease and, by 2050, Sweden should not have any net emissions of such gases (strategic objective). To achieve the goal, transportation must take place without emissions of climate change gases. The trend has been that transport journeys by car only increase and there is nothing that points to major changes in future (development). For the year 2025, the trend must have been broken otherwise the objective is not reached. In the objectives for Sweden in 2025 we show how society appears when different measures have been implemented in order to make it easier for all of us to leave the car at home.

In the Vision we show objectives for how far Sweden needs to have come by the year 2025; in order to have a chance of fulfilling all of its commitments by 2050. Through the objectives we also acquire a more natural balancing of different goals and can show both synergies and conflicts between them.

Selection

The Vision is built on three mega-trends and twelve objectives for Sweden. The mega-trends are large ongoing changes in society and comprise given prerequisites for all the objectives for Sweden.

During our meetings with national, regional and local representatives, we discussed which challenges were seen as the greatest with a view to the future. At the national level we also raised the issue of which national

goals are furthest from goal fulfilment and are hardest to attain, as well as those seen as most essential to prioritise for 2025. Results from these seminars have been very important for the twelve objectives for Sweden we have chosen to focus on. All objectives have a physical social planning/social structure perspective, in the sense that it is physical phenomena that are concerned and shaped directly or indirectly.

Mega-trends

Naturally, there are more than three major trends in the development of modern society. Our selection is based on studies of a number of global analyses, on results from discussions during the second seminar with the national authorities/agencies and organisations and, particularly, because these three have major significance for the structural and physical changes in social developments .

We must all deal with climate change in order to achieve a sustainable social development. It will be necessary for social planning to be used as a tool to achieve zero net emissions by the year 2050 and to be able to respond to the changes that follow in the wake of the changed climate.

Globalisation means that the world is shrinking through an intensified interchange of both trade and information. All parts of the world are linked together and we are becoming more and more dependent on one another for our mutual economic development, for example.

Merchandise is transported increasingly frequently from one area to another, which places major demands on the transport infrastructure.

Urbanisation is an ongoing process throughout the world: people move in to the cities and, in particular, the large cities. Sweden is no exception. When increasingly people wish to live in the city, there is a need for much construction activity and good planning is called for, on many levels, in order to meet the needs.

Digitisation has developed at a furious pace over recent decades. We are now in touch with one another rapidly and easily without ever needing to meet; we can be present while far away through connecting to the Internet, while information moves around the world at lightning speed. Our everyday lives and our movement patterns are also changing. Society must adjust to these new needs for rapid connection and new forms of integrating and being together that shape the way we work, study and live our lives.

Objectives for Sweden

Each Sweden objective (conception) starts with a preamble which gives a very short introduction to what this objective relates to. The preamble is then followed by the vision itself of Sweden in 2025. In each section we stand in the year 2025 and look around us; we see how things look in Sweden.

There follows a section entitled: 'To realise this vision, the National Board of Housing, Building and Planning ensures that'. This section relates to the preconditions that the National Board of Housing, Building

and Planning believes must be in place for the objectives we presented in the preceding section to be realised. It is here we propose what needs to be done and which incentives/measures are required to facilitate necessary adjustments towards a more sustainable society. In addition to those listed here there is, naturally enough, much more that needs to be done to move development in a sustainable direction, in all respects.

The twelve objectives for Sweden are sorted under four main headings. These are as follows: i) Buildings, ii) Economy, iii) Infrastructure and iv) Nature, Landscape and Environment.

Four of the objectives for Sweden consider building development and deal with questions ranging from how the regions grow, via the living environment in the city and in rural districts and how we should build in 2025.

The four objectives are: managing growing metropolitan regions, creating a sustainable environment in and around the city, sustainable development of small localities and sparsely populated areas, and building sustainably.

Three objectives for Sweden relate to economic aspects. They describe the significance of regional higher education institutions for regional growth, both economically and structurally; how one should make the most of shorter-term growth industries exemplified by mines, and finally the significance of the visitor and hospitality industry for future growth, particularly in the more sparsely populated areas.

These objectives or conceptions we designate as follows: Higher education is the engine for regional growth, Long-term planning for temporary operations and Bolstering the visitor and hospitality sector.

The infrastructure is the main focus of three objectives for Sweden. Two of these raise the issue of transportation; one looks at international rail structures in future and Sweden's connections with these, and the other that the public transport provision forms the hub of regional development. The third objective describes how the future electricity supply is assured.

The three objectives or conceptions are: creating international rail connections for freight and passenger travel, regional development requires an expansion in public transport, and securing future electricity supply.

Finally, we have created two objectives for Sweden relating to nature, landscape and the environment. Here, as the starting point, we have chosen mankind's need for water and food as well as the need for varied environments for recreation and outdoor life. The objectives are: assuring pure water supply and preserving nature, shorelines and agricultural land close to built-up areas.



Boverket

Swedish National Board of Housing,
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