



## **Fehmarnbelt Business Council**

### **Position Paper on Transport Infrastructure**

*A North European growth region connected by the Fehmarnbelt Fixed Link*

*Approved by FBBC on 28 September 2012*

## **Position Paper on Transport Infrastructure**

### ***A North European growth region connected by the Fehmarnbelt Fixed Link***

With the Danish-German state treaty on establishing a fixed link across the Fehmarnbelt between Denmark and Germany, a huge barrier for exchange of persons and goods will be removed.

The Fehmarnbelt Fixed Link will effectively reduce transport time between the islands of Lolland and Fehmarn, between the metropolitan areas of Copenhagen and Hamburg, between the Scandinavian Peninsula and Central Europe.

A transport infrastructure that binds the metropolitan areas and growth centers together is essential for the creation of a North European growth region. Effective transport of persons and goods is furthermore a necessary condition for cultural and commercial exchanges, for wealth and welfare.

The infrastructure of the Fixed Link is therefore a cornerstone in the vision of creating a North European Growth Region with more than 12 million people, encompassing more than just the immediate Fehmarnbelt region, but the whole of Denmark, Northern Germany and Southern/Western Sweden.

Building a fixed link across the Fehmarnbelt is of paramount importance to our countries and companies.

Set to open in 2021, the Fixed Link will be a catalyst driver for increased cooperation and competition thereby creating growth, jobs and wealth in the whole of Northern Europe.

To support this process, the international FehmarnBelt Business Council (FBBC) was established in Lübeck in 2007. Representing about 400,000 companies through our member organizations in Germany, Denmark and Sweden, FBBC is the voice of business, working to improve the existing framework conditions for growth and development in the region.

For FBBC, the construction of the Fixed Link across the Fehmarnbelt has absolute first priority.

FBBC therefore calls upon all relevant partners to work together for the smooth establishment of the Fixed Link.

### ***The necessity of the hinterland connections – FBBC demands to regional transport infrastructure***

Whereas the Fixed Link in itself is vitally important, it cannot stand alone. The infrastructure in the catchment area of the fixed link must be modernized in accordance with needs to accommodate an uninterrupted flow of persons and goods.

In line with the 2010 Copenhagen Declaration, FBBC therefore calls upon the relevant public authorities in Germany, Denmark and Sweden to prioritize the hinterland infrastructure as well as the fixed link itself.

- The direct hinterland infrastructure of the Fehmarn Fixed Link corridor itself must necessarily be upgraded to include a two-track, electrified railway line for the full length, and a *continuous* 4-lane motorway from Lübeck to Copenhagen, including the Fehmarn Sound Bridge and the Storstrøm Bridge, to be realized by the time of the completion of the Fixed Link.
- The rail connections of the Fixed Link and in the corridor from Hamburg to Copenhagen must be upgraded to allow train speeds of 160 km/h on the German side and 200 km/h on the Danish side. Cost-benefit analyses should be carried out to establish whether higher speeds would be an advantage for society as a whole. If the analyses show advantages, lines should be prepared for upgrades to higher speeds in the future.
- Railway capacity in and around Hamburg, Lübeck and Copenhagen should be considered in this wider perspective and upgraded according to needs. Capacity constraints between Hamburg and Lübeck and between Copenhagen and Malmö should also be solved.
- Rail connections leading up to the Fehmarn Fixed Link corridor are also important and bottlenecks on these railways should be removed, for instance the so-called Bad Kleinen curve linking Lübeck to Schwerin/Berlin.
- Road connections linking up to the Fehmarn Fixed Link corridor should also be improved, including to the central regions of Schleswig-Holstein, Zealand, Jutland, and Scania.

This includes the following:

- *Extension of the German A20 westwards, including an additional crossing of the river Elbe west of Hamburg.*
- *Completion of German A21 from Kiel to A39, perspective to A7, including a crossing of the Elbe river east of Hamburg.*
- *Upgrades on German-Danish A7/E45 from Hamburg to Kolding.*

- *Upgrades of the German B202, B 76, A 210 and B 203 as a central axis in Schleswig-Holstein.*
- *Upgrades on Danish A22 and A54 from Slagelse to and around Næstved.*
- *Expansion of Danish E20/E47 (Køge Bugt) to eight lanes throughout.*
- *Completion of the rings around Greater Copenhagen, ring 2 east and ring 4/5 west.*
- *Completion of Swedish E22 motorway from Lund to Norrköping.*
- Connections to key transport nodes such as ports, airports etc. are also of vital importance and must be upgraded according to needs.

To reap the full potential of the Fixed Link, an integrated Fehmarn Belt Region and a North European Growth Region, it is necessary to invest in a connected infrastructure network.

FBBC will continue to be the voice of business in establishing such a network.

FBBC believes that as countries, regions and markets become increasingly integrated, infrastructure capacity is no longer only a national or regional interest only, but also a wider international one.

For more information please contact:

**Fehmarnbelt Business Council (FBBC)**

# Annex - FBBC Infrastructure Position Paper. Map of recommended projects.

