

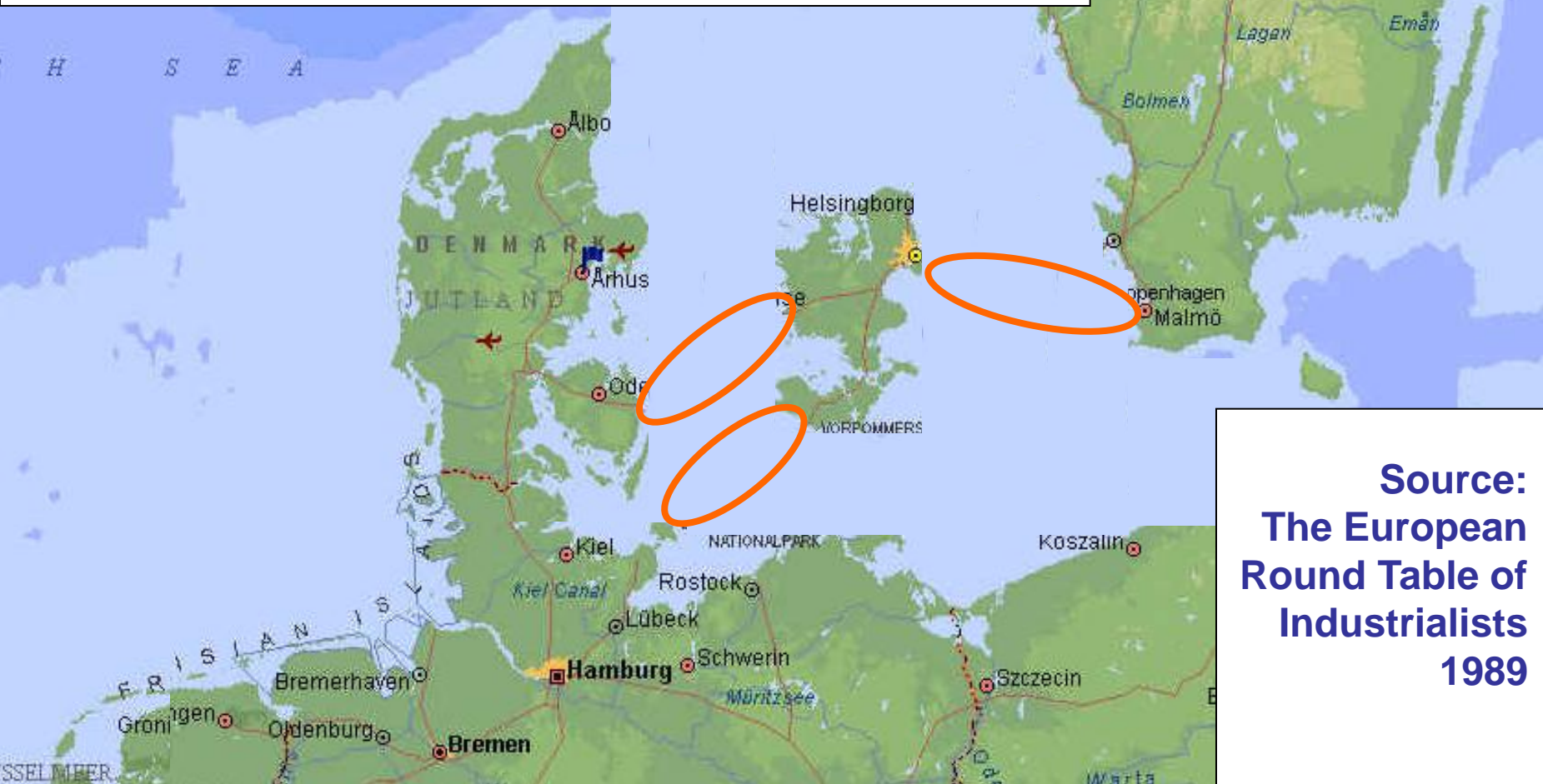
**Fehmarnbelt Business Council
Hamburg. October 4. 2011**

**The Fehmarnbelt Corridor
Regional Development perspectives**

**Christian Wichmann Matthiessen
University of Copenhagen**

The South Scandinavian Missing Links

Distance between Sealand and the European continent indicated as time



Source:
The European
Round Table of
Industrialists
1989

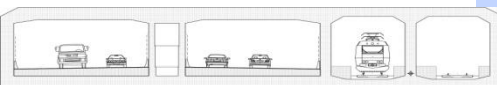
The South Scandinavian Links

2000

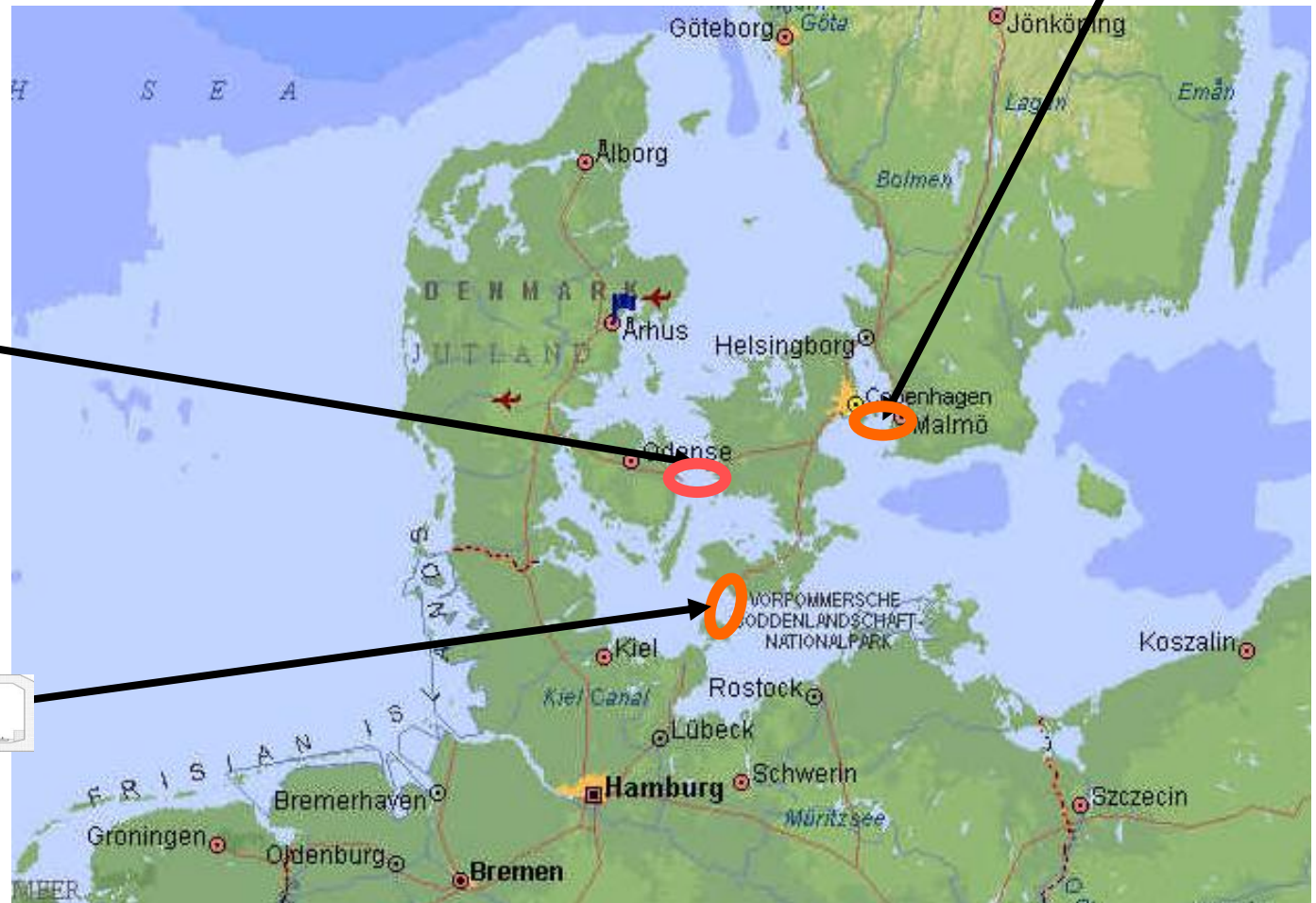
Distance between Sealand and the European continent indicated as kilometres






1997/1998



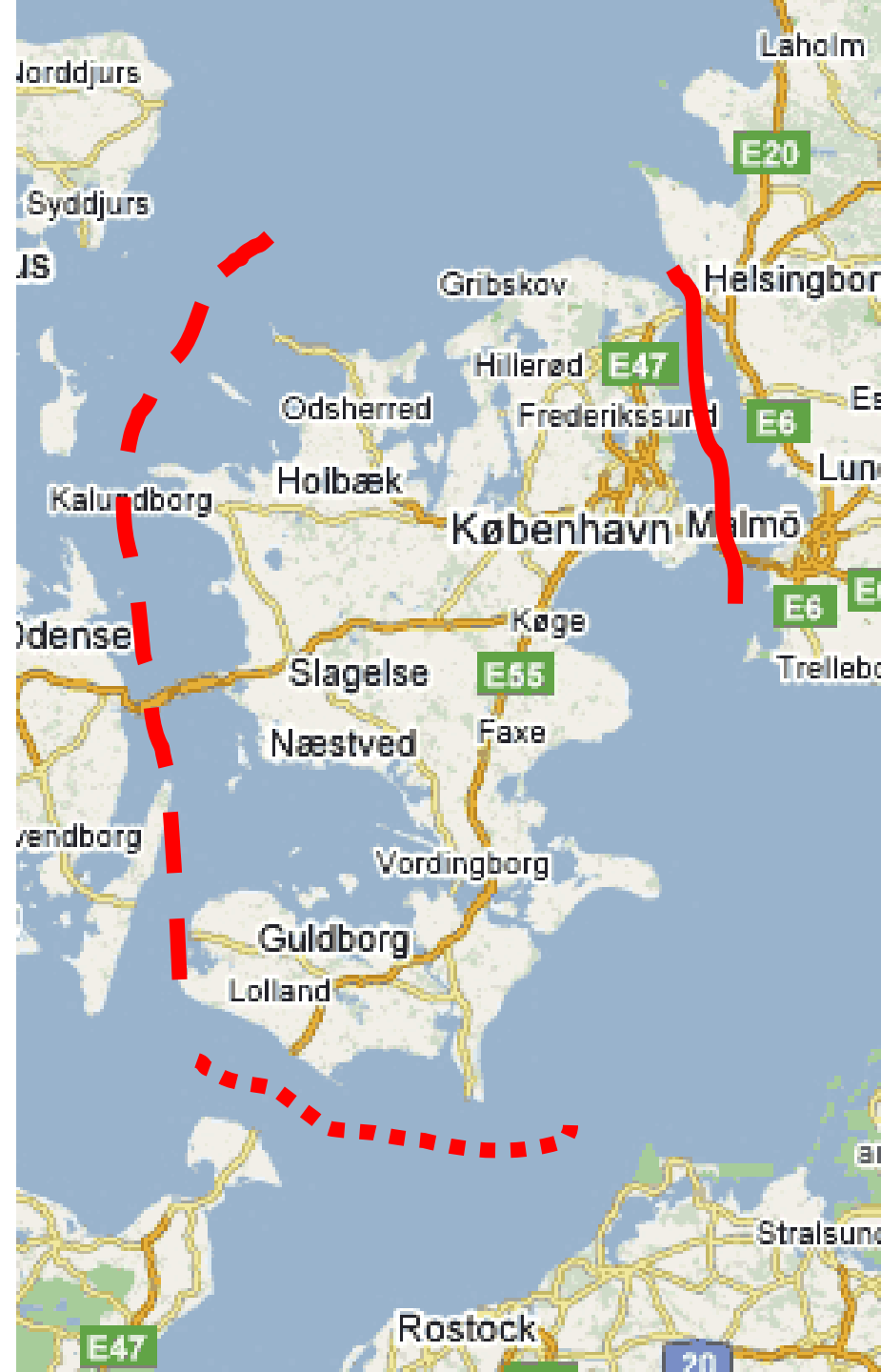
2020



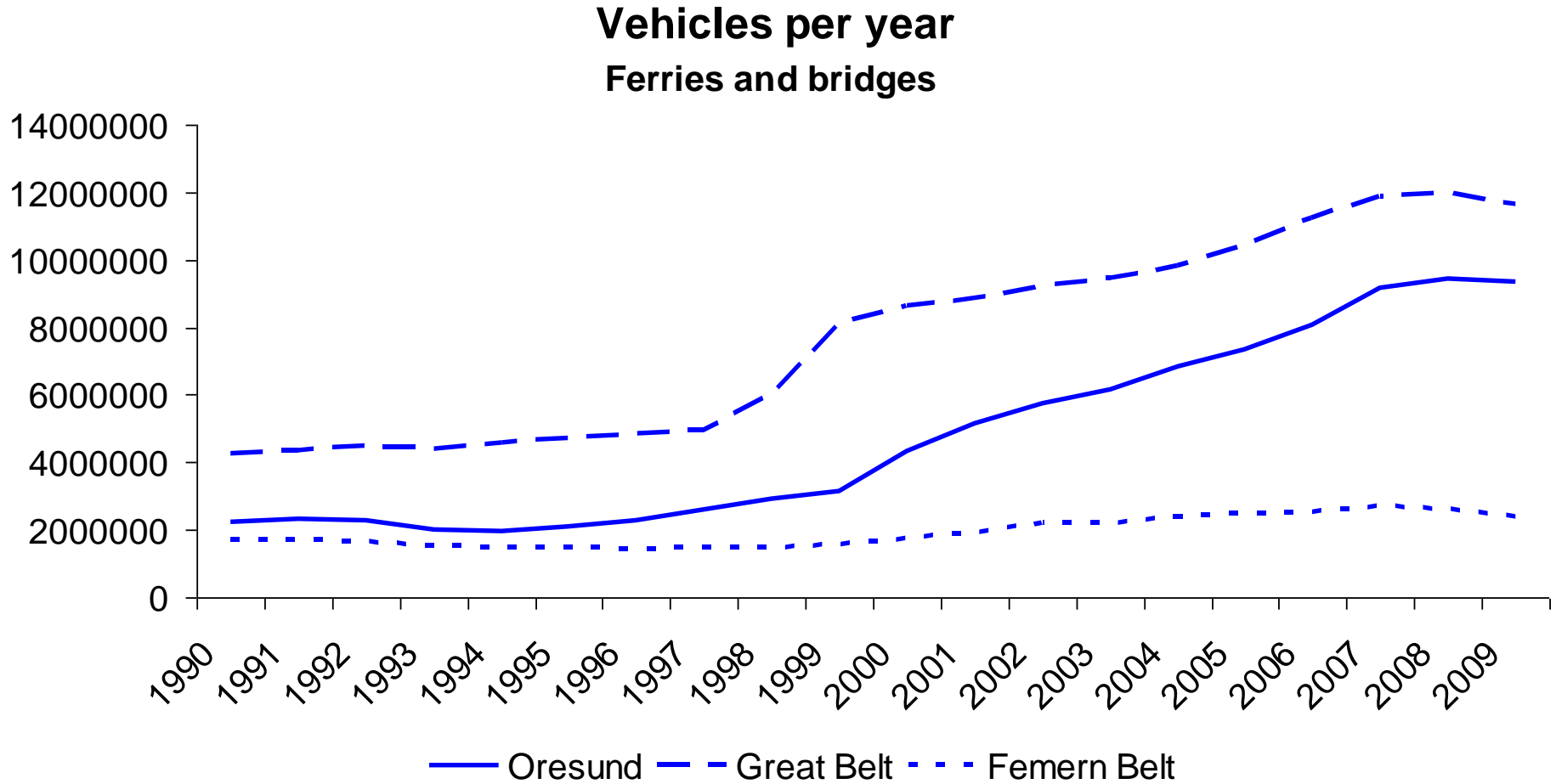
Traffic crossing the lines

Great Belt 
Öresund 
Fehmarnbelt 

Traffic on ferries
and bridges



Vehicles !!



Fehmarnbelt



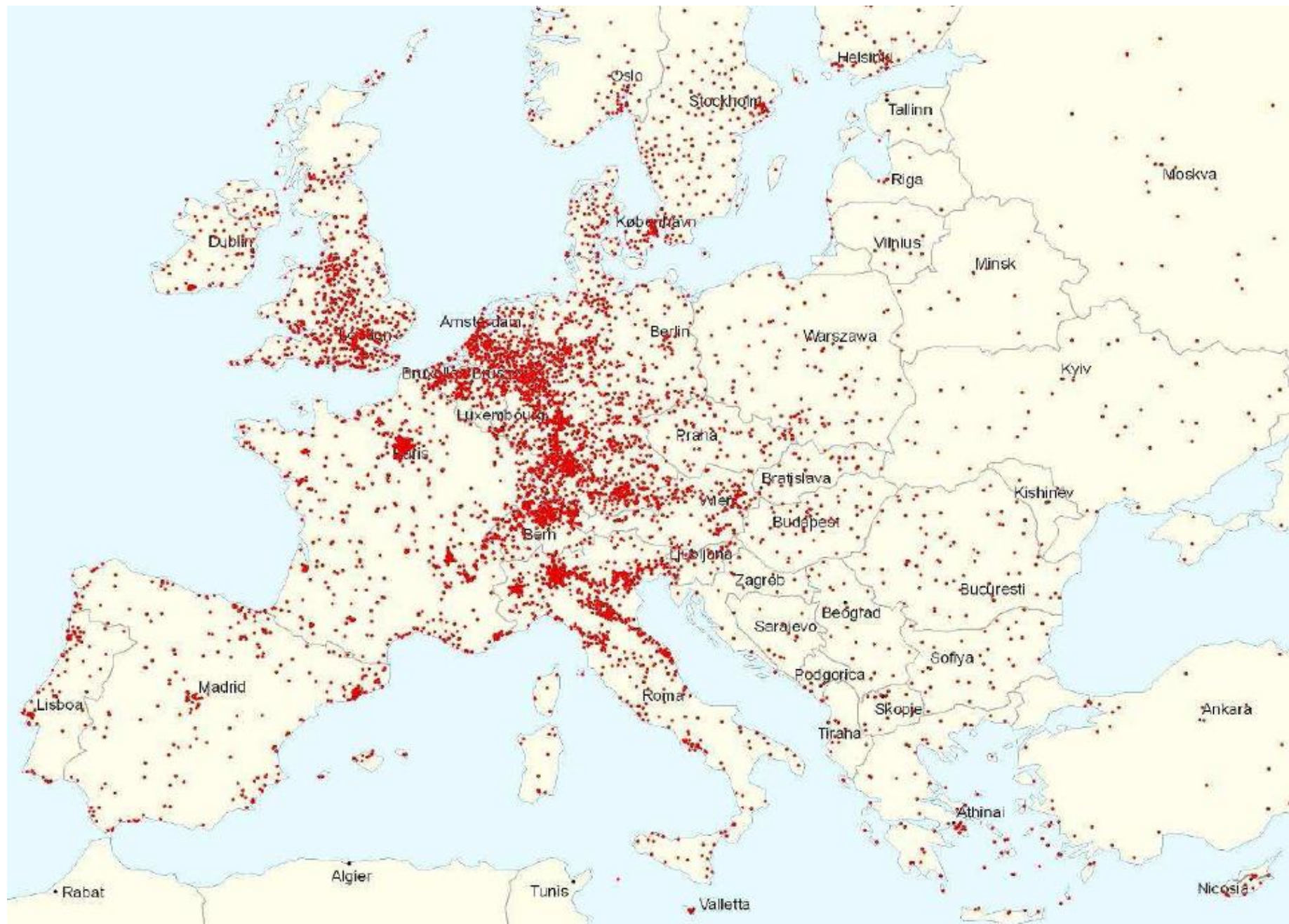
Metropolises



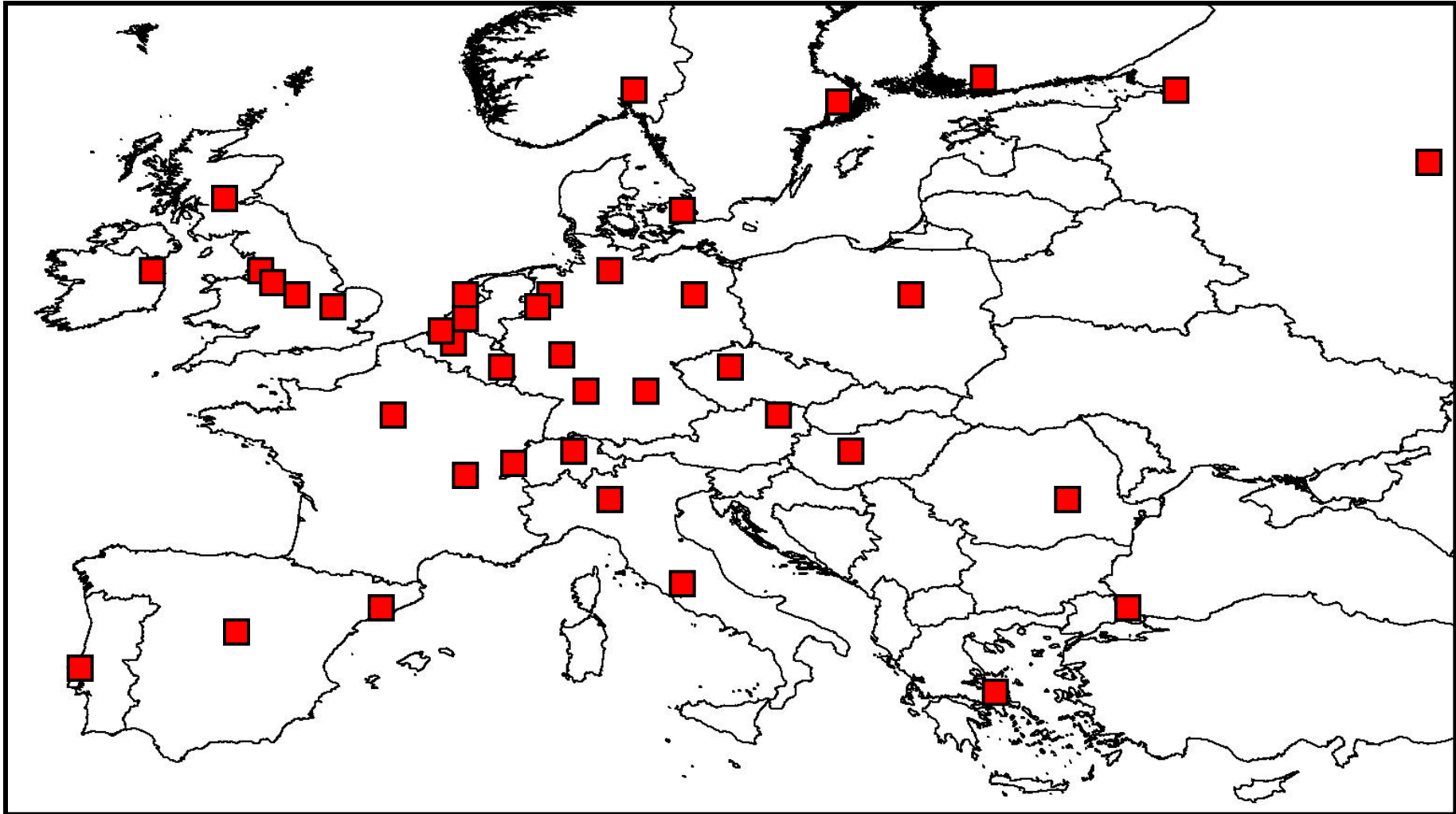
- **Economic power**
- **Center for:**
 - Finance**
 - Culture, entertainment**
 - Services, commerce**
 - Knowledge**
 - Creativity**
- **Node**
 - Transport**
 - Communication**
- **Size, for example measured as:**
 - Population**
 - Income**
 - Product**
 - Interaction**
 - Accessibility**
- **Quality**

Metropolitan functions

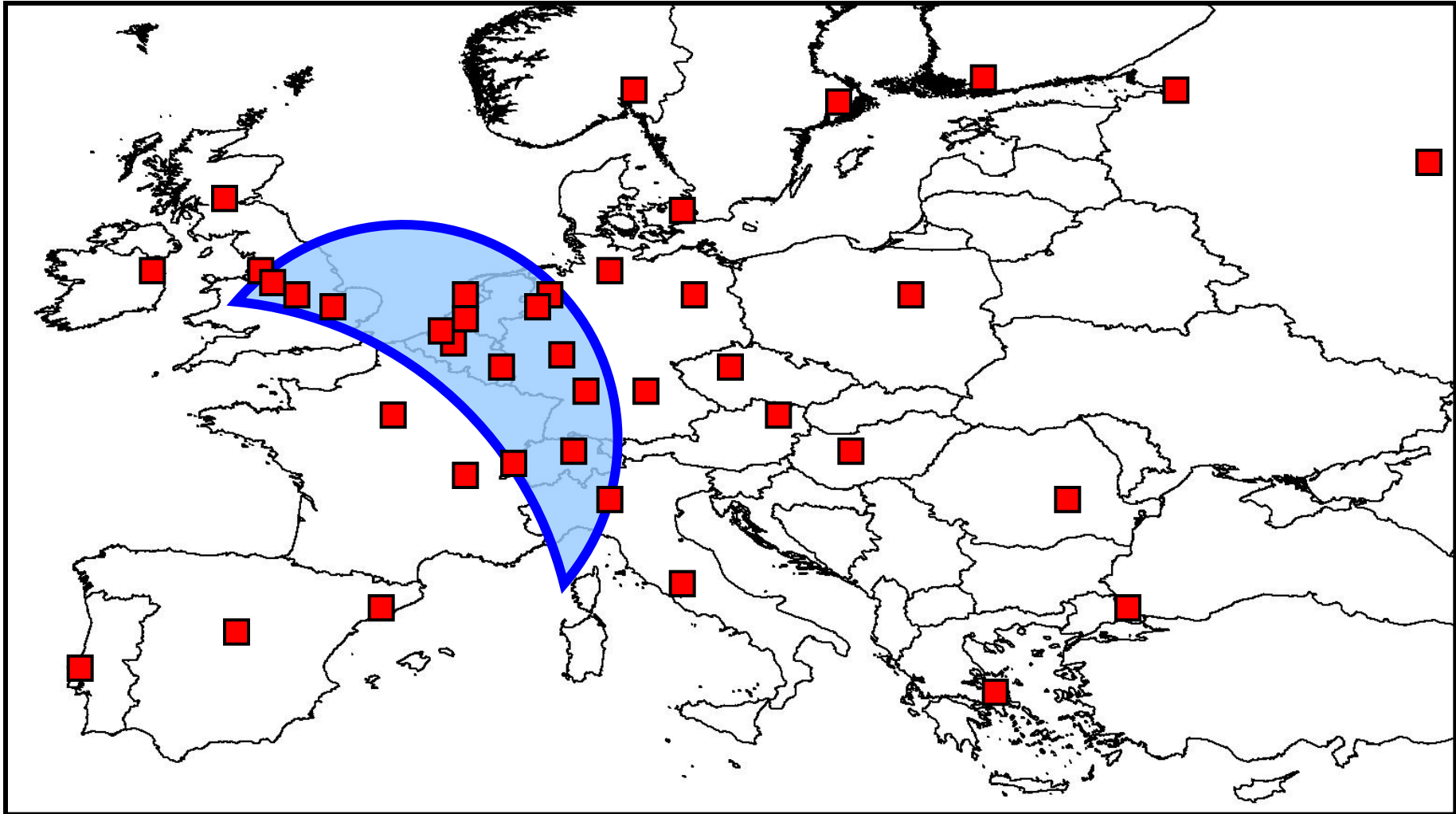
After: Bundesinstitut für Bau-, Stadt- und Raumforschung, 2011



Metropolitan Europe



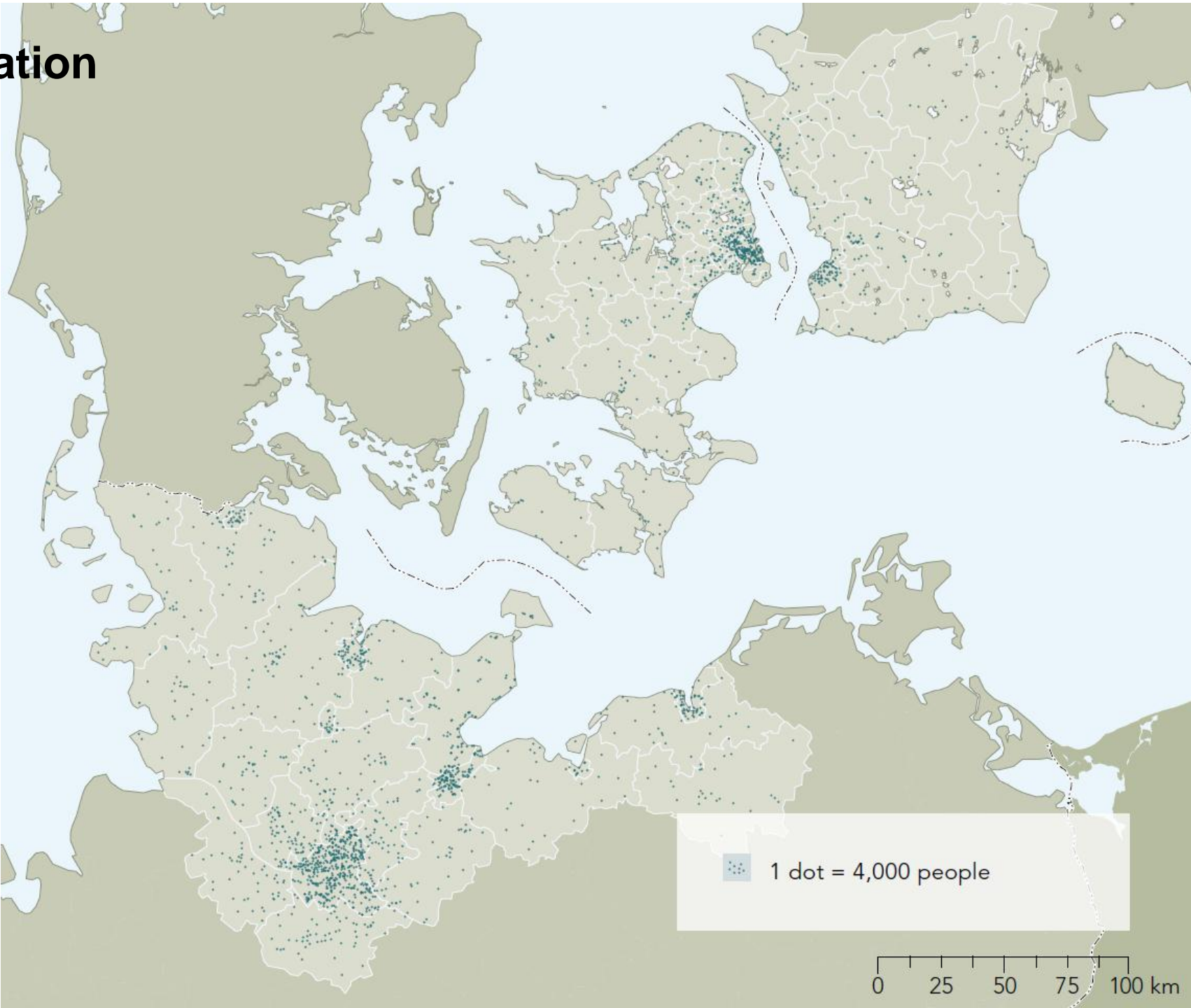
Metropolitan Europe



Urban system



Population



Three analytical perspectives

The large cities

Copenhagen/Öresund-metropolis

Hamburg

Lübeck

Kiel

Rostock

The regions near Fehmarnbelt

Lolland-Falster-South Sealand

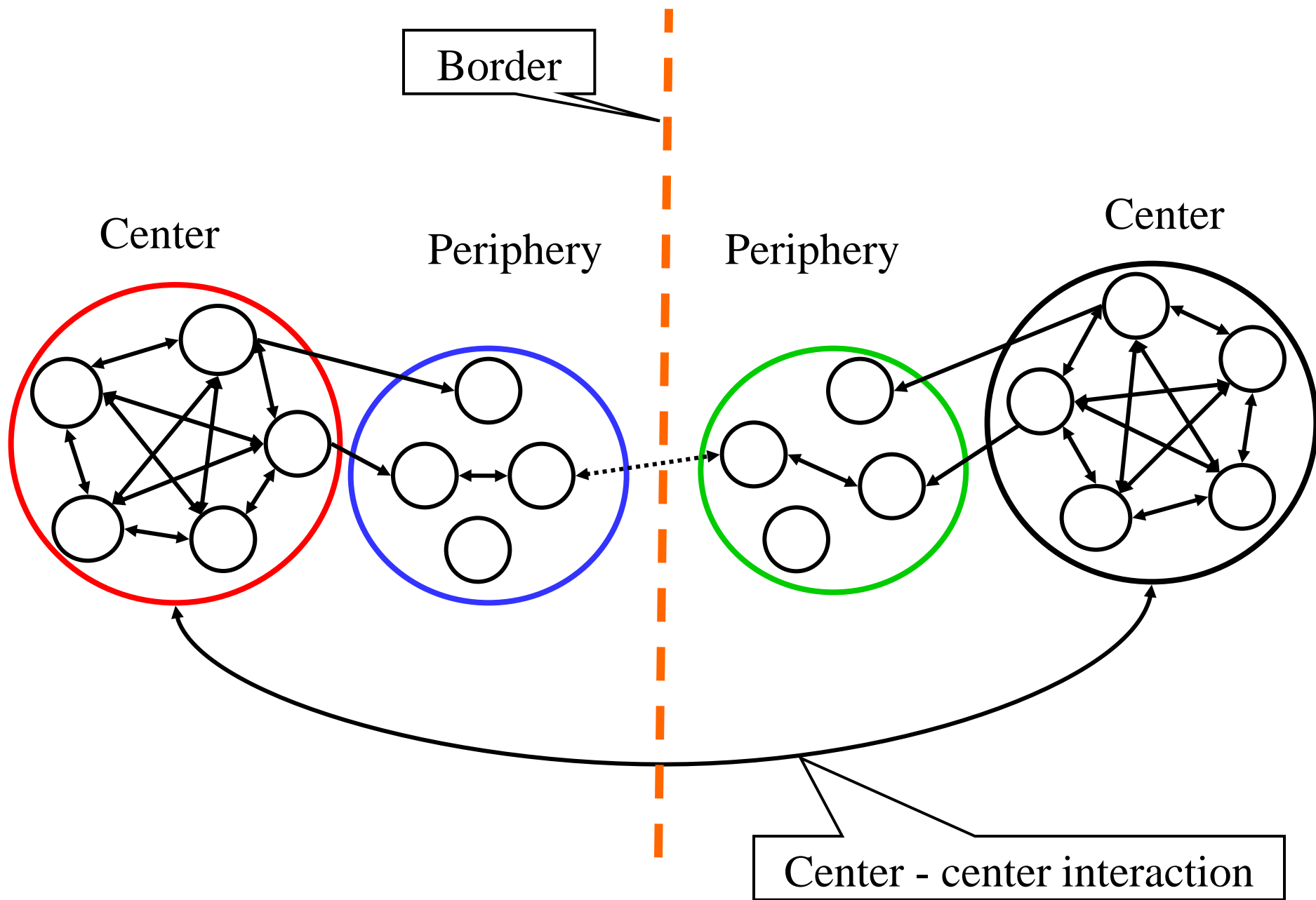
North-east Schleswig-Holstein

The corridor

Baltic Sea

Ferry cities

Regional setup
Pre fixed Fehmarnbelt link



Fehmarnbelt neighbouring regions

Summary: potential regional change post fixed link

Lolland-Falster

North-east Schleswig-Holstein

The Copenhagen-Hamburg corridor

Minus - lose employment when:

- **Ferries terminate**
- **Tunnelbuilding finishes**

Plus:

- **Construction period employment**
- **Construction period: increasing interaction and cooperation**
- **Real border region**
- **Potential mobilisation effects: demand for national active**
- **Increase in real estate values**
- **TGV-train: dramatic increase in real estate values – hot spots**
- **Increasing competitiveness in the CPH-HAM corridor**
- **Advantage for centres located in the corridor (lift in status)**
- **New localization pattern: tourism, clusters**

Corridor competitiveness boost

The large centres

Summary: potential regional change post fixed link

Copenhagen/Öresund-city

Hamburg

Lübeck

Kiel

Rostock

New dynamics:

- **Crosspoint location enforcement**
- **European high speed railroad system**
- **International metropolitan competition**
- **Metropolitan cooperation: Hamburg-Öresund City clusters, research, culture**

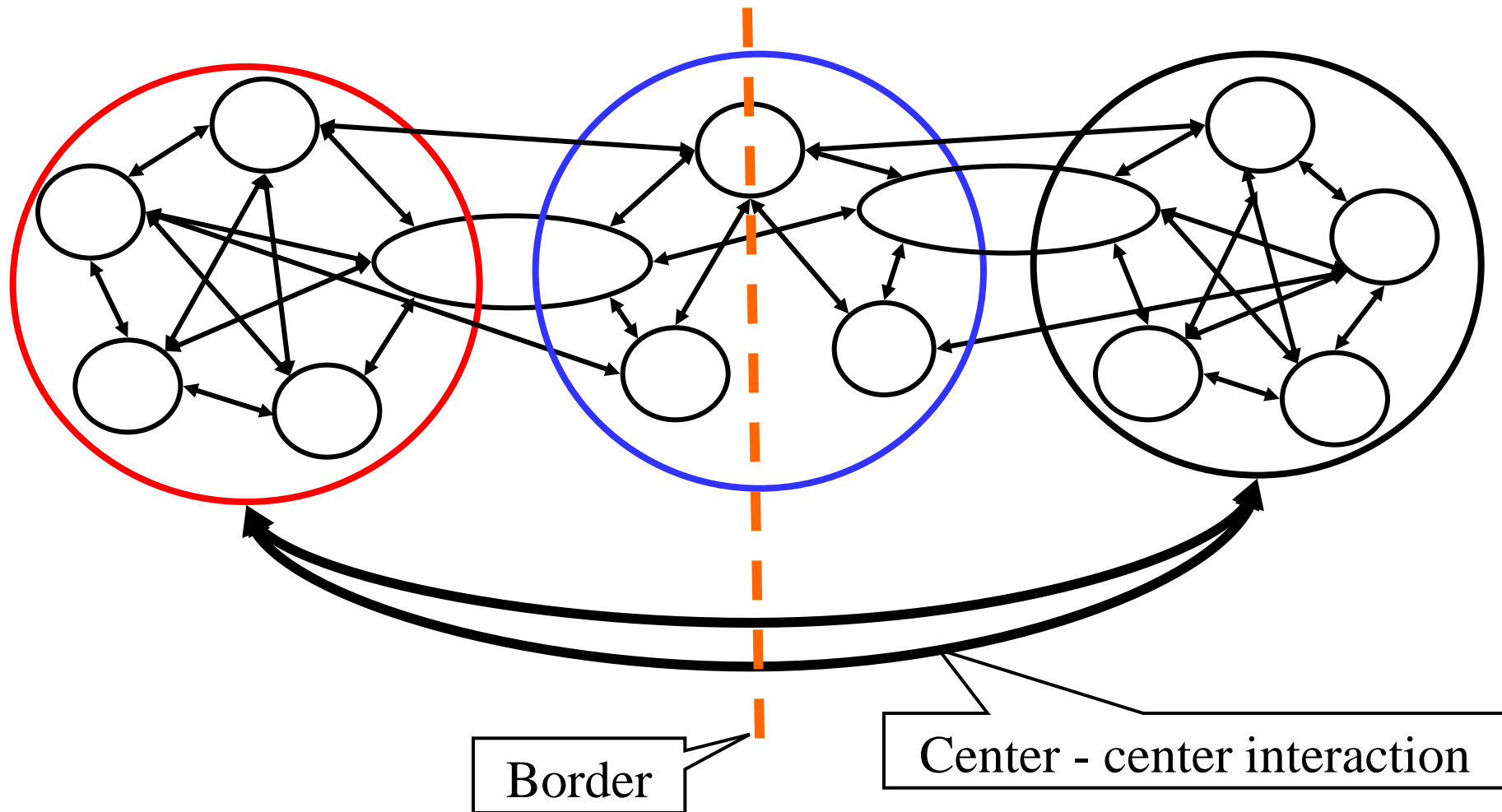
Competitiveness boost

Regional setup
Post fixed Fehmarnbelt link

Center

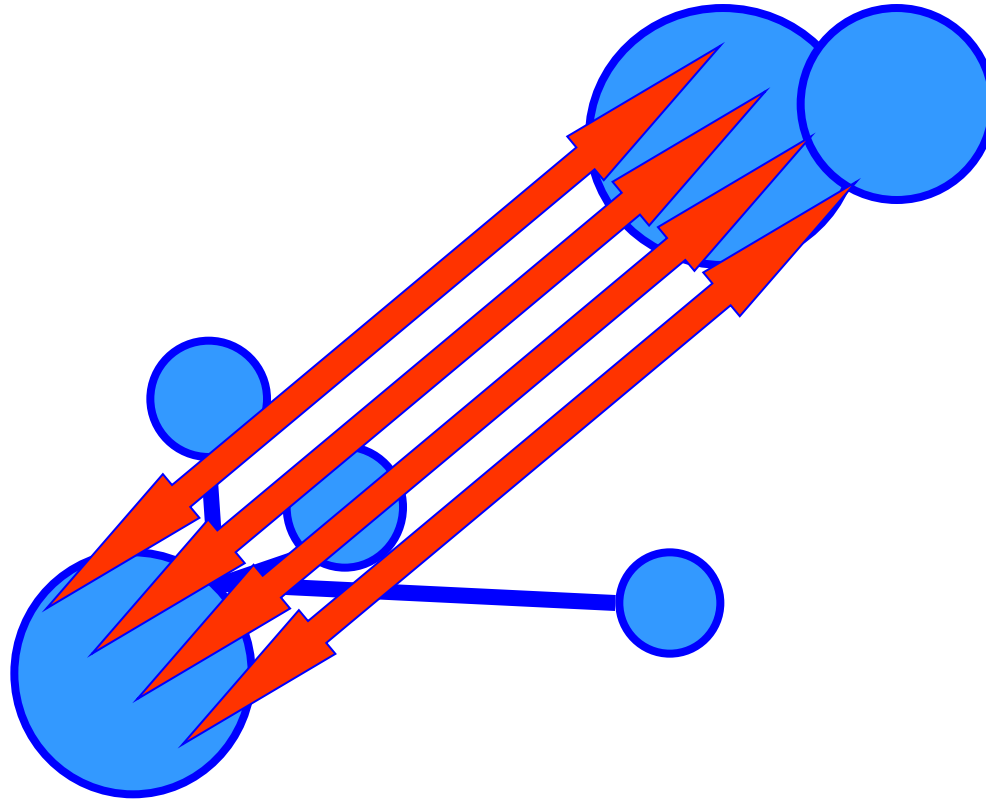
"Real" border region

Center



Strategic goal:

- New North European powerhouse based on new infrastructure and new internal networks
- The Fehmarnbelt corridor metropolitan axis: Lift in the European urban system
- The Fehmarnbelt peripheral regions: New integration in the new axis



Presentation based on:

**Matthiessen & Worm (editors
2011):**

**The Fehmarnbelt Fixed Link:
Regional Development
Perspectives**

**University Press of Southern
Denmark**



Presentation based on:

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2011):

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Denmark

The Fehmarnbelt Fixed Link:

REGIONAL
DEVELOPMENT
PERSPECTIVES

Thankyou

