

STRING

## A new strong growth corridor in Northern Europe

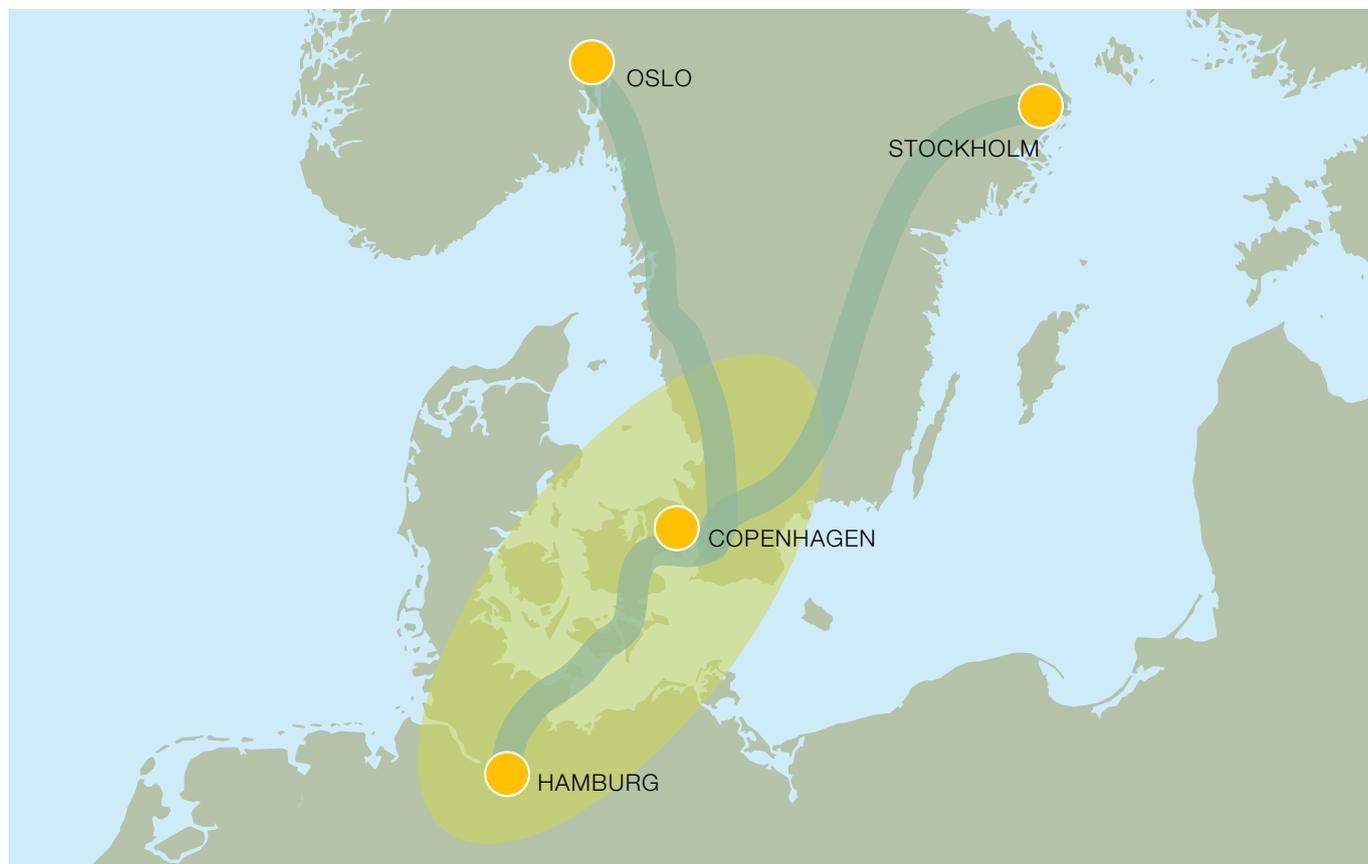




PHOTO: KARIN BEATE NØSTERUD/NORDEN.ORG

## Öresund–Hamburg – a new strong growth corridor

When the fixed link under the Fehmarn Belt is completed in 2021, a new European powerhouse will be physically connected. Research, development, industry and service in the entire corridor between the Öresund Region and Hamburg will receive new energy, new efficiency and a better ability to compete through a responsible growth and economic development where green is central.

STRING is a political cooperation between Region Skåne, Region Zealand, the Capital Region of Denmark, the City of Copenhagen, Hamburg and Schleswig-Holstein, which is already in the process of laying the foundation for the future that will be created in the years to come for all 8.3 million inhabitants of the area.

At STRING, we are working to create a green growth corridor between Hamburg and the Öresund Region. In our region, we have a continuous ambition to act in a sustainable manner in our use of the world's resources.

Green growth is no longer an alternative to 'regular' growth in modern societies – it is a must in order to create traditional economic growth as it also makes us more appealing as a region. In order to get a competitive edge in the race to attract international investment, business and competences we must show the world that STRING believes in responsible growth where green is central. Therefore, STRING believes that growth must be sustainable and responsible in order to be realistic.

In both private enterprises as well as our universities, we have innovation and research in climate technologies and energy conservation that make us world leaders in a large number of areas, putting us in a good position to be first-movers when it comes to green growth initiatives and solutions. With the expansion of the research facilities of ESS in Lund and DESY in Hamburg, we are assuming a leading position in materials research, which will allow our business community and research institutions to step further into the global elites.



PHOTO: STRING

The interplay between an historically large investment in infrastructure, the efforts focused on research facilities and the building up of competencies, as well as the synergies that will arise in the entire corridor when we are tied closer together, will provide us with a unique opportunity to create a future marked by sustainability, knowledge, growth and cultural cohesiveness.

**Over the following pages we will be reporting on our activities.**

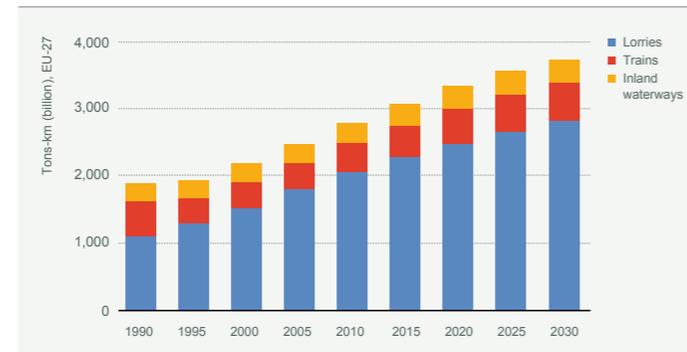
# Infrastructure – the key to green growth and development

At this very moment, the next 50 years of development are being planned in Northern Europe. The Fehmarn connection is a new, system-altering infrastructure that will create greater mobility, development and new opportunities for growth in quite a large area around the connection. The Öresund Bridge between Sweden and Denmark and the Great Belt Bridge in Denmark are examples of how increased accessibility has created substantial changes and growth.

The proper formulation of the traffic system in the entire Fehmarn corridor is also crucial to whether we can have more goods moved over to rail – and whether the environmentally friendly trains can compete with forms of transport which have higher emission levels, namely cars and aviation.

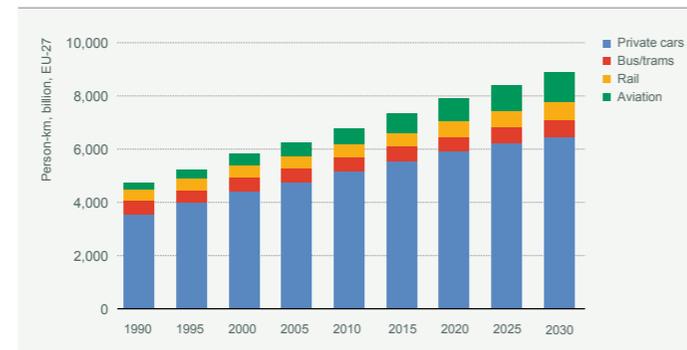
Hence at STRING we are deeply involved in what the overall infrastructure between Hamburg and the

Trends in goods transport



Source: Transport Datalab/HTC

Trend in passenger transport



Source: Transport Datalab

The EU Commission estimates that both goods and passenger traffic will by and large be doubled during the period from 1990 to 2030. This makes for a large need for modern infrastructure, where the ability of railways to compete with aviation and road transport will have to be markedly strengthened if we are to attain both increased efficiency as well as the EU's environmental targets.

Öresund Region will be comprised of. We have posed overall quality assurance requirements with the stipulation that it should take no more than 2.5 hours by train to travel from Hamburg to Copenhagen. This will ensure that the two large metropolises will be able to operate in conjunction with each other, hence allowing a new cultural and financial synergy to arise, as well as a new Northern European powerhouse – benefiting the region as a whole.

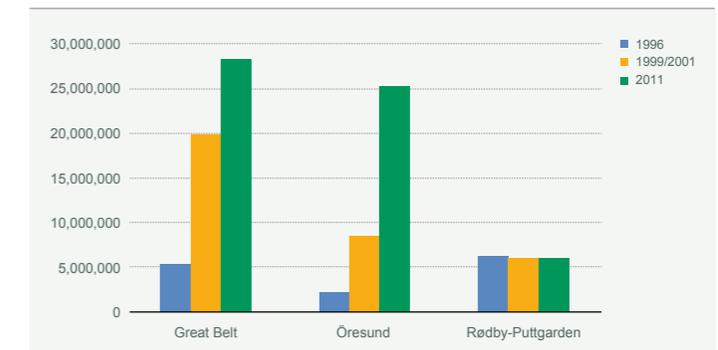
At the same time, such a modernisation of the around 300 km long railway network between Copenhagen and Hamburg will ensure a rise in the number of goods that can be transported via train. This will also ensure an increase in the customer base on the international routes from Copenhagen Airport Kastrup when Northern Germany, in terms of time, becomes much closer to the departure halls of Copenhagen Airport.

In Denmark, Folketinget has already adopted the level of quality for the new infrastructure: speeds of between

200 and 250 km/h can be used on the stretch from Copenhagen through and including the Fehmarn connection, i.e. to Puttgarten in Germany. However the design of the German land-based system between Puttgarten and Hamburg has not been finalised yet. In the state treaty between Denmark and Germany concerning the Fehmarn connection, it has been decided that the connection's German land-based system will first be completed 7 years after the

opening of the Fehmarn Tunnel – and that the relevant plans for the German railway tracks will allow for a maximum speed of 160 km/h. STRING believes that an upgrading and expediting of the German land-based system is necessary in order to reap the full benefits of the new infrastructure from the day of its opening in 2021. The decisions concerning the final solution will be made in the course of 2014 and 2015.

Passengers per year for existing connections



Source: STRING

The fixed connections in and around Denmark have increased markedly in mobility and activity. Here, the trend is shown in the number of persons who crossed the Great Belt and Öresund respectively – as well as the trend at the same time for the ferry between Rødby and Puttgarten. When the fixed connection under the Fehmarn Belt is opened in 2021, it must also be expected that there will be a pronounced change in traffic patterns.

# A green growth strategy for STRING

STRING is working to create growth in the corridor between Skåne and Hamburg. In this context green growth is no longer an alternative to 'regular' growth in modern societies – it is a must in order to create traditional economic growth. This kind of growth focuses on moving away from a resource-destructive and emissions intensive economy towards reduction of harmful emissions, efficient use of natural resources, and support of business and industry in innovating and implementing green, low carbon approaches. This is absolutely essential in a time of limited resources.

But green growth is not only essential from an environmental aspect – it also makes us more appealing as a region. In order to get a competitive edge in the race to attract international investment, business and competences, we must show the world that STRING believes in responsible growth where green is central. Alas, having a growth

that is green and thus responsible is key to the development of any growth.

To reflect and expand this, STRING has now completed a green growth strategy, covering the entire region. Within the STRING cooperation we have some of the world's leading industries when it comes to cleantech, energy efficiency, wind and waste management alongside several other industries focusing on sustainability. We also have advanced know-how in the public sector of different planning and innovation initiatives that supports sustainable climate solutions, such as cluster building. The purpose of this strategy is to pool these regional resources and knowledge from the business world and research institutions, as well as the public sector, to act together to ensure a sustainable, responsible and economically sound development of our welfare societies.

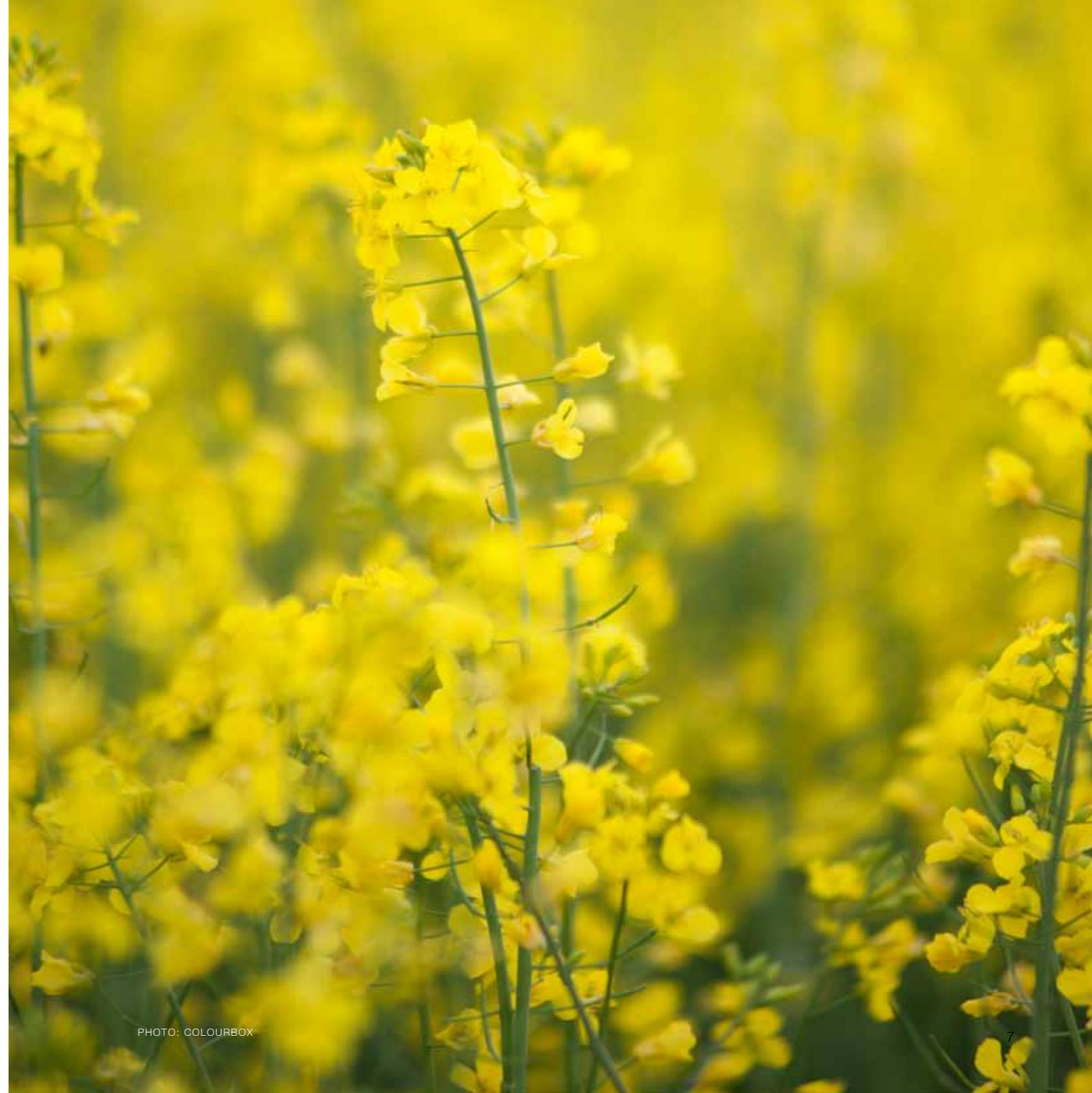
The strategy focuses on five themes in which we are leading, and which also

hold potential for business development. These themes are:

- Green mobility
- Sustainable cities
- Energy efficiency in buildings
- Renewable energy; and
- Resource efficiency and waste management

Based on an overview of on-going key initiatives in the region, some gaps and unused opportunities have been identified. The strategy thus identifies six new projects which we believe needs to be put into place, covering the entire region. These so called 'profile projects' are deemed necessary to push the green growth agenda forward.

With specific actions identified, the next step is to implement the strategy recommendations and get the profile projects off the ground. Clusters bringing together stakeholders from business, academia and the public sector will be formed to run the projects.



## Research and development



PHOTO: JOHANNES JANSSON /WWW.NORDEN.ORG

There are many possibilities for co-operation in research and development between companies and research institutions in Sweden, Denmark and Northern Germany. The latest example is the co-operation agreement that was entered into between the particle accelerator ESS, which is currently being built in Lund, and where the computational unit will be located at the Niels Bohr Institute in Copenhagen, and the radiology facilities at DESY in Hamburg. Both of these research institutions will be in operation around

the time of the opening of the fixed connection across the Fehmarn Belt in 2021, and will transform our part of Europe into the world's leading research area in material science.

However, in the STRING region there are also a number of other areas of competence providing opportunities for co-operation. This involves wind power, cleantech, the food product industry, the pharmaceutical industry, marine sciences and logistics. The potentials for increasing the Swedish/

Danish/German co-operation within these areas are substantial and will contribute to securing new investments and new workplaces.

In order to obtain the synergistic effects of the co-operation in research and development at both the companies and the universities, many parties will need to work together on focused efforts for the foreseeable future.

STRING will encourage and invite co-operation between organisations, universities, companies, researchers and the public sector in the STRING region, both for purposes of creating the relevant clusters – and for purposes of telling the story of the region's competencies.

## Culture and tourism

When the Fehmarnbelt tunnel opens in 2021, Northern Europe will see some changes. Mobility will increase, and it will be easier for neighbours to visit each other's countries. To make sure that our region really benefits from the integration and growth of the fixed link, tourism is an important aspect. In order to maximize these effects, STRING has together with a range of central tourism actors from the entire corridor, both from the private and public sector, created the 'Building Tourism' strategy.

The strategy is to make sure that the Fehmarnbelt Region can hold its own in an intensified international competition for tourists. This will be achieved by strengthening the tourism industry throughout the region via knowledge sharing and cooperation – both now and after the opening of the link. The STRING partners all agree that the tourism industry must play an active role in integration, growth and creation

of new jobs in the wake of the fixed link. The strategy thus presents how regional actors can work together to increase internal and external tourism markets in the region, along with a project catalogue of relevant initiatives and /or projects to achieve this. These projects highlight the prioritized initiatives in each project partner, and will stimulate interregional tourism or expand the market place for international tourism.

One of the main issues stressed in the report is the need to view tourism

as a strategic asset for growth and development. In other words, tourism creates more than just hotel nights and turnover within the core of the tourism industry. It also creates jobs, international awareness, networks and a basis for strategic infrastructure such as airports, arenas and congress centers. It is important to understand that tourism is a value chain product, linking numerous business sectors together in order to deliver a comprehensive product to the consumer. Tourism is therefore a very important component of the overall growth in the region.



PHOTO: FEMERN A/S

# Barriers

One completely central area in an integration process transverse to national boundaries is the work of clearing away the barriers and impediments to free movement. Completely normal, but important, issues such as taxes, employment conditions, differences in laws, regulations and administration, or simply a lack of knowledge and understanding, can block an individual integration process.

Trans-border co-operation organisations such as the Öresund Committee, Fehmarn Belt Committee and the Schleswig-Southern Jutland co-operation possess solid expertise in what the problems are and have all produced comprehensive reports and proposals for the governments in Sweden, Denmark and Germany on how some of these problems can be resolved. Thus there is well-documented material for the governments to tackle.



PHOTO: JOHANNES JANSSON/NORDEN.ORG

STRING supports the efforts to break the barriers down – and thereby to secure the best utilisation of the massive investments in trans-border infrastructure that these same governments have made or are in the process of making.

## STRING in numbers

Number of inhabitants (2012): **8,421,906**

Labour force (2012): **4,496,000**

Gross Regional Product (2010, mill EUR): **318,312**

GRP/inhabitant (2010): **38,200** (EU 27 average: 24,500)

Unemployment levels (2012): **6.6%** (EU 27 average: 10,4%)

**56** universities **18** research institutes **325,000** students

**70,000** scientific staff

SOURCE: EUROSTAT & FEHMARNBELT BUSINESS COUNCIL (FBBC)

### ADDITIONAL INFORMATION

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STRING is the political cross-border partnership between Hamburg and Schleswig-Holstein in Germany, the Capital Region of Denmark, the City of Copenhagen, Region Zealand in Denmark and Region Skåne in Sweden.

Our vision is that the STRING region will be the driver behind a Northern European green growth corridor consisting of the STRING region in a functional partnership with our neighbouring regions. The corridor will be a green European powerhouse; a strong strategic axis contributing to knowledge, growth, welfare and sustainability in Northern Europe, including the Baltic Sea Region.

