

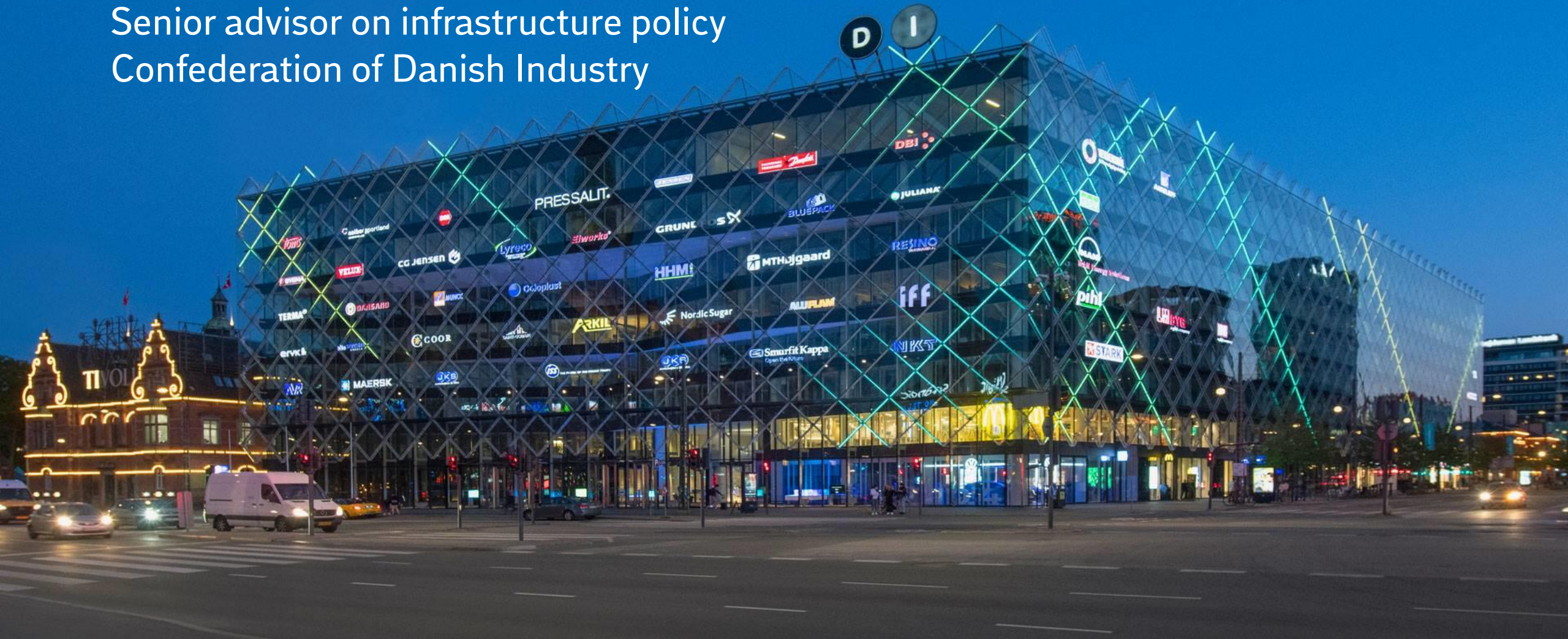
The Danish Fixed Links as game changers

17.10.23

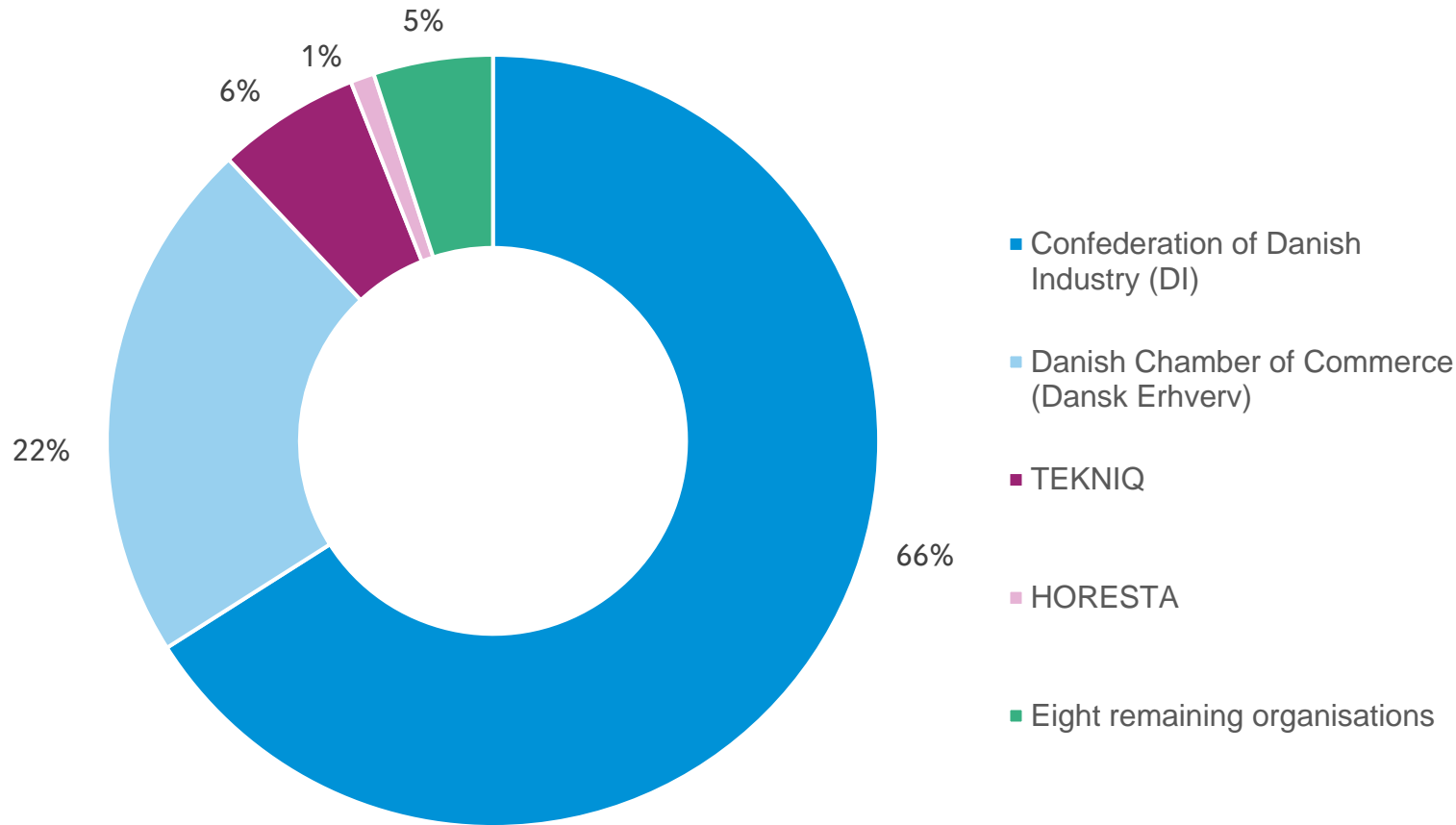
Jakob Svane

Senior advisor on infrastructure policy

Confederation of Danish Industry



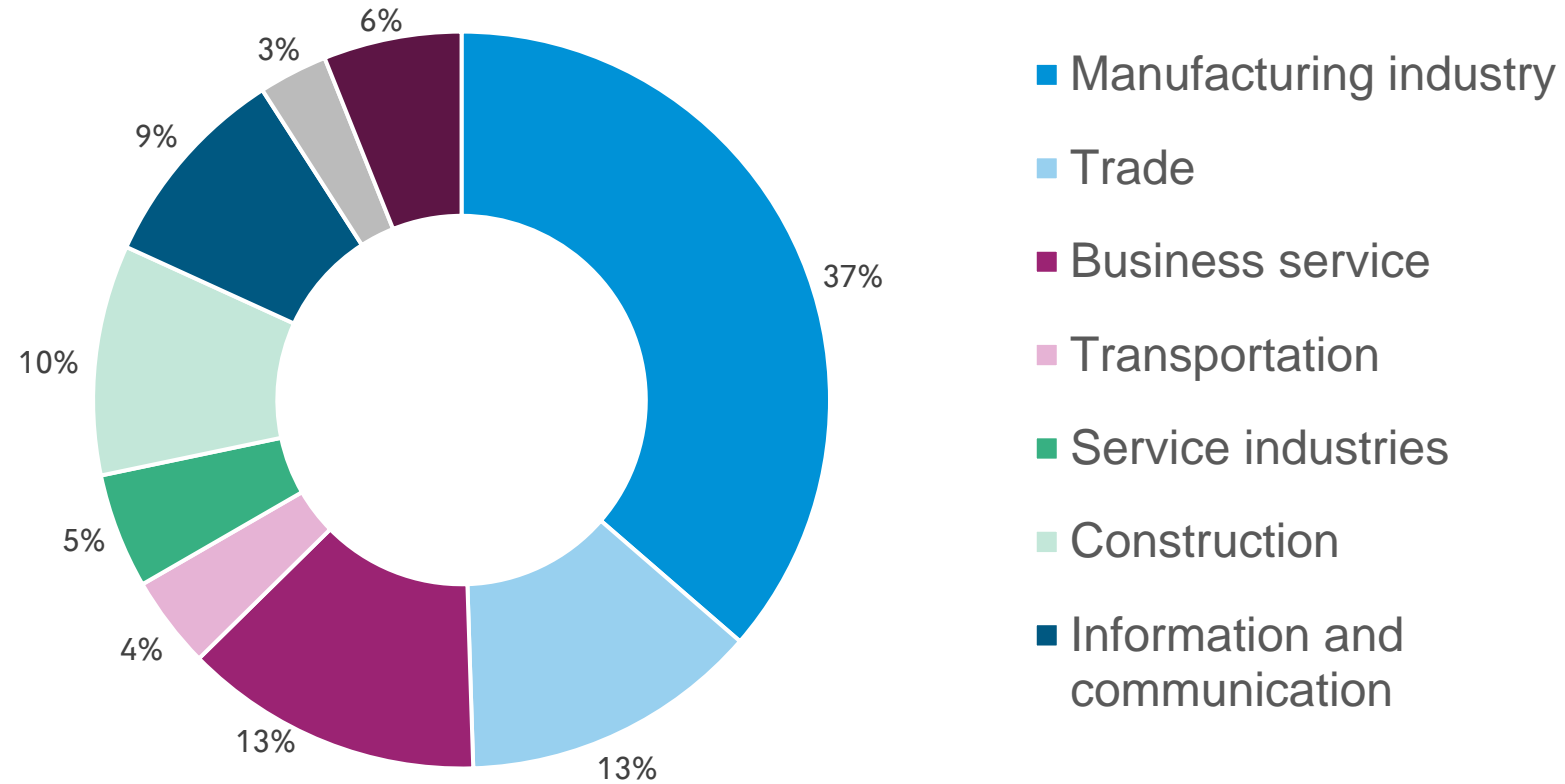
DI is Denmark's largest business and employers' organisation



DI's over 20,000 members represent 66 pct. of the total wages under the Confederation of Danish Employers

The diagram shows the member organisation's share of DA in terms of wages.
Source: DA

DI's members represent all types of businesses



DI'S VISION

DI envisions an open and prosperous society in growth and balance, where Denmark is the world's most attractive country for companies to do business in – and from.



DI's infrastructure policy

”World class mobility and infrastructure”

Based on the general economic policy of DI

Gives an investment framework as well as concrete proposals on infrastructure investments and time frames

Very close to what was later politically decided as the national Infrastructure Investment Plan 2035



Standing on the shoulders of giants

European Round Table of Industrialists, 1982

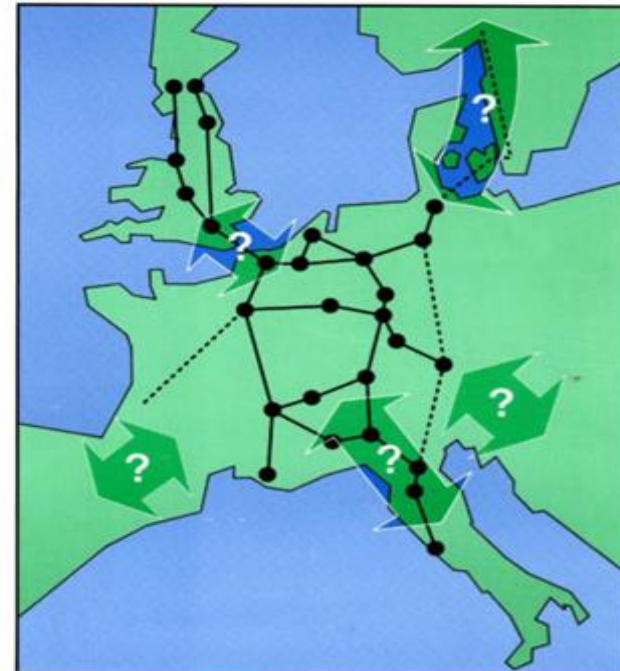


Credits: Digital Encyclopedia of European History

Report, 1984

Missing Links

Upgrading Europe's Transborder Ground
Transport Infrastructure:
A Report for the Roundtable of
European Industrialists



Before the fixed links

Distance between Sealand and the European continent indicated as time



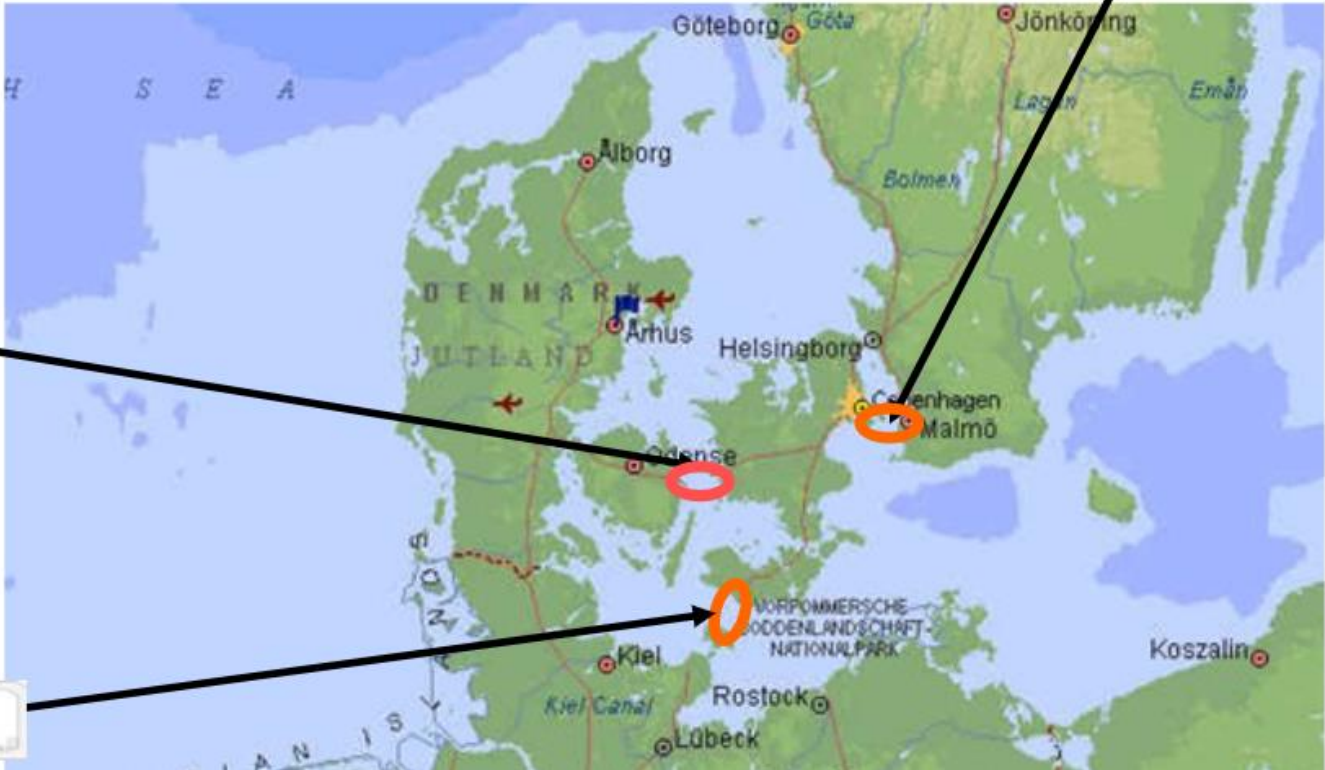
After the fixed links

2000/2001

Distance between Sealand and the European continent indicated as kilometres

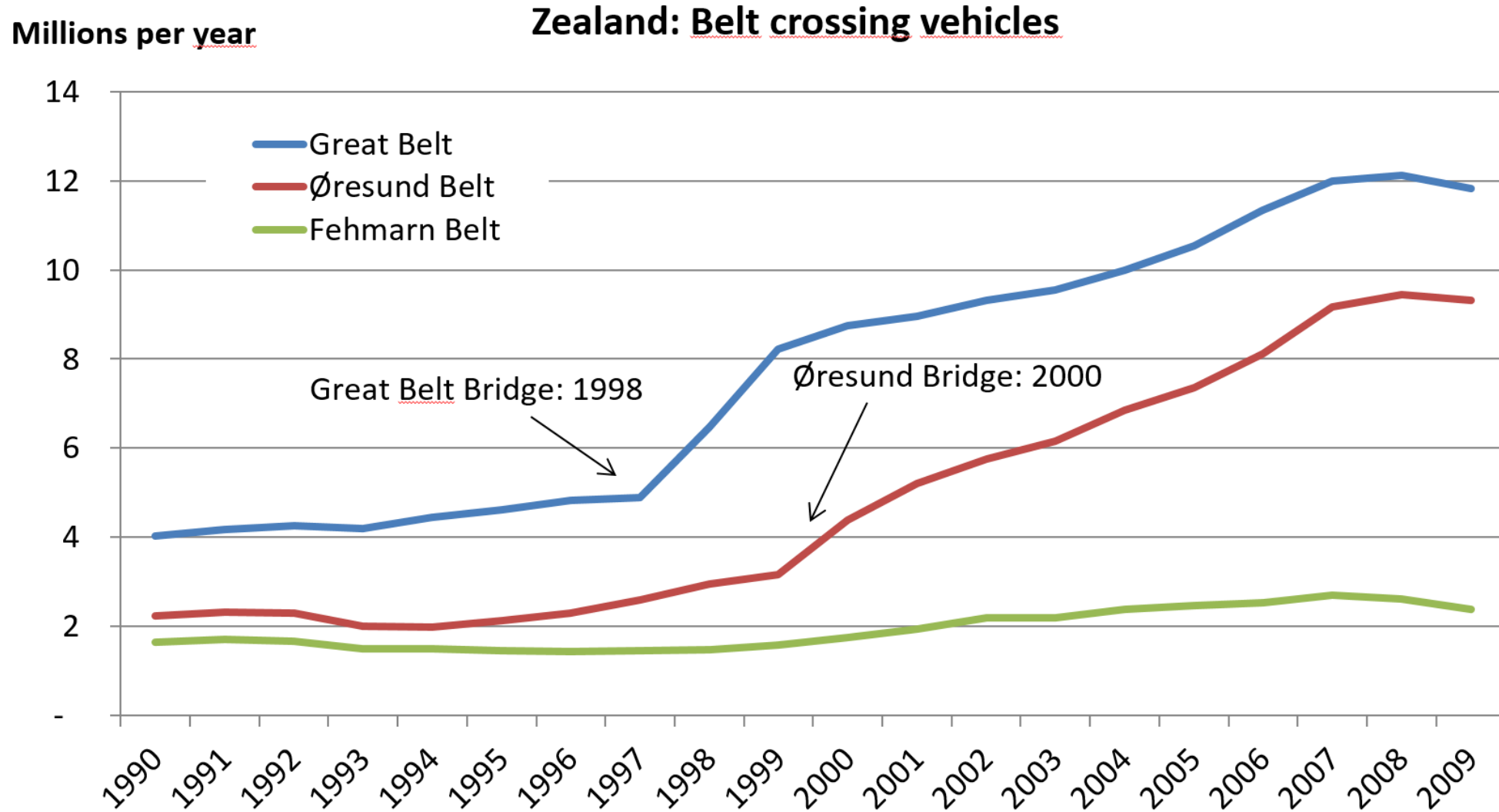


1997/1998



2029?

Fixed links integrate!



Source: Statistikbanken - Table SKIB31 and SKIB32, Sund & Bælt and Øresundsbroen



Important outcomes

The Great Belt Fixed Link is valued to give Danish Society a **benefit of 379 billion Danish Kroner** = 51 billion Euro

This is a return on investment of **14 percent** per year.

(Analysis carried out by The Danish Ministry for Transport, 2014)

The gains are notably time savings, but also improved labour market, better competition, agglomeration, cluster development and other productivity gains.

The Öresund Fixed Link is estimated to **gains of about 40 billion DKK** from 2000 to 2020.

(A different analysis, by Øresundsbron, because of the difficulty in comparing two different countries)

Both sides win!



Effects of other major infrastructure projects

BeltTrade

Interreg



Kofinanziert von
der Europäischen Union
Medfinansieret af
Den Europæiske Union

Deutschland – Danmark

Evaluation report

- ex-post analyses of other large scale projects
- comparison with Great Belt and Öresund
- clear connection between infrastructure investment and economic growth
- only other main finding was very important:

The more you prepare, the better outcome you get !

Be ready – and break down the barriers!

Physical planning – land area for growth

Crossborder rules in labour market, taxation and/or other areas

Media platforms and other fora

Need for mental links and cooperation – both within business life, civil society and governments

Need for willingness and preparedness to exploit the new opportunities



Creation of the FBBC



Fehmarn Belt Business Council – international umbrella organisation, founded by DI a.o. in 2007

- 10 member organizations from Germany, Denmark and Sweden
- Representing more than 300.000 companies
- Secretariat in Lübeck.

www.fbbsc.eu

One of several Fehmarn Belt-related organizations



After the Fehmarn-opening: The New Game



- Time savings – up to 1½ hours by truck – important for logistics, services, crafts and time sensitive production
- Better predictability = more stable supply - important for logistics and production
- More qualified labour - important for all sectors
- Tourism & cross border exchange - important for the local companies and communities
- What happens when you move Hamburg and Copenhagen 1½-2 hours closer together ?

A north European growth region



We work to create a more integrated and connected Northern Europe

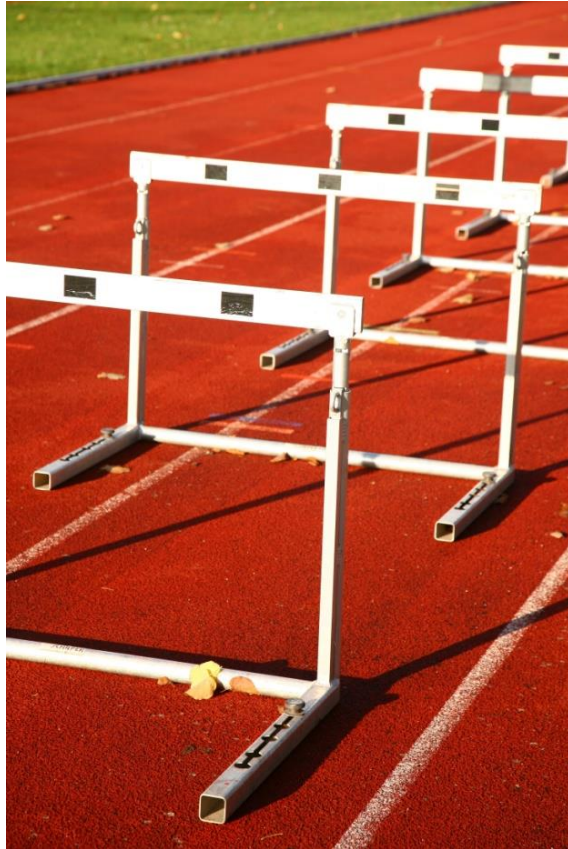
We have great experiences from the Great Belt and Öresund fixed links

Fehmarn Belt is a "Missing Link" in Europe - will connect two metropolitan areas with 8 mio. people in total – and Scandinavia with the rest of Europe

The Kattegat Fixed Link will "add" another 1 mio. people - and halve travel time between the two largest Danish cities



It's not easy, but the rewards are sweet



Infrastructure is a mean to achieve other goals, not a goal in itself