

## **PASSAGE Action Plan**

Institution: Femern Belt Development

Other partners: Kreis Ostholstein, the Fehmarnbelt Committee, municipalities, tourist attractions and transport enterprises in the Fehmarnbelt Region

### **Background for the action plan**

Participating in the EU-project PASSAGE have giving us a lot of inspiration to find topics for this action plan. Throughout the project, we have exchanged project ideas with all the project partners, which has been very inspiring.

This action plan is inspired on experiences from an EU project supported by Interreg Central Baltic program. The project is called 30miles and works to create good ports every 30 miles in the eastern part of the Gulf of Finland. Link to the project [here](#).

In 2028, when the Fehmarnbelt tunnel has been completed, the Zealand Region will be connected to Kreis Ostholstein via a fixed link. This fixed link will be in the form of a tunnel, which will improve infrastructure and accessibility between Kreis Ostholstein and the Zealand Region to the benefit of citizens and enterprises in both regions.

The railway on both sides of the tunnel, in Denmark and in Germany, will also be upgraded. This means that the railway will be electrified; a dual track will be established; and the bends on the railway route will be straightened to allow the trains to go at a speed of up to 200 km/h. Consequently, the future trains in the Fehmarnbelt Region will go faster than today's trains and they will be electrified trains.

For the improved railway to be properly utilised, it is important to have the railway implemented throughout the Fehmarnbelt Region, thereby making it possible to use the new, fast connections between the metropolises Copenhagen and Hamburg and between stations in the Fehmarnbelt Region.

The upgraded railway will reduce the travel time between Copenhagen and Hamburg by about 2 hours from 4 hours and 41 minutes to 2 hours and 40 minutes. Also, the travel time between towns in the Fehmarnbelt Region will be reduced. For example, the travel time between Nykøbing F. and Copenhagen will be reduced from 1 hour and 34 minutes to 58 minutes.

Reduced travel time between the metropolises and the towns in the Fehmarnbelt Region may make it more attractive to live in the Fehmarnbelt Region, since it will be easy and fast to commute to and from work in the metropolises. It will also become easier for enterprises in the Fehmarnbelt Region to attract labour, since commuting from the metropolises to the Fehmarnbelt Region will also be improved.

Because of the reduced travel time, young people from the Fehmarnbelt Region can stay in the region, while studying in the metropolises. This means that it will be easier to hold on to young labour to the benefit of enterprises in the Fehmarnbelt Region.

Based on the above, this action plan will focus on getting more people to use public transport in the Fehmarnbelt Region.

**Overall topic:** People meet across the Fehmarnbelt and generate less CO2

**Project 1:** New stations

### **Background**

Because of the establishment of the fixed link between Denmark and Germany, the infrastructure to and from the Fehmarnbelt will have a changed course. New road and railway connections need to be integrated into the infrastructure on the Danish and the German side.

In Denmark, this means that a railway station in Rødbyhavn will be replaced by a new station just outside Holeby.

In Germany, the railway will also have a new course, leading to several new stations. The placement of these stations has been decided, but there are still challenges regarding access to the stations via ramps, lifts, etc., for persons with a physical disablement.

### **Purpose**

To ensure that the new stations are equipped to service the many costumers expected to use the trains on the new, upgraded railway.

### **Activities**

- Develop arguments on the equipment required for the new stations
- Dialogue with Deutsche Bahn and Banedanmark on equipment for the new stations of the upgraded railway
- Ensure that all users can have access

### **Partners**

Municipalities, Deutsche Bahn and Banedanmark

### **Time schedule**

2018-2026

### **Economy**

- 5,000 € for consulting assistance to clarify the question of equipment at the new stations
- 1,000 € for meetings with municipalities, Deutsche Bahn and Banedanmark

### **Funding**

Public funding

## **Project 2: Types of traffic and the new stations on the upgraded railway**

### **Background**

Upgrading of the railway across the Fehmarnbelt will result in more and faster trains – but how many will stop at the stations in the Fehmarnbelt Region?

Having a number of trains stop in the Fehmarnbelt Region will make it more attractive to live in the region and establish enterprises.

### **Purpose**

To have so many trains stop at the stations in the Fehmarnbelt Region that accessibility to the region gets better than today.

### **Activities**

- Dialogue with national politicians in Denmark and Germany
- Dialogue with DSB/Banedanmark and Deutsche Bahn about stops at the new stations

**Partners**

Municipalities in the Fehmarnbelt Region, the Region Zealand and Kreis Ostholstein.

**Time schedule**

2018-2030

**Economy**

- 10,000 € for analyses
- 2,000 € for meetings

**Funding**

Not clarified

**Project 3: Connection between new station and town**

**Background**

When the fixed link opens, the infrastructure up to the tunnel between Denmark and Germany will have been upgraded and moved, so that the fixed link will be linked to the existing railway and road network in Denmark and Germany, respectively.

The railway and the road system connecting the tunnel with the existing infrastructure in Denmark and Germany will have a new course. In regard to the railway in particular, this presents challenges.

The stations located at the old railway will no longer be accessible when the tunnel opens in 2028. This means that new stations will have to be established in Denmark and Germany.

The public infrastructure which used to connect the stations on the old railway with the towns must be adapted to the new layout. At many locations, the new stations will be located away from the existing stations, so a major planning exercise will have to be carried out.

The connections between the towns and the new stations must provide an environment-friendly infrastructure.

**Purpose**

To integrate the new stations with the towns by establishing public transport between the towns and the new stations.

**Activities**

- Dialogue with municipalities about their ambitions for access to the new train station
- Dialogue with transport enterprises
- Implementation of new traffic plans for public transport between the towns and the new train stations

**Partners**

Municipalities in Denmark and Germany as well as Danish and German transport enterprises

**Time schedule**

2024-2026, depending on when the Fehmarnbelt Tunnel opens and when the new railway in Denmark and Germany has been established.

**Economy**

- 1,000 € for meetings of municipalities (clarification of needs)
- 500 € for meetings with transport enterprises
- 5,000 € for implementing new traffic plans

**Funding**

Public funding, Interreg

## **Project 4: Get more people to use the train, new mobility in the Fehmarnbelt Region**

### **Background**

When the Fehmarnbelt link opens in 2028, the upgraded railway will involve higher capacity and more passenger trains between Denmark and Germany.

The trains will also be going at a higher speed than before, which shortens travel time to the benefit of users.

The shorter travel time and more frequent departures will make the train more competitive compared with using a car. Municipalities may use the shorter travel time as an incentive to attract more citizens from the larger cities, since commuting conditions will be strongly improved.

### **Purpose**

To demonstrate the advantages of taking the train instead of using a car in the Fehmarnbelt Region.

### **Activities**

- Dialogue with transport enterprises in Denmark and Germany (DSB and Deutsche Bahn)
- Marketing campaign to get more people to take the train
- Dialogue with municipalities in the Fehmarnbelt Region on a settlement campaign

### **Partners**

Transport enterprises in Denmark and Germany as well as municipalities in the Fehmarnbelt Region.

### **Time schedule**

2027-2030 Transport enterprises: campaign to get more people to take the train

2028-2031 Municipalities: settlement campaign

### **Economy**

- 200,000 € for transport enterprises, divided over 3 years
- 200,000 € for municipalities, divided over 3 years

### **Funding**

Interreg and public co-funding

## **Project 5 Reintroduction of the Fehmarnbelt Ticket**

### **Background**

If it is to be attractive to use public transport in the Fehmarnbelt Region, it has to be easy and cheap.

The introduction of a public transport ticket which can be used in both Denmark and Germany will make it easier to travel in the Fehmarnbelt Region. It will become more attractive to use public transport, since you can buy just one ticket covering your transport in both Denmark and Germany.

A joint ticket was introduced in 2012; it gave access to public transport in Denmark and Germany. It was in operation from 2012 to 2017. The sale of tickets was about 1,000 tickets per year. The price of the one-day ticket was € 30 for a single person and € 39 for a group ticket (up to 5 persons). The ticket allowed transport on busses from Movia, regional trains in Lolland-Falster, busses and trains from Nah.sh in Kreis Ostholstein and ferry transport with Scandlines across the Fehmarnbelt.

There was little knowledge of the Fehmarnbelt Ticket, since no real marketing of the ticket had been carried out in the Fehmarnbelt Region.

The ticket was put on standby in 2017, since the railway on both sides of the Fehmarnbelt is going to be upgraded during the period from 2018 to 2028, when the fixed link will be ready. Upgrading of the railway will mean that, for quite long periods, train replacement busses will be in operation on both sides of the Fehmarnbelt, which is going to add considerable travel time, when public transport is used; this is why the Fehmarnbelt Ticket would not be attractive.

The ticket will be reintroduced in 2028, when the fixed link across the Fehmarnbelt has opened.

### **Purpose**

To reintroduce the Fehmarnbelt Ticket and make the ticket attractive to users.

### **Activities**

- Meeting with all parties behind the Fehmarnbelt Ticket (Movia, Lolland-Falster regional trains, Nah.sh and Scandlines)
  - Invite new partners (Deutsche Bahn and DSB)
- Design a new ticket
- The Fehmarnbelt Ticket must be marketed, so as to increase awareness of the ticket and make more people use public transport. Furthermore, the marketing efforts must make it clear what the Fehmarnbelt Ticket can be used for.
  - As a Dane, what can you visit in Kreis Ostholstein and Lübeck?
  - As a German, what can you visit in the Zealand Region?
- Create cooperation among tourist attractions on both sides of the Fehmarnbelt; a discount may be offered upon presentation of a Fehmarnbelt Ticket

### **Partners**

Transport enterprises and tourist attractions in the Fehmarnbelt Region.

### **Time schedule**

2027-2030

### **Economy**

- 5,000 € for the design of a new ticket
- 100,000 € for marketing of the ticket
- 5,000 € for finding tourist partners for the ticket

### **Funding**

Interreg