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Visit

### **femern.com**

for further information about the Fehmarnbelt Fixed Link.

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Opinion poll:

### **Fixed link offers new opportunities**

Northern Germans and Danes are increasingly seeing the opportunities a Fehmarnbelt Fixed Link will give business and tourism. That is the result of a representative survey which the opinion poll institute TNS Gallup (TNS Infratest in Germany) carried out in spring 2010 on behalf of Femern A/S.



#### **A benefit for the region**

Both in Denmark and Northern Germany, a large majority of those questioned is convinced that the region will benefit from a Fehmarnbelt Fixed Link: 68 percent in Northern Germany (2009: 60 percent) and 64 percent in Denmark (2009: 61 percent).

The proportion of those who believe that the link will generate more jobs in the region has also increased over the past year. 53 percent of Northern Germans believe that the fixed link will create jobs. In 2009, the figure was 48 percent. On the Danish side, people are even more positive about this aspect. There, 74 percent believe there will be an increase in jobs (2009: 67 percent).

#### **Opportunities for tourism**

Development opportunities for tourism are also predicted as a result of ►

the Fehmarnbelt Fixed Link. 75 percent of Danes (2009: 73 percent) and as many as 80 percent of Northern Germans (2009: 73 percent) are convinced that tourism between Germany and Denmark will be strengthened thanks to the fixed link.

However, the Germans in particular are still concerned that tourism in the immediate vicinity of the link will suffer. The number worried that the number of tourists on Fehmarn will drop because of the link has however fallen from 37 percent in 2009 to 32 percent. Among Danes, the figure is slightly higher at 23 percent (2009: 21 percent) who are worried that there will be a fall on Lolland.

#### **Northern Germans concerned about the environment**

On the German side in particular, concern can be identified about the potential environmental impacts of a Fehmarnbelt Fixed Link. A majority of the Germans questioned believe that the construction works (72 percent) and the finished link (65 percent) will have adverse effects on the environment.

This negative attitude has however dropped a little since last year (2009: 73 percent and 68 percent). In Denmark, the question about environmental impact was answered quite differently. There, only 44 percent (2009: 44 percent) believe that the construction work will have an adverse effect, and 40 percent (2009: 39 percent) believe that will be the case once the link is built.

TNS Infratest (Germany) and TNS Gallup (Denmark) interviewed a representative cross-section of the population by telephone in order to gather data for the survey. A total of 1,000 people over the age of 18 in Denmark and Northern Germany (Schleswig-Holstein, Hamburg and Mecklenburg-Vorpommern) respectively took part from the end of March to the middle of April 2010. It is the second year that Femern A/S has run this opinion poll.

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## **Harbour porpoises flocking in the Fehmarnbelt**

**Increased sightings of large numbers of harbour porpoises in the Fehmarnbelt have surprised experts and put the spotlight on the significance of the waters for these small toothed whales.**

Since the start of 2009, the porpoises in the Fehmarnbelt have been closely monitored to determine their movements and any impact a fixed link above or below the sea may have on these animals. Provisionally, investigations will continue until the end of 2010, and they have cast new light on the extent of the porpoise population in the area. ►



*The harbour porpoises are believed to move around more than previously assumed. This is shown by some of the investigations which Femern A/S has undertaken as part of the environmental impact assessment of a fixed link between Denmark and Germany.*

"We do not have any precise numbers, but when we look at previous investigations, there are significantly more porpoises in the Fehmarnbelt than we had expected. In spring 2009, in the space of just eight hours we observed around 40 animals, and in autumn 2009 we saw more porpoises than expected," says Dr. Georg Nehls of BioConsult SH.

The new discoveries are now being included as part of the environmental investigations prior to construction of the Fehmarnbelt Fixed Link and may be of significance for planning the remaining work.

#### **Artificial reef attracting fish**

"If the bridge or tunnel is built in an appropriate way, then the impact of noise and vibration can be kept to a level which does not exceed that caused by an ordinary ship. And the porpoises appear to be managing to live with the shipping traffic in the belt today," says Georg Nehls.

He also emphasises that experience gathered from similar projects shows that underwater constructions such as bridge pylons or tunnels actually attract fish, because they function as a sort of artificial reef. And fish are followed by porpoises who feed on them.

#### **Permanent guest or holidaymaker**

The harbour porpoises are monitored from land, water and the air depending on the weather, and using special underwater microphones which work in all weathers. Together, all these methods of measurement have helped to chart the rich porpoise life in Danish, German and Swedish waters.

The investigations also point to there being fewer porpoises in the Fehmarnbelt in the summer months than in spring or autumn. That can help explain the movements of the animals in the waters, and whether there is a seasonal migration of porpoises.

"We are basically working on two theories: Either the porpoises are moving around the Fehmarnbelt all year round, or the Belt is playing a greater role as a migration route between the North Sea and the Baltic Sea. But we don't yet know the answer," says Georg Nehls.

## New faces join the management of Femern A/S

**The work of designing and planning a fixed link between Denmark and Germany across the Fehmarnbelt is being intensified. Femern A/S is therefore strengthening both its Board of Management and its Board of Directors.**



*Leo Larsen*

The new Managing Director of Femern A/S is Leo Larsen, 63, who is also Managing Director of the parent company Sund & Bælt Holding A/S.

Until now, 67-year old Peter Lundhus was both Managing Director and Technical Director of Femern A/S. With Leo Larsen as the new Managing Director of the company, Peter Lundhus will focus exclusively on his tasks as Technical Director.

Leo Larsen has previously been Head of Department in the Danish Ministry of Environment, and has a lot of experience with the political system and the process surrounding the handling of building and construction projects by public authorities.

"Our main task in the next couple of years is to draw up a project that can be approved by the authorities in both Germany and Denmark. We are doing intensive, technical scrutiny of the potential solutions for both a bridge and a tunnel, and at the same time we are drawing up a very extensive environmental report to use in the Environmental Impact Assessment which the authorities in both countries have to undertake as part of the project approval process", says Leo Larsen.

The German businessman Rainer Feuerhake has recently been appointed to the Board of Directors of Femern A/S. He was previously Finance Director of TUI AG.



*Rainer Feuerhake*

With a German board member used to working at senior management levels, Femern A/S is strengthening the Danish-German spirit in its work on the Fehmarnbelt project. As the German voice in the Board of Directors, Rainer Feuerhake will be taking an active part on all the decision-making processes regarding the establishment of the Fehmarnbelt Fixed Link.

"I am convinced that the fixed link will be very significant for integration on both Northern and Central Europe as a whole and in particular for Germany and Denmark. I am very happy to be working on this project", says Rainer Feuerhake.

Rainer Feuerhake is 66 and has been Finance Director in the German Preussag AG group since 1988. The group changed its name to TUI AG in 2002. Because of his age, he left the position in February this year and now acts as a consultant to the management of TUI AG. ►

Rainer Feurhake has been married to Karen-Margrethe, who is Danish, since 1970.

As well as Rainer Feuerhake, the Board of Directors of Femern A/S has the following Danish members: Henning Kruse Petersen (Chairman), Carsten Koch (Deputy Chairman), Pernille Sams, Jørgen Elikofer, Jeanne Christensen, Leif Sjøgren.

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## Ten years with the Øresund Bridge:

### The combined labour market is based on new laws for tax and social security

**People's expectations for a borderless market put pressure on national laws. In the Øresund region, barriers in Danish and Swedish tax and social security legislation have been removed.**



Øresund Bridge

After ten years, during which more than 120 million people will have crossed the Øresund Bridge by car and 70 million taken the train across the bridge between Copenhagen and Malmö, there is good reason to look back on a solid success. The bridge has not just made travel easier, but it has also laid the foundations for a new way of looking at Copenhagen and Southern Sweden.

The bridge has been the lever for the development where people in both Sweden and Denmark have been given the opportunity to live on one side of the bridge and work on the other, and where businesses have found it easier to expand their markets or start up new businesses on the other side of the Øresund.

Even though the Øresund Bridge and the Øresund region have come about as a result of a political desire to unite Copenhagen and Malmö, it has not always been an easy road to follow. The plans and expectations of businesses and local people about how they want to use the Øresund region have often developed faster than the political realities. Many of them have therefore experienced barriers in the form of differences in national laws and regulations which made it difficult to think of the region as one single region or market spanning the border.

#### Many barriers removed

A lot of work has been done to remove these barriers to free movement, which in particular concern tax, pensions and health insurance, etc. Claes Håkansson has a lot of experience with this work, firstly in the Øresunddirekt web portal and now as a senior adviser in the Øresund committee.

"The absolutely most important step was taken with the Øresund Agreement in 2001, which standardises the agreements about social

security. It thus became possible for an employee to do part of his or her work from home (typically in Sweden) as long as at least half the work was undertaken at the employer in the other country (typically in Denmark). People are therefore insured for social security purposes in the country they work in, and given equal status with their colleagues – something which is very important."

The two countries' authorities and governments continue to work on the legislation and rules, and over the course of the ten years, important bilateral agreements about tax, labour market and social policy have been concluded based on EU rules.

#### **Different patterns**

"The development during the first ten years of the Øresund Bridge has gone from scepticism to enthusiasm, but the patterns in Denmark and Sweden have been different," says Claes Håkansson.

"Before the bridge opened, it was mostly Swedes who were oriented towards the Danish side, whereas Danes were more sceptical. The situation is quite different now. Danes have taken Scania to heart, they set up businesses, buy homes or just take a leisure trip across to the Swedish side, and have acquired a more positive attitude to the Swedes. On the other hand, Swedes, who always have been more ready for the Øresund region, have to a great extent found jobs in Denmark."

This is a development that is also down to the economic differences – higher salaries in Denmark, lower property and car prices in Sweden and the Swedish currency making it advantageous for Danes to cross the Øresund.

It can also become pertinent to adjust national rules once the Fehmarnbelt Fixed Link is finished. With the planned research cluster of Lund-Copenhagen-Hamburg, it may for example be necessary for staff to live in Denmark and work in Sweden and Germany, or another combination, and this could create issues for each country's own rules.

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## **Traffic figures for new prognosis**

**Femern A/S has initiated a survey of ferry passengers between Denmark, Sweden, Germany and Poland. The objective is to collect data about travel patterns and the potential for travellers to choose alternative routes.**

The data from the results will be included in the Land Transport Model which the Technical University of Denmark is preparing for the Ministry of Transport. The plan is for the Land Transport Model to be used as the basis for traffic prognoses all over Denmark when the model has been completed in 2012. ►

With the data collection underway, Femern A/S expects to be able to achieve a more precise and detailed traffic prognosis for the forthcoming fixed link than would otherwise have been the case.

In April and May of this year, travellers in the ferry ports answered questionnaires and truck drivers have also taken part in short interviews about their travel patterns. In the autumn, a survey will be undertaken about alternative travel routes. The survey will apply to both travellers in private cars and trucks as well as rail passengers.

A new traffic prognosis for the Fehmarnbelt Fixed Link is expected to be prepared in 2012. The existing prognosis is based on calculations from the 1990s and predicts 10,000 cars crossing the fixed link when it opens in 2018.

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## Rødbyhavn Info centre open



*Infocenter Rødbyhavn*

**On Saturday 24<sup>th</sup> April, Femern A/S opened a new info centre in Rødbyhavn. As well as a visit to the centre, the 300 guests enjoyed a pleasant couple of hours with music, food and drinks from local suppliers.**

The formal opening of the info centre and Femern A/S' new headquarters at Vestre Kaj 50 in Rødbyhavn was marked by speeches by Stig Vestergaard, the Mayor of Lolland Municipality, and Claus Dynesen, Project Director at Femern A/S.

In June 2009, Femern A/S opened a similar information centre in Burg on the German island of Fehmarn. Visitor numbers for that centre have been a couple of hundred per month during the summer season and around 50 a month during the winter.

The objectives of the info centres by Femern A/S include meeting the increasing need for close dialogue with local people and businesses.

The info centre in Rødbyhavn is open to the public every Tuesday and Thursday between 1 and 4 pm and by appointment. The Burg info centre is open every Tuesday from 3 to 6 pm, every Wednesday from 10 am to 1 pm and every Saturday from 10 am to 2 pm. Admission to both centres is free.