



The **STRING** region transport structure

*The Green **STRING** Corridor project has published a new report: The Green **STRING** Corridor and Transport Development. The report is written by Roskilde University, Denmark. It looks into developments in the transport structure in the **STRING** region, i.e. Scania, Zealand, Schleswig–Holstein and Hamburg, and identifies a number of opportunities and threats for the transport- and logistics industry in that region.*

The basis of this analysis is the opening of the fixed Fehmarn Belt link in 2021. Plans and discussions concerning the impact of the link have already begun. The report analyses the existing transport structure. It serves as a background report aiming to provide a better understanding of the role of the existing transport pattern once the tunnel opens. Certain characteristics will be described here.

The **STRING** region connects Scandinavia with Germany, the global market and Europe in terms of traffic. The future link across the Fehmarn Belt will take up a key position in this transport system and provide new and fast transport routes to various markets.

Basically, two transport structures exist. One is the global structure in which international division of labour ties national and regional markets together in a global division of labour with its attendant transport implications.

The objective of the Green **STRING** Corridor is to highlight the potential of innovative transport and logistics solutions, and promote a green transport corridor between the Öresund Region and Hamburg.



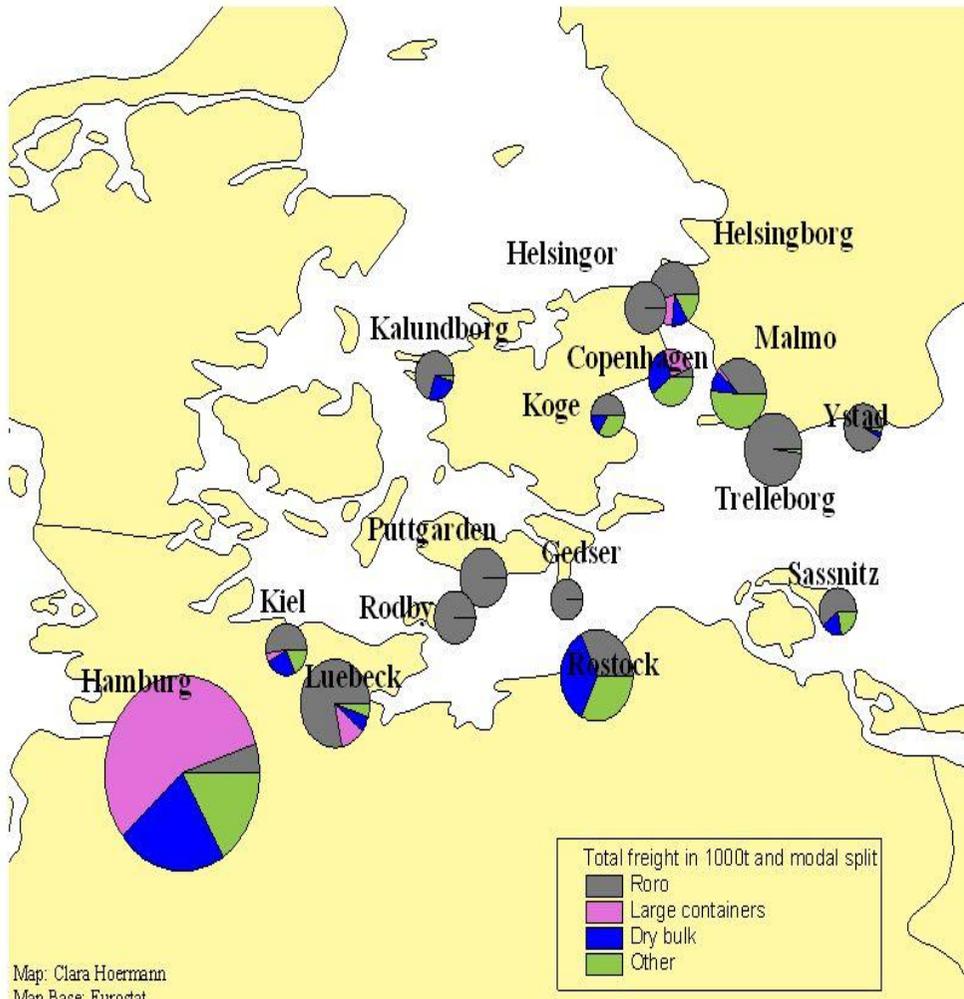
Source: WTO statistics 2011, special extracts

In the **STRING** region, Hamburg provides the main access to the global market.

The figure demonstrates the relative importance of trade for various continents. As can be seen, Europe’s share of the overall business activities is gradually decreasing, as are its transport activities. Nevertheless, Europe is still the greatest single operator in the world market.



Ports within the STRING region according to total freight in tons and modal split



Source: Eurostat database

EU's Single Market is a prime requisite for the entire European integration process. Consequently, fast and safe transport access to the individual markets in Europe is crucial for prosperity and business

development. Here, the ports in Oresund and along the Baltic coast are highly central to the transport system that connects Europe/Germany with Scandinavia, but also to the transport link between the STRING region and the Baltic States/Russia.

The figure illustrates the basic transport structure based on the ports. Add to this traffic crossing the Danish/German border; it is not negligible, but it will not be directly affected by the fixed Fehmarn Belt link.

The present transport structure runs in two main directions; one is from Scandinavia over Scania and Zealand to Germany/Europe. It accounts for 54 per cent of the traffic in the North German Baltic ports. The other covers traffic from the Baltic States and Finland, and it accounts for 46 per cent measured in tonnes.

The STRING transport corridor is thus a central element in the overall transport structure, not only for Scandinavia, Germany and the Baltic States, but also for the European and the global market.

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