

Appendix 7 - Revised timetable for the Fehmarnbelt coast-to-coast project

1. Introduction

As announced in Document 140 of 3 June 2007, Femern A/S has, on the basis of negotiations with the Danish and German authorities and the current conceptual designs for a bridge and a tunnel, prepared a revised timetable for the coast-to-coast project. The following sets out the revised timetable for the planning and construction phases.

2. Reasons for the later opening of the coast-to-coast link

Femern A/S has prepared a revised timetable for the coast-to-coast project according to which the opening of the fixed link across the Fehmarnbelt is expected to take place in 2020, i.e. two years later than the original target of 2018. The reasons for the later opening can be summarised as follows:

At the time of the signing of the political agreement between Denmark and Germany in June 2007, the target for the opening of the fixed link across Fehmarnbelt was 2018. The assumption was that the treaty between Denmark and Germany would be signed before the end of 2007.

The treaty, however, was not signed until September 2008 and ratified in Denmark through the passing of the Planning Act on 26 March, 2009, and in Germany, by the passing of the Act on 10 July, 2009. This delay has impacted on the project by approximately 8 months because the initial activities relating to the environmental investigation programme etc. could only commence after the treaty was signed.

A second pre-condition for meeting the target date of 2018 was that the assessment of the impact on the environment (EIA) and other environmental assessments were originally based on one year environmental investigations. It has, however, turned out that the German authorities require two years' environmental investigations, which has delayed the project by one year.

One assumption behind the opening of the link in 2018 was that the German authorities' approval process would last for twelve months. The German authorities have, however, announced that the approval process can be expected to last at least 21 months of which three months will be needed to examine the project application prior to its formal submission. This means that project approval in Denmark and Germany will be delayed by approx. one year. In the original timetable for the project, a pre-condition for opening the link in 2018 was that the construction phase could be reduced to five and half years, among other things to put pressure on all parties involved. The five and half years should be seen in the light of the expected construction period of six and half years for a cable-stayed bridge and seven years for an immersed tunnel in the feasibility study.

On the basis of the current conceptual designs' timetables, the company believes that an immersed tunnel can be built in six and half years and a cable-stayed bridge in six years. In view of the tight timetable, it has been decided for reasons of prudence to base the timetable on the longer construction period. The duration of the construction period, therefore, means a delay of one year.

Femern A/S can, in part, compensate for the above-mentioned delays by optimised and parallel processes, including implementing the tender process in parallel with the authority approvals in the two countries. This may lead to a reduction in the general timetable of approximately 18 months. Overall, the parallel processes will mean that the project can be executed up to two years earlier than would have been the case with sequential processes.

Based on the above delays and optimisation, the opening of the coast-to-coast link is expected to take place towards the end of 2020 – i.e. two years later than the original 2018.

For the sake of good order, it should be mentioned that the current timetable does not include possible delays to the approval process as a result of complaints or appeals relating to the approval process in the two countries.

3. Review of key milestones and processes in the planning phase

The key processes and milestones in the revised timetable for the coast-to-coast project are set out below, cf. appendix 1.

Choice of technical solution for use during the authorities' considerations.

A technical, financial and environmental basis has been established which enables a decision to be made concerning the technical solution to be used for the authorities' consideration no later than 1 February, 2011.

This assumes, however, that the preliminary screening report which will identify potential, significant impact on species and habitat types under the designated Natura 2000 areas, forms the basis of the decision. There is also a risk that the forthcoming EIA report and other necessary environmental assessments can change the choice of technical solution.

Official procedures

It is largely assumed that the environmental investigations will be completed towards the end of 2010. The EIA hearings in Denmark and the Baltic countries (c.f. ESPOO Convention) are assumed to commence on 1 April 2012, in parallel with the submission of an application for project approval to the German authorities of which the German EIA report is part. It is assumed that the Construction Act will be tabled as soon as the conclusion of the Danish EIA process is in place and that it is approved no later than 1 June 2013. Danish approval (in the form of a Construction Act) will, therefore, take place prior to German approval.

It is assumed that the project approval application will be sent to the German authorities (including the EIA report) for consideration between 1 December 2011 and 1 March 2012. One month will then be set aside for including any comments from the German authorities. The final application is planned to be submitted on 1 April 2012. In expectation of the fact that the authorities' formal approval process will take 18 months, it is assumed that German approval will be in place no later than 1 October, 2013.

Completing the official approvals in Denmark and Germany within this time framework will be a significant challenge and will pose considerable demands on the Danish and German authorities' involvement in the process, including avoiding time delays in the approval of the EIA reports in the two countries.

A particular time challenge relates to the German authorities' requirement that all application documents, including background reports must be available in German.

The tender process

The pre-qualification process is planned to begin on 1 April 2012 while the tender process itself is expected to commence on 1 October 2012. The overall process is expected to last for a total of 26 months so that contracts can be signed in June 2014.

The timetable for the tender process is based on a wish that tenders will be conducted by means of a so-called Competitive Dialogue instead of a Restricted Procedure as was previously assumed. This means that the tender process will be extended by five months. By moving the tender process forward so that the pre-qualification process begins on 1 April, 2012, the extended tender process will have no impact on the overall timetable.

However, moving forward the tender process creates a greater risk that the tender material will have to be adjusted more extensively than would otherwise have been the case during the process because the tender process will take place in parallel with the authorities' approval process in the two countries.

Summary of the planning phase – risk factors

It is assumed that:

- That the environmental investigations are, in the main, completed by the end of 2010.
- A decision regarding the preferred technical solution for use in the authorities' approval process is made no later than 1 February 2011 and that the decision will not be changed by the subsequent environmental assessments.
- That a decision concerning Femern A/S' authorisation to initiate the tender process in the spring of 2010 in order to optimise the timetable and move forward the construction investments is taken no later than 1 July 2011.

- An application for project approval in Germany is submitted no later than 1 April 2012 and that the subsequent official process does not last more than 18 months.
- That on the German side, there is no significant impact on species and types of habitat as designated under Natura 2000.
- Involvement by the EU Commission will occur in parallel with the EIA hearing in Denmark if, on the Danish side, there is a risk of significant impact on prioritised species and habitat types as designated under Natura 2000.
- That any appeals in Germany and/or Denmark do not have any delaying effect.
- Contracts are signed in June 2014.

Time schedule for planning of the fixed link across the Fehmarnbelt

