

## Facts & Figures: The Project

8 December 2011

- On 3 September 2008, the transport ministers of Denmark and Germany signed an Inter-State Treaty on the construction of the Fehmarnbelt Fixed Link. The treaty was ratified by both states in 2009.
- The Fehmarnbelt Fixed Link will be approximately 19 km long, linking the German island of Fehmarn to the Danish island of Lolland.
- No final decision has yet been made as to whether the link will be a bridge or a tunnel. However, in November 2010, Femern A/S recommended an immersed tunnel on the basis of the study results available to date. The Danish Minister for Transport confirmed this recommendation in February 2011. The final decision will be taken within the framework of the approval procedure in Germany (plan approval procedure) and Denmark (Construction Act).
- The link comprises a twin-track, electrified railway and a four-lane motorway.
- While the current ferry crossing takes 45 minutes, train passengers will require only around seven minutes crossing the Fehmarnbelt Fixed Link. Drivers will take roughly ten minutes.
- The duration of a train journey between Hamburg and Copenhagen will be reduced from four and a half to around three hours by the fixed link.
- By 2013, a Construction Act will be presented to the Danish Folketing and is expected to be passed at the end of the year. In Germany, the documents for the plan approval procedure are scheduled to be handed in to the authorities in October 2012. The plan approval process is expected to be finished in 2014.
- The construction of the Fehmarnbelt Fixed Link is planned to take place from 2014 to 2020.
- The cost of an immersed tunnel will be around EUR 5.5 billion (in 2008 prices).
- The construction of the fixed link will be financed by loans which will in turn be re-financed by toll revenue from motor vehicles and railway trains. Denmark is entirely responsible for the financing.

Femern A/S is tasked with designing and planning of a fixed link between Denmark and Germany across the Fehmarnbelt. Femern A/S is a subsidiary of the Danish, state-owned Sund & Bælt Holding A/S, which has experience from the construction of the fixed links across the Great Belt and the Øresund.

# Femern

## *Sund ≈ Bælt*

- The hinterland infrastructure on the German side involves widening the B 207 (E 47) between Heiligenhafen and Puttgarden to create a four-lane highway, electrifying the railway between Lübeck and Puttgarden and ensuring that there is sufficient capacity on the single-track railway between Bad Schwartau and Puttgarden.
- On the Danish side, it involves electrifying the railway between Ringsted and Rødbyhavn, widening the railway to twin tracks from Vordingborg to Masnedø and from Orehoved to Rødbyhavn and the necessary further widening of the existing E47 motorway between Rødbyhavn and Sakskøbing.