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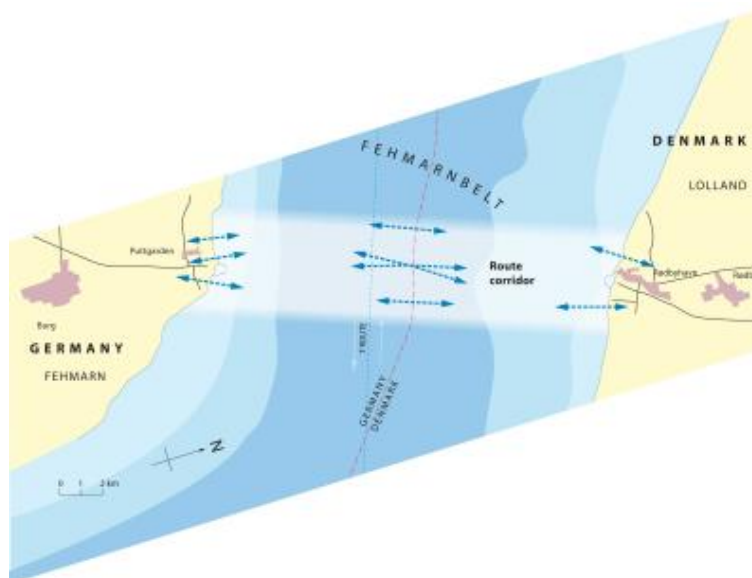
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Search for the route corridor

A number of different possible route options for the coming fixed link across Fehmarnbelt are currently being investigated.

The corridor for developing and assessing route options ranges from an area west to an area east of both harbours of Puttgarden and Rødbyhavn. Route options connecting points west of Puttgarden and west of Rødbyhavn (West-West), east of Puttgarden and east of Rødbyhavn (East-East) and other options, e.g. across from East to West etc. are under consideration (see figure). The analysis is required according to national legislation as part of the plan approval processes of both countries.

An answer on the question which corridor has the lowest impact will be provided by a set of criteria such as, among others: environmental sensitivity including Natura 2000 sites, navigational safety (in particular in relation to the ferry service), existing underwater facilities, impact on regional and urban development as well as on rural settlements, technical possibilities including access to the existing transport infrastructure network, and cost aspects. Route options are considered for both bridge and tunnel solutions. ►

The possible route option is being developed, initially assessed, optimised and assessed again, until the first – most unfavourable – route options can be deselected. The remaining route options will be assessed further taking into consideration criteria with gradually increasing levels of detail. This carefully documented process will finally lead to only one or few route options with the lowest impact which will be presented as the preferred route(s) of Femern A/S. This sophisticated selection process is expected to continue until the end of 2010. The final alignment will be decided upon by the competent Danish and German authorities as part of the plan approvals of the project.

Femern A/S announces requirements for construction and production sites

The construction of the fixed link across the Fehmarnbelt will create thousands of new jobs. Where exactly the huge construction and production tasks will be carried out is as yet undecided.

What is clear already now, however, is that temporary construction sites and harbours will have to be set up in the coastal areas on Fehmarn and Lolland, close to the link's abutments.

The much larger production sites where the elements for a tunnel or a bridge will be manufactured do not need to be on Fehmarn or Lolland. Most of them are expected to be located within a 120 km radius of the alignment.

In two reports, Femern A/S has now described the requirements for possible production and construction sites.

Regardless of whether the final design solution for the link will be a bridge or a tunnel, a significant part of the project will consist of elements produced on land and towed to the alignment for placement and assembly.

When construction is at its peak, several production sites are expected to employ more than 1,000 people each. The smaller construction sites close to the link's abutments are likely to employ around 200 each. Over the six year construction period, total employment is expected to amount to 6,000– 7,000 jobs per year.

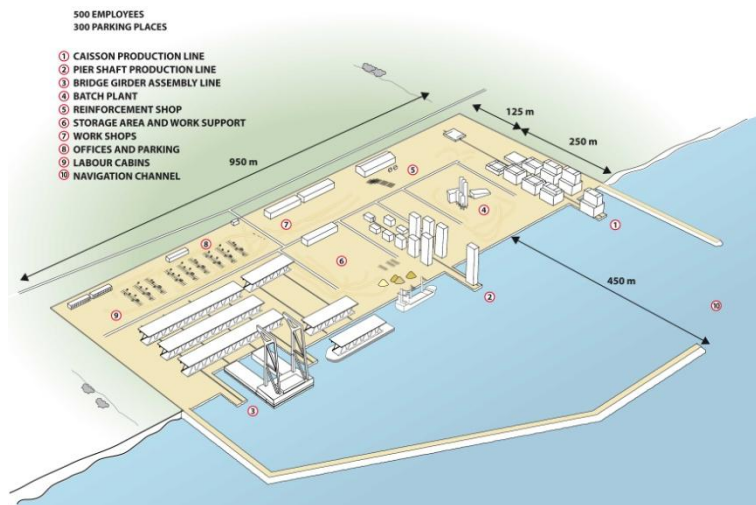
Contractors to decide on the location of production sites

The final location of the production sites will be determined exclusively by the contractors who win the construction contracts.

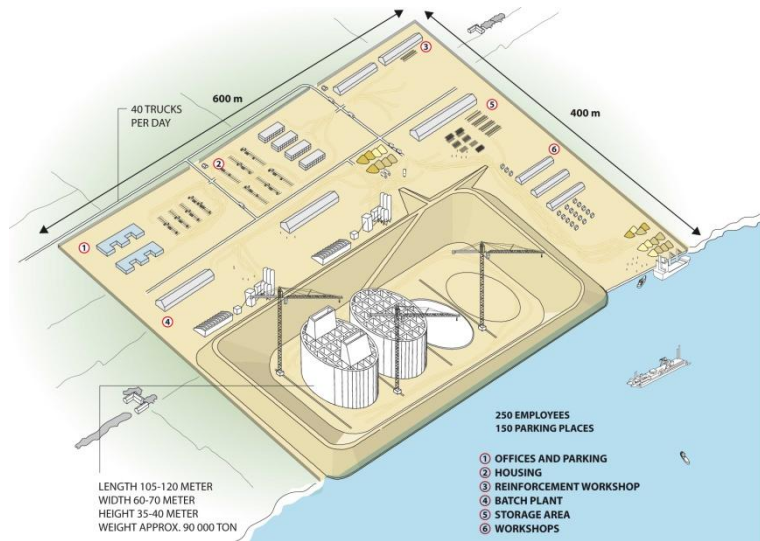
It is obvious that the closer a production site is to the bridge or tunnel's alignment, the smaller the risk and the lower the transport costs.

Contractors, however, will always base their choice on market conditions, i.e. on accessibility, price and access to manpower. As a result, it is up to the regions wishing to attract such activities to profile themselves and ensure that the necessary planning and infrastructure is in place.

If the eventual choice falls on a bridge, the work is expected to be divided into a northern approach bridge, a high bridge over the navigational channel and a southern approach bridge. This means that, in all probability, three main contractors will be chosen and each will require a production site.

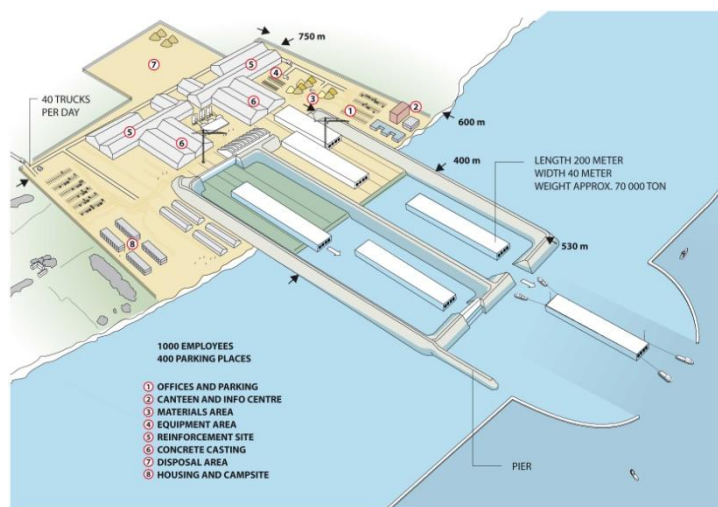


Ideally, production of the elements will take place in facilities already used for industrial purposes, e.g. harbour areas. Bridge piers and caissons for the approach bridges can best be produced up to 80 km from the alignment while the production of the foundations for the high bridge pylons is best sited up to 120 km from the bridge alignment. ►



The bridge's superstructure, i.e. the girder elements, will be produced at a steel factory that can be located anywhere in the world. The spans will be produced in small sections by a large number of welders in highly specialised and expensive facilities. The cost of the subsequent long-distance transport will, therefore, be less important.

If a tunnel is chosen, it is most likely to be an immersed tunnel made from a large number of identical elements manufactured on land. This can either take place in a dredged casting basin or in a dock from where the elements will then be towed to the alignment. Here the elements will be lowered into a dredged trench and linked together after which the trench will be filled in to cover the tunnel.



Two or three major sites are expected to be established where production of the tunnel elements can take place. In principle, the production sites can be located anywhere in Scandinavia and Northern Europe, as long as there is access to the elements from the sea. For the sake of travel time and costs, a distance of 60-80 km from the alignment is regarded as most likely.

Construction sites at Puttgarden and Rødbyhavn

The final decision on the technical solution and alignment (expected in 2012) will also be crucial for the precise location of the construction sites and harbours on Fehmarn and Lolland because such sites will have to be located close to the link's abutments, i.e. where the link touches land at Puttgarden and Rødbyhavn.

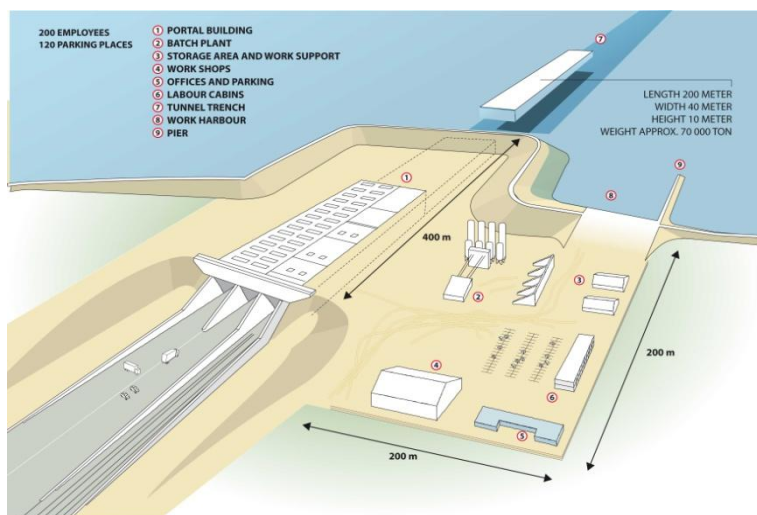
The size and design of the sites will depend on the technical solution chosen for the coast-to-coast section, i.e. whether it will be a bridge or a tunnel.

Building portal buildings for a tunnel requires more space than building ramps for a bridge. As a consequence, the construction site for a tunnel will require approx. 150,000 m² and for a bridge 40,000 m². There will be one construction site each on Fehmarn and Lolland. Regardless of whether a bridge or tunnel solution is chosen, the construction sites are expected to provide employment for approx. 200 people each.

In the case of a bridge, employees at the site will complete and assemble the large concrete and steel elements that will be transported to the bridge alignment by sea. Moreover, the workforce will be responsible for casting the pylons for the bridge's main span. From the work harbour, materials and crew will be sailed out to the offshore construction sites. ►



In the case of a tunnel, a significant proportion of the work will be centered on the portal buildings at each end of the tunnel. Moreover, there will be a number of tasks relating to the immersion and assembly of the tunnel elements which will be delivered by sea from the production sites. The working harbour will be designed to receive materials for the concrete production and from the harbour, materials and crew will be transported to the offshore tunnel works.



Work at the sites is expected to last for six years, peaking in the mid-three to four years. At the beginning, activity levels will be fairly low with few employees and only little traffic to and from the sites. When the construction phase is complete, the construction sites will be closed down and the area restored.

EU to pay 30 per cent of costs

Femern A/S has now received DKK 110 million (14.7 million EUR) under the EU Commission's TEN-T programme.

A total of DKK 185 million (approx. EUR 25 million) has now been paid out for the years 2008 and 2009 equating to approx. 30 per cent of the costs so far incurred by Femern A/S in connection with the design and official approval of the Fehmarnbelt project.

The TEN-T programme has committed a total of DKK 2.5 billion (EUR 330 million) for the period 2007 – 2013.