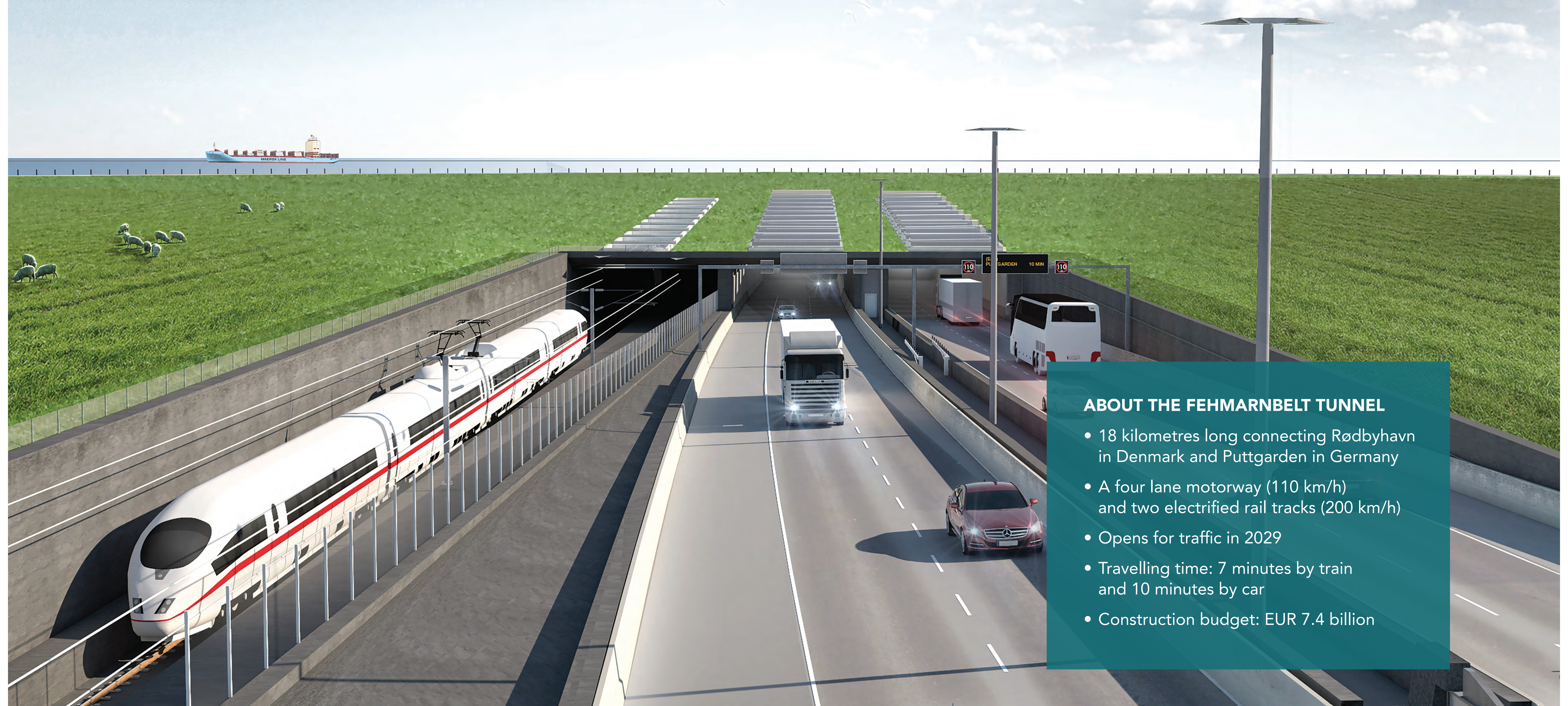


THE FEHMARNBELT TUNNEL - A EUROPEAN PROJECT



ABOUT THE FEHMARNBELT TUNNEL

- 18 kilometres long connecting Rødbyhavn in Denmark and Puttgarden in Germany
- A four lane motorway (110 km/h) and two electrified rail tracks (200 km/h)
- Opens for traffic in 2029
- Travelling time: 7 minutes by train and 10 minutes by car
- Construction budget: EUR 7.4 billion

The 18 kilometre long Fehmarnbelt tunnel is under construction between the Danish island Lolland and the German island Fehmarn across the Fehmarnbelt. When completed in 2029 the Fehmarnbelt tunnel will be the world's longest immersed tunnel.

The tunnel will consist of two tunnel lanes for car traffic and two railway tunnel lanes for train traffic allowing trains to pass through the tunnel at a speed of up to 200 km/h. Thus, it will take 7 minutes by train and 10 minutes by car to pass through the tunnel.

For passenger trains, the journey between Copenhagen and Hamburg will take approximately 2½ hours, which is 2 hours less than the journey takes today.

A Green Shortcut

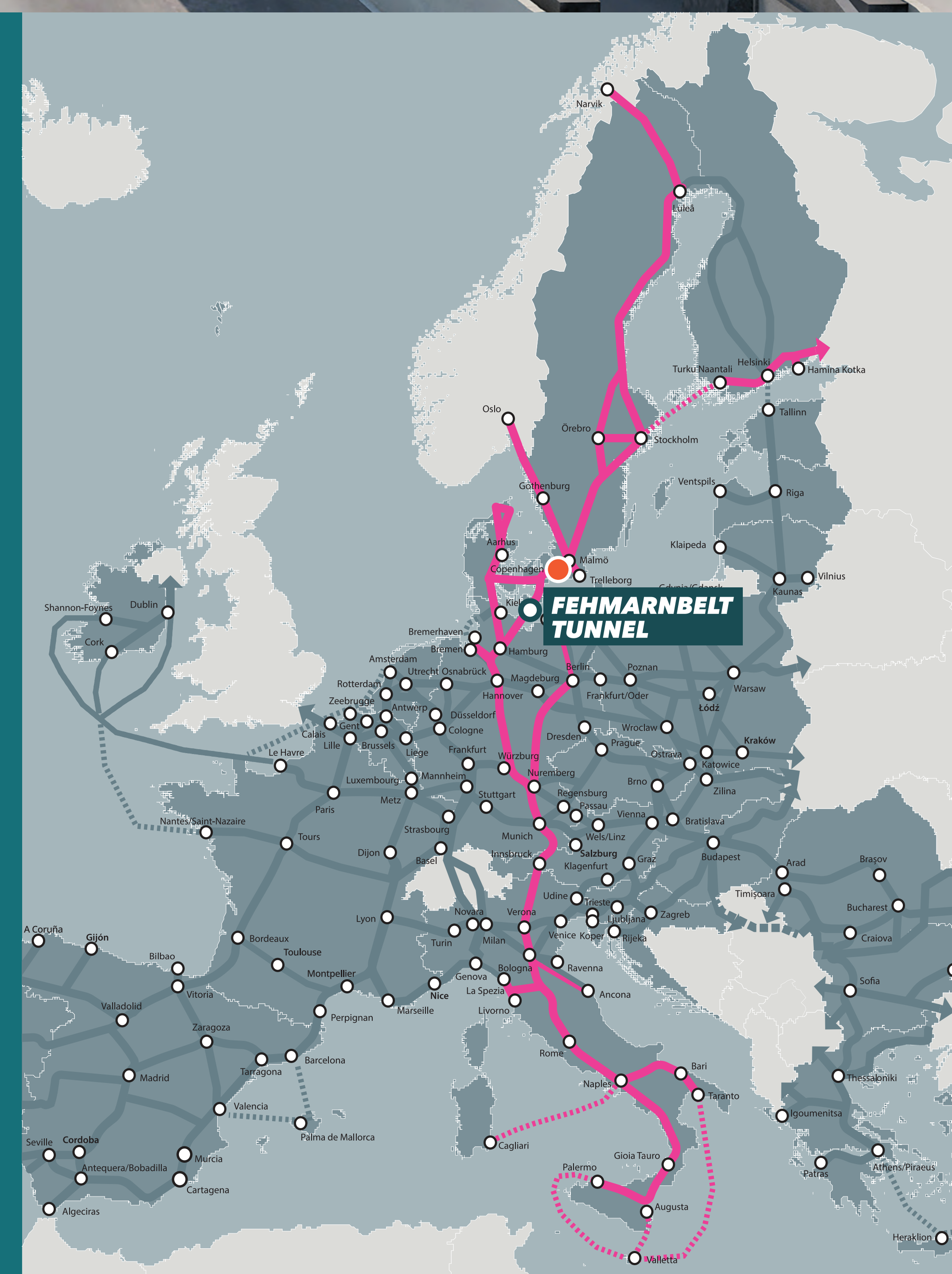
The Fehmarnbelt tunnel and railway are an important part of the Scandinavian-Mediterranean Core Network Corridor. The network is a prerequisite for the European Green Deal. The Fehmarnbelt tunnel project removes bottlenecks in the Scandinavian-Mediterranean Core Network Corridor and provides an efficient transport route between eastern Denmark and northern

Germany. The Fehmarnbelt tunnel will operate on a CO₂-neutral basis, run on 100 percent green energy and use energy-efficient technology.

Once open for traffic, the tunnel will offer a more direct and sustainable route to the rest of Europe from Scandinavia contributing to EU climate goals for 2050 by reducing travel distances. This will improve the free movement of goods and services within the EU as well as contributing to the green transition of freight transport.

Financed by the users – co-financed by EU

The users of the Fehmarnbelt tunnel will finance the tunnel and the new Danish railway infrastructure from Ringsted to Fehmarn. The project uses state-guaranteed loans that are repaid over time using the revenue from the tunnel. The project also receives co-financing from the EU under the framework of its CEF programme. The programme aims to strengthen the internal market, including through the improvement of transport corridors in Europe.



APPROXIMATE TIMES BY TRAIN



Visit our website for more information femern.com