



TEN ARGUMENTS FOR THE FEHMARNBELT TUNNEL

1 SHORTER TRANSPORT AND JOURNEY TIMES

Passenger and freight train journeys between Hamburg and Copenhagen will be two hours shorter. Car and lorry journeys will be reduced by an hour.

2 ENHANCED CONNECTIONS

Six airports in the Fehmarnbelt Region offer direct flights to more than 180 national and international destinations. The region also boasts 23 ports of multiregional importance.

3 INCREASED GROWTH

When viewed over a period of 50 years, the Fehmarnbelt Tunnel will deliver a return of 5% for Europe. This socio-economic return equates to a net profit of €3.5 billion that will benefit tunnel users, and therefore companies, in terms of time savings and increased flexibility. This will increase the competitiveness of companies, which in turn will boost growth in the region.

4 COMMON LABOUR AND SALES MARKET

More than 600,000 companies offer excellent job opportunities to the nine million people living in the Fehmarnbelt Region, who were classed as highly qualified in a study of EU educational levels and who form a large common sales market.

5 INTENSIVE KNOWLEDGE TRANSFER

Forty-eight universities and 20 research centres in the Fehmarnbelt Region stand to benefit from improved infrastructure that will enable them to strengthen the region.

6 GROWTH IN TOURISM

There were more than 62 million overnight stays in the Fehmarnbelt Region in 2014. In particular, the tunnel will generate a considerable increase in the number of day trippers on both sides of the belt.

7 MORE RELIABLE JOURNEYS

The tunnel can be used irrespective of ferry timetables. In addition, the B 207 road connection between Heiligenhafen (Fehmarn Sound Bridge) and Puttgarden (tunnel entrance) will be widened to create a four-lane highway. The Lübeck-Puttgarden railway line will be made into a double-track line and electrified.

8 MORE ENVIRONMENTALLY FRIENDLY

By going through the tunnel instead of taking the Jutland route, a 40 t lorry with an average consumption of 30 l of diesel per 100 km shaves 160 km off the journey, thus reducing CO₂ emissions by 127.2 kg. A car with average consumption of 8 l of petrol per 100 km cuts its CO₂ emissions by 30 kg.

9 NEW JOBS

Between 3,000 and 4,000 new jobs will be created on the tunnel building site during the construction phase. Following completion, 300 permanent staff will be required to ensure smooth operation.

10 NO RISK

The financial risk for the project lies with Danish state enterprise Femern A/S. The tunnel will be paid for by the tunnel users and not by taxpayers – whether those in Denmark or those in Germany.

Detailed background information on the above mentioned arguments can be found in the FBBC brochure, available e.g. via www.fbbc.eu.