**Facts about the four contracts**

Building the coast-to-coast link is such a large-scale and complex project that Femern A/S has divided the civil works into four major construction contracts. Several large, international contracting companies are expected to join forces in consortia in order to handle the job.

The consortia that request prequalification must specify which contract or contracts they wish to bid for.

The official documents regarding prequalification will be published – as stipulated in the EU regulations – in the Official Journal of the European Union. This will be done in the first week of October 2012.

The following is a brief overview of the contents of the four contracts:

1. **Dredging of the seabed and land reclamation**. The contractor is to dredge a trench, approx. 18 km long, approx. 80 m wide and approx. 12 m deep, in the Fehmarnbelt, where the tunnel will be placed. The resulting approx. 15 million m3 seabed from the dredging works will be reused for land reclamation, primarily along the coast of Lolland and, to a lesser extent, along the coast of Fehmarn. The contract also includes other major dredging works, e.g. the harbour basin for the tunnel element production site in Rødbyhavn.
2. **Construction of the northern section of the tunnel.** The contractor is to carry out half of the actual tunnel construction and consequently build half of the tunnel element construction facility in Rødbyhavn. Furthermore, the contractor is to produce, transport and immerse half of the tunnel elements, i.e. approx. 40 standard elements and approx. 5 special elements, corresponding to around 9 km of tunnel.
3. **Construction of the southern section of the tunnel**. The contract consists of the same elements as the northern tunnel contract. The contract for the immersed tunnel is divided into two parts of equal size to give as many companies as possible the opportunity to bid for the project and thus to increase competition on price and methods.
4. **Construction of portal structures, ramps and associated land facilities**. The contractor is to build the tunnel’s two portals as well as cut-and-cover tunnels on land in Germany and Denmark, respectively. Furthermore, the contract includes entry and exit ramps and connection to the existing road and rail on land, small buildings and bridges as well as all aspects of completion, including asphalting of all roads and wall cladding throughout the entire tunnel.

In addition to these four contracts, projects concerning railway construction and technical installations will be put out for tender by Femern A/S at a later date.