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Circular Letter No.4397
1 April 2021

To: All IMO Member States
Intergovernmental organizations
Non-governmental organizations in consultative status

Subject: **Communication from the Government Germany**

The Government of Germany sent the attached communication, dated 31 March 2021, with the request that it be circulated by the Organization.

ANNEX

To:
The IMO Secretariat
4 ALBERT EMBANKMENT
LONDON SE1 7SR
United Kingdom

Subject: Fehmarnbelt Fixed Link Project

Dear Sir/Madam,

Germany and Denmark would hereby like to inform the IMO secretariat about the upcoming Fehmarnbelt Fixed Link Project in the Western part of the Baltic Sea.

Denmark and Germany would kindly ask the IMO secretariat to issue a circular as appropriate, in order to ensure the safety of navigation in the area and to encourage all IMO Member States to inform the ships, sailing under their respective flag in the Baltic Sea and the Fehmarnbelt, about the forthcoming construction activities with regard to the Fehmarnbelt Fixed link, and to enhance the participation in the voluntary VTS Fehmarnbelt.

1 The project

From 1st of July 2021 until the end of 2026 an immersed combined railway and road tunnel is constructed between Denmark and Germany. The tunnel alignment is located between the Danish island of Lolland (just easterly of Rødbyhavn) and the German island of Fehmarn (just easterly of the ferry port in Puttgarden) between the following coordinates:

- 1) 54°38.4'N, 11°21.6'E
- 2) 54°30.0'N, 11°14.4'E

and a width of about 0,5 Nautical Miles to each side.

The tunnel is constructed from 89 prefabricated tunnel elements immersed into an excavated trench below the seabed.

Temporary work harbors (easterly of Rødbyhavn in Denmark and easterly of Puttgarden ferry port) are constructed.

2 The work areas

The offshore construction activities (dredging of the tunnel trench and immersion of the tunnel elements) take place inside one or two marked work areas. Maximum two work areas will be present in the construction area at any time.

The work areas are marked with yellow light buoys labelled "restricted area". In addition, the corner buoys of each work area are equipped with AIS-AtoN.

The access to the work areas is only permitted for vessels involved in the construction work. The work areas are moved along the tunnel alignment about every four weeks depending on the work progress.

It is possible for non-construction vessels to pass the Fehmarnbelt through recommended route T at all times. Vessels involved in the construction work are expected to sail between the work harbors and the work areas.

3 Navigational information services

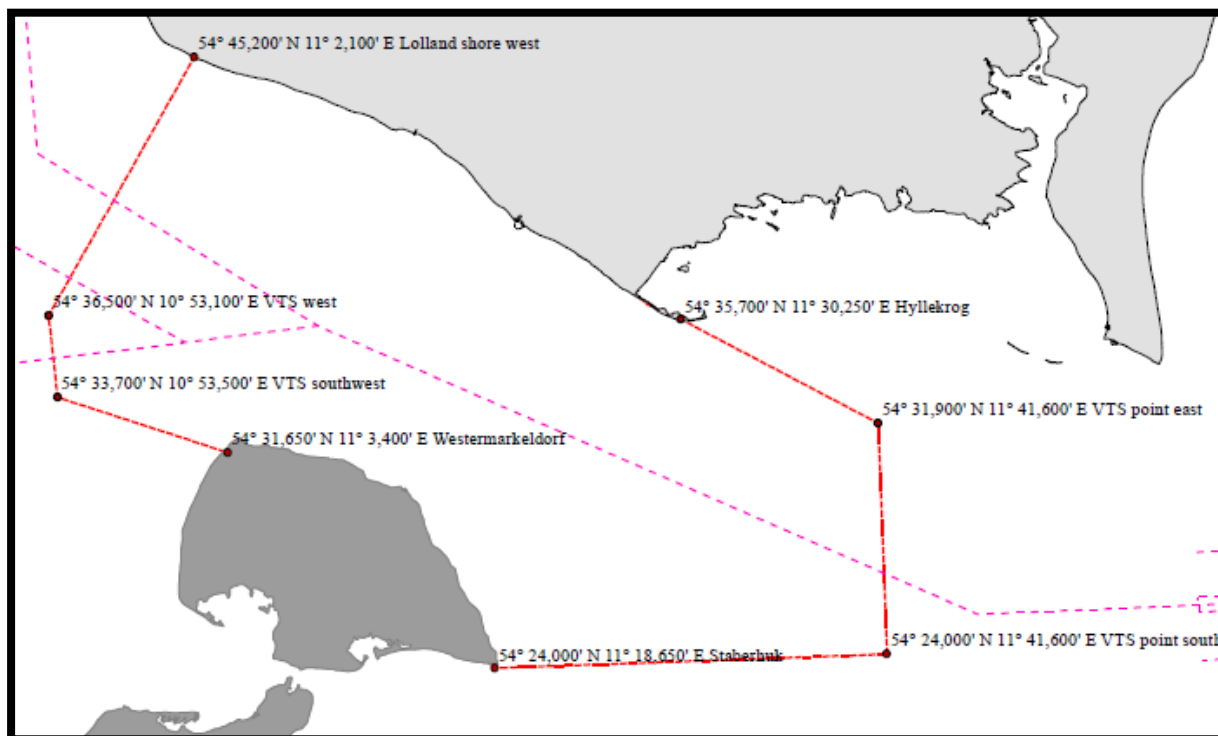
In order to maintain the safety and efficiency of traffic during the construction phase the latest information about the ongoing construction activities and location of the work areas are made available in advance via Notice to Mariners, NAVTEX and electronic nautical charts (ENC). The adjacent Great Belt VTS, Sound VTS, VTS Warnemünde and VTS Travemünde include information about the offshore construction activities in their information service.

4 VTS Fehmarnbelt

In addition to the navigational information services mentioned above VTS Fehmarnbelt as a temporarily voluntary VTS, operated jointly by the Danish and German VTS authorities, is operational during the offshore activities.

The following coordinates define the VTS area for VTS Fehmarnbelt:

- 1) 54°45.20' N; 11°02.10' E – Lolland West, shore
- 2) 54°36.50' N; 10°53.10' E – North of Kiel route
- 3) 54°33.70' N; 10°53.50' E – South of Kiel route
- 4) 54°31.65' N; 11°03.40' E – Westermønsø, Fehmarn
- 5) 54°24.00' N; 11°18.65' E – Staberhuk, Fehmarn
- 6) 54°24.00' N; 11°41.60' E – South of route Tango
- 7) 54°31.90' N; 11°41.60' E – Wind turbines area South of Lolland
- 8) 54°35.70' N; 11°30.25' E – Hyldekrog, Lolland



VTS Fehmarnbelt is reachable on VHF traffic channel 68 and 09.

In addition to an hourly information service VTS Fehmarnbelt gives information and advice to individual ships on the traffic situation including traffic related to the construction work and on how to pass the work areas.

Ships passing the Fehmarnbelt on recommended route T are strongly advised to participate in VTS Fehmarnbelt and give notice to VTS Fehmarnbelt on VHF-Channel 68 when entering the VTS area.

Voluntary VTS reporting:

Ships are identified by the voluntary entry report on VHF-channel 68 as well as by Radar and AIS.

On initial contact, VTS Fehmarnbelt shall request the following details from the ship:

- 1) Ship's name and/or call sign
- 2) Ship's draught
- 3) Destination and planned route
- 4) any other safety related information deemed necessary

During the initial contact, VTS Fehmarnbelt shall provide the relevant navigational information for passing the VTS area to participating vessels.

VTS Fehmarnbelt shall request vessels to be standby on VHF-channel 68 and 16 throughout the passage in the VTS area.

5 Additional measures

Two guard vessels are standby in Fehmarnbelt near the work areas. They assist VTS Fehmarnbelt in establishing contact to ships passing the Fehmarnbelt and avoiding any dangerous approaches to the work areas or to vessels involved in the construction activities.

During the offshore activities, non-construction ships are assisted by an assistance tug when passing the Fehmarnbelt in case of technical problems and to avoid drifting and possible collisions with stationary work vessels inside the work areas.

The assistance tugs provided are covered by insurance, free of charge and available in case of any emergency.

The existing ferry route between Rødby and Puttgarden crossing the Fehmarnbelt remains westerly of the tunnel alignment and the work areas and is not affected by the construction work.
