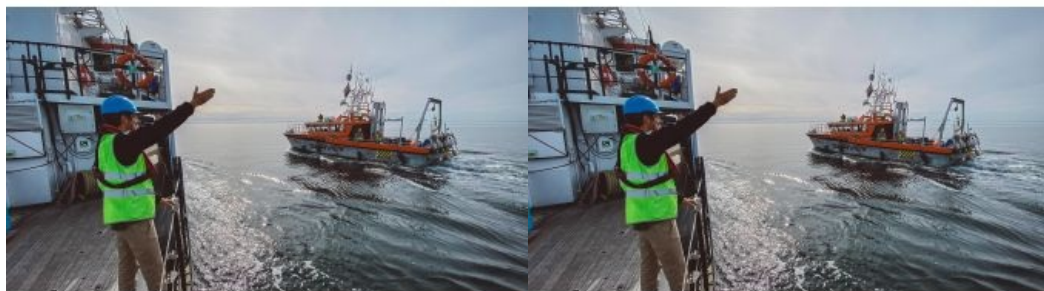


UXO Campaign Fehmarnbelt Tunnel Project



Since 2019, Deep BV has been deployed in the Baltic Sea working for Fehmarn Belt Contractors I/S. Deep is performing a geophysical site investigation of the Fehmarnbelt tunnel trench, work harbour and access channel.

The tunnel will connect Rødbyhavn on the island of Lolland in Denmark with Puttgarden on the island of Fehmarn in

Germany and will be the world's longest road and rail tunnel under water. The length of the tunnel will come to 18km and the tunnel depth will be more than 40m below sea level at its deepest point. The completion of the project is estimated for 2029.

Assessing Potential UXOs Along the Tunnel Route

Infrastructure projects such as the Fehmarnbelt Tunnel can only be realized if the construction ground is completely free of UXO. The safety of personnel and technical equipment depends on the detection and clearance of these munitions.

Zooming in on the survey project, the objective is to provide a full assessment of geophysical anomalies caused by objects in or on the seabed. The purpose of the nearshore and offshore survey is to assess whether there are potential UXOs along the tunnel route, and to assess the level of UXO mitigation measures needed to reduce the risk.



Deep BV is conducting the UXO campaign for the Fehmarnbelt Tunnel project. (Photo: Deep BV)