

# Third Limfjord Link

## Fjord crossing and Major Bridges

BNCC 2026 – Infrastructure Copenhagen

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# Agenda

- Project as a whole
- Fjord Crossing
- Challenges and constraints
- Procurement
- Time Schedule

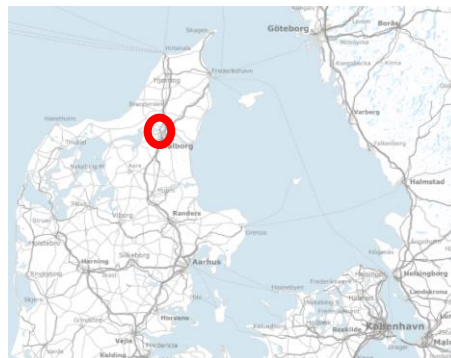
Will create a much more robust road network in the area and reduce the traffic impact of road accidents and other unforeseen events on existing connections

Will open up opportunities for the development of new business areas north of the Limfjord and attract qualified labour



## Project data

- An approx. 20 km long 4-lane motorway west of Aalborg.
- The motorway is connected to the rest of the road network via 5 interconnectors
- Approx. 50 bridges will be built on the stretch
- Approx. 5 km of noise barriers
- The total construction budget is approx. 1,2 Bn Euro (2024 prices)



# Replacement nature

120 hectares of replacement nature that includes meadows, bogs, grasslands, lakes and salt meadows

Established 2 years before construction work

There will be 37 fauna passages, which will allow animals to pass the motorway

Eelgrass is planted in the Limfjord.

Preventive measures for Annex IV species on the entire stretch

*The goal is to create larger continuous areas and maximizing the value*



The construction project involves approximately 53 hectares of protected nature and 11 lakes.

# Permanent nature



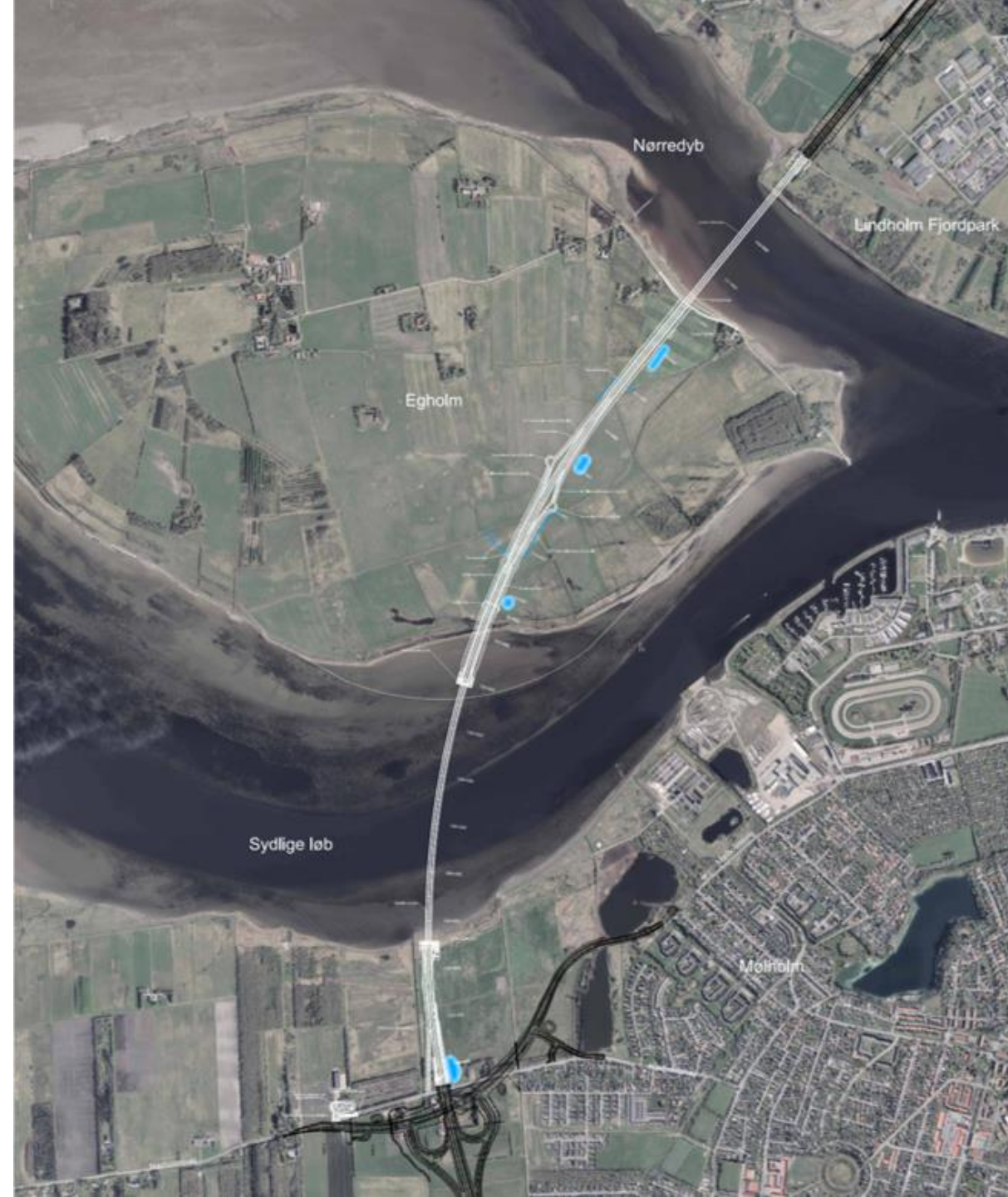
- The future road construction affects watercourses with copper and zinc from the road water, and nitrogen will be released by excavating the trench for the immersed tunnel.
- The project compensates for this by converting approx. 60 hectares of agricultural land to "permanent nature" by taking it out of operation or subject it to significant restrictions.



The question is  
whether it is the  
largest  
construction  
project or nature  
project

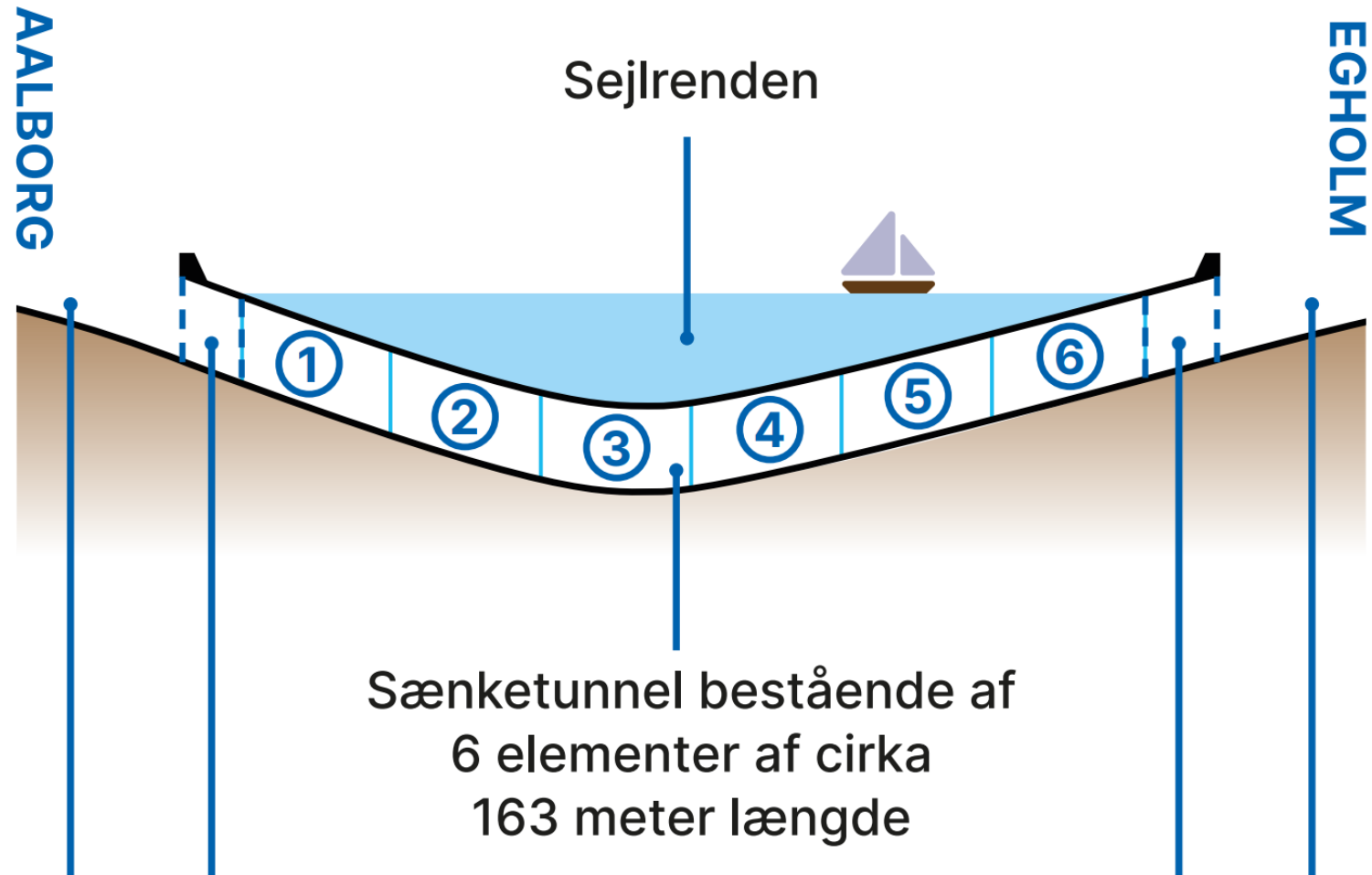
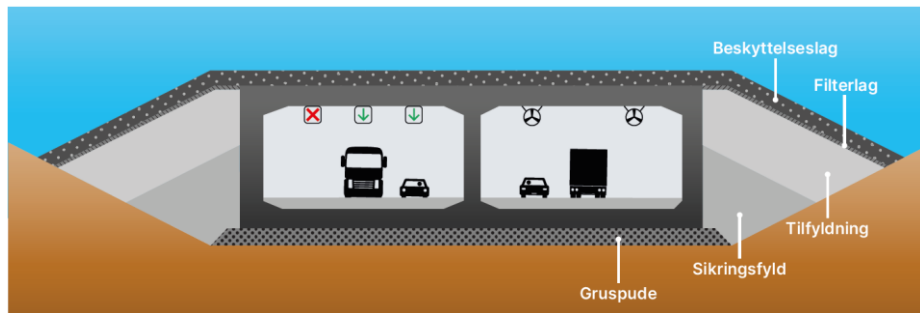
# The Fjord Crossing

- The motorway runs under the southern passage of the Limfjord from Aalborg to Egholm in a 2 km long tunnel
- Mechanical and electrical installations in the tunnel
- Technical buildings (Egholm, Mølholm)
- Land reclamation, road construction, drainage, basins and fauna passages and bridge for subordinated local road on Egholm
- 660 m long parallel low bridges over Nørredyb from Egholm to Lindholm Fjordpark
- Replacement nature on Egholm and an Otter habitat



# Tunnel

The tunnel structure consists of an immersed tunnel as the "main tunnel", which is connected to the tunnel ramps at each end via a cut-and-cover "transition tunnel" and associated technical buildings, tunnel basins, pumping stations and mechanical and electrical installations (M&E).



# Motorway cross-section

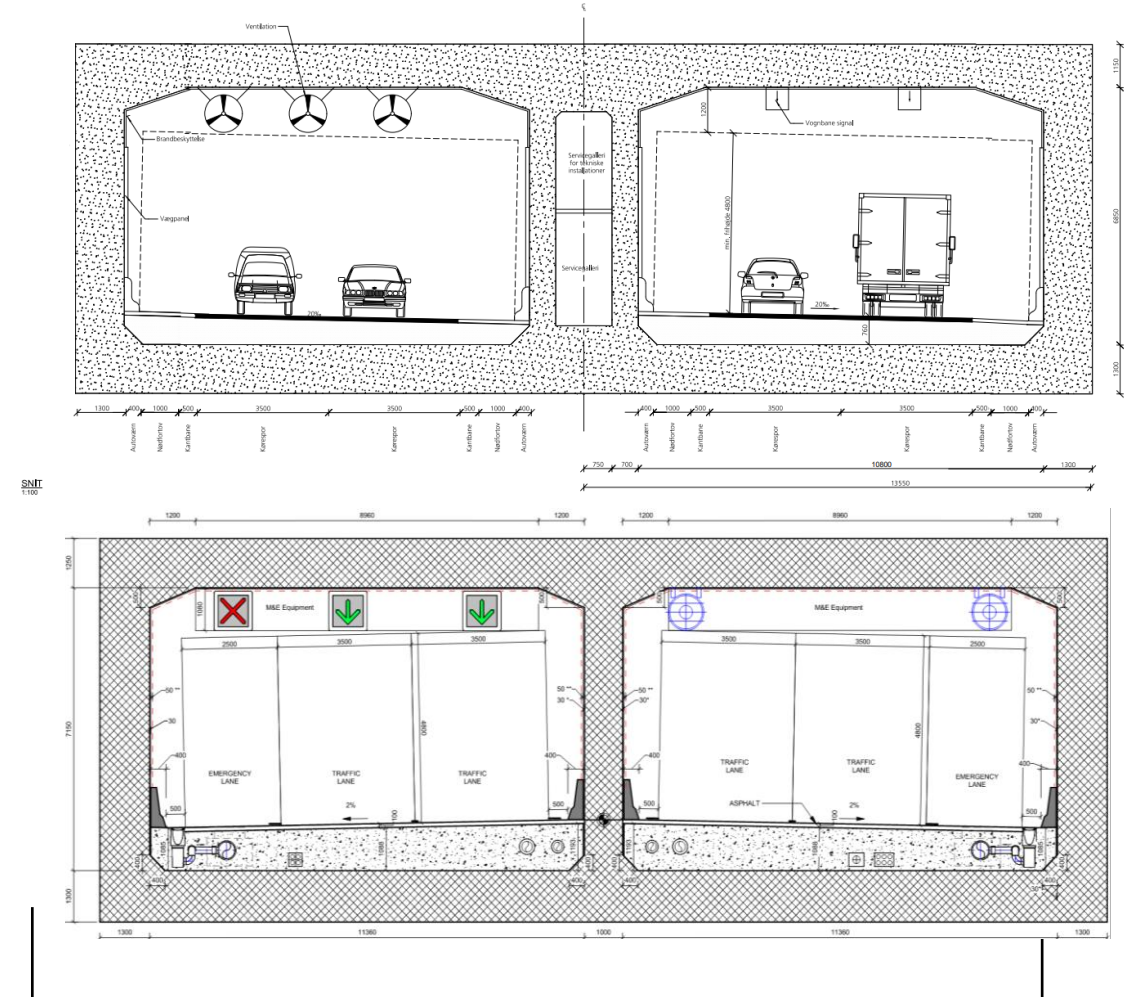
The tunnel width is locked, and the cross-section of the section has been reduced (Inner shoulder 1.5->0.5 m + central reservation 3m -> 2 m)

Speed : 110 km/t

## Tunnel

- One cross-section, no niches
- Height = 9.7 m , Width = 27.1 m (fixed from MKV) – clearance height 4,8 m

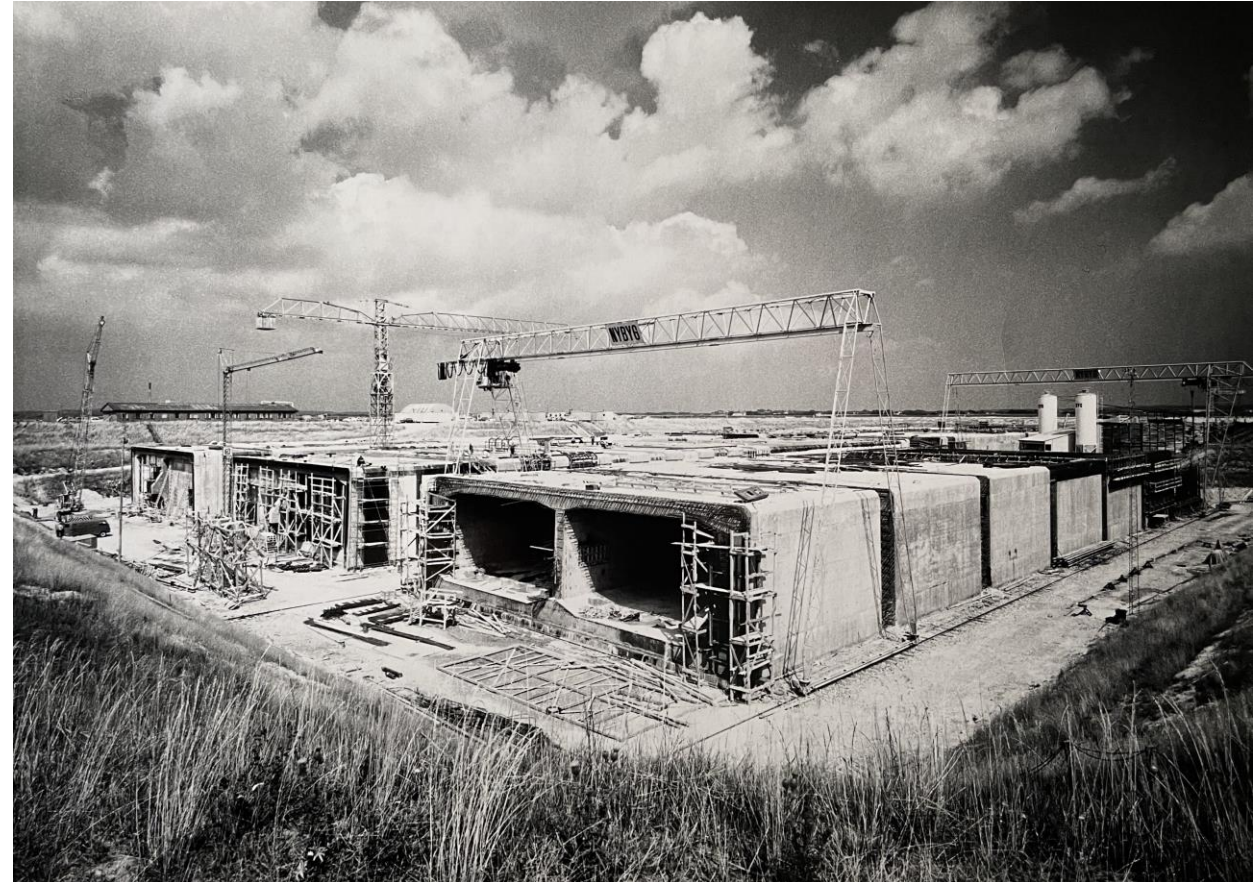
Special transport allowed to 5,0 m



# Ready for the construction?

Work within the framework of the Construction Act and EIA:

- The project has many time-related, executional, and environmental constraints.
- There is a need to look at optimizations and alternative solutions from the start due to a lack of detail in earlier phases
- Several major environmental approvals and permits are missing
- Strong focus on constructability, fewer restrictions and more degrees of freedom for the contractor's tender



Existing Tunnel cross the Limfjord 1967

# Technical buildings and ramps

- To be built in a complex area with sludge landfill and contaminated soil
- Both technical building at Egholm and Mølholm
- Landscape adaptation to the flat and open coastal landscape
- High water protection level +3

# Low bridges over Nørredyb

- 20 m soft soil
- To be built in shallow water, where it is difficult to get barges and larger gear in
- Large and expensive foundation constructions. Piles can be expected to be up to 40 m
- Landscape integration and aesthetics



# Excavation for tunnel trench

- The Limfjord is in poor ecological condition
- Remedial measures are necessary to ensure that the construction work does not affect the current condition of the fjord
  - Avoid sediment spreading (affects marine vegetation)
  - Excavation over 2 winter seasons – approx. 1 million m<sup>3</sup> of seabed sediment is excavated to make room for the tunnel
  - Ensure good water flow (temporary structures may not block in the fjord)
- Excavation, transport and immersion of tunnel elements is special disciplines that only a few contractors/specialists' handles.



Preloading of the motorway embankment due to soft bottom on Egholm

Construction boundary to the north

Waste depot

Shallow water and soft soil (>20 m) at Nørredyb

Ensure water flow in Nørredyb

Element Production facilities in the stretch or in the eastern part of Aalborg

Avoid barrier effect on Egholm during construction phase

Replacement nature and Otter habitat on Egholm

Shallow water and accessibility for marine works and barges etc.

Noisy activities

Landfill for marine sediments at Rærup

Shipping channel

Sludge landfill and contaminated soil

Public attention

Sediment spillage 10% in winter months over 2 years when excavation of tunnel trench

Salt meadow established 2 years before construction works can commence on Egholm

Contract boundary to the south to the landworks

Interim road access to avoid transport on local- and school roads

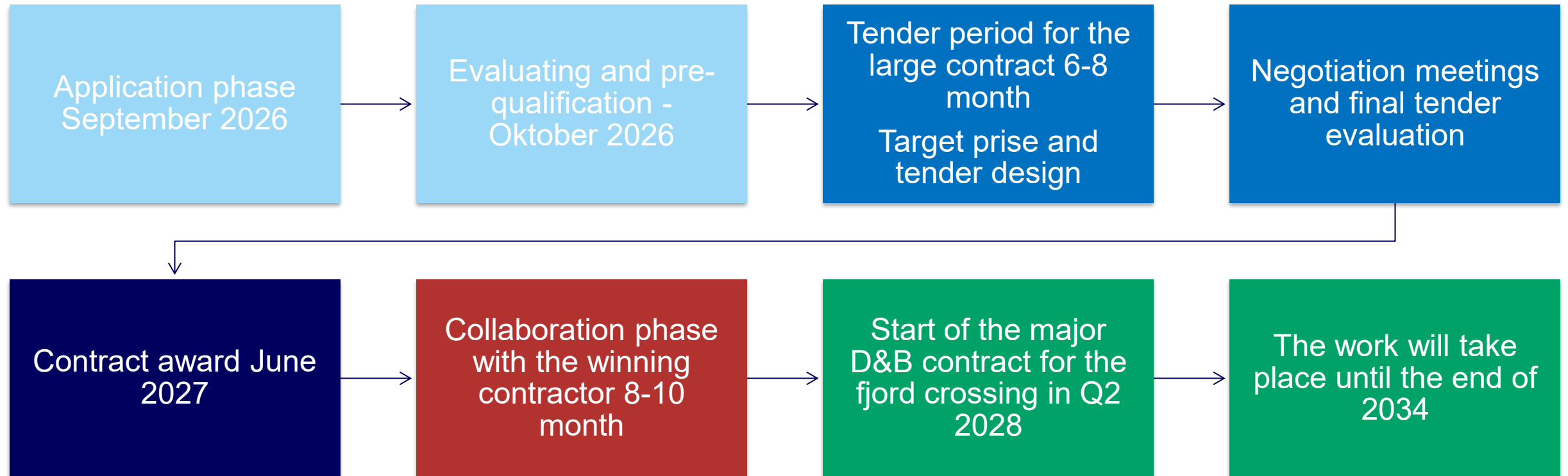
# Large complexity and many challenges and constraints



# Early contractor involvement and risk sharing

- Based on market dialogue, the procurement strategy has shifted from a traditional Design and Build contract to a model with Early Contractor Involvement, followed by a fixed-price Design & Build contract.
- Open-book principles, shared risk management and defined decision gates are central elements of the contractual model
- This approach enables early collaboration and transparency, focusing on constructability, construction methods, logistics, risk reduction and optimization, ensuring that complex environmental requirements and ground conditions are translated into robust and realistic solutions before construction begins.

# Procurement and expected schedule for Fjord Crossing



# Thank you!



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