The 16-kilometre fixed link that will connect Copenhagen in Denmark to Malmo in Sweden is expected to create a major metropolis that will be competitive with other urban areas in Europe’s Baltic region. Some of the key features of the link:

1. **Artificial Peninsula Off Coast of Kastrup**
   - Underground tunnel starts at a 9-sq.-km piece of reclaimed land on the Danish side, near the Copenhagen airport.
   - Four-lane highway and rail tracks carrying passengers and freight are joined in one level at the entrance to the tunnel.

2. **Drogden Tunnel**
   - The longest immersed-tube tunnel for both road and rail traffic in the world.
   - Length: 4,050 metres
   - Portion under water: 3,510 metres, submerged at a depth of 7.7 metres
   - What it carries: Four-lane highway, two-track railway, and service tunnel.

3. **Artificial Island**
   - Built to transfer traffic from the Drogden tunnel to the western approach bridge.
   - Location: South of Saltholm
   - Length: 4,050 metres
   - Traffic can be rerouted to reverse direction through tunnel.

4. **Western Approach Bridge**
   - Two-deck bridge where traffic starts to run on two levels – road traffic on top, rail traffic below.
   - Location: South of Saltholm
   - Length: 3,014 metres

5. **High Bridge**
   - Cable-stayed bridge structure made of composite steel and concrete with truss girders, standing on prefabricated concrete caisson on the limestone 17 metres below sea level.
   - The largest of its kind in the world
   - Length: 1,092 metres

6. **Eastern Approach Bridge**
   - Carries road and rail traffic on the Swedish coast at Lernacken, where the toll station and link control centre are located.
   - The largest of its kind in the world
   - Length: 3,739 metres

**Bill of materials**
- Stay cable steel: 3,000 tonnes
- Reinforcing steel: 45,000 tonnes
- Structural steel: 85,000 tonnes
- Concrete: 276 cubic metres