

Note

National Report Denmark 2010

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1. General

Sund & Bælt Holding A/S owns - through its subsidiaries A/S Storebælt and Øresundsbro Konsortiet - the only two user paid infrastructure roads in Denmark, viz. the two large bridge links: the Storebælt link connecting the two biggest islands in Denmark and the Øresund link connecting Denmark and Sweden.

Both links are combined road and rail links and fees are paid by both road users and railway operators.

2. The year 2010

2.1. Network length

The Storebælt link is 18 km long and the Øresund link is 16 km long, totalling 34 km user paid motorway. This is unchanged from 2009.

The Danish motorway road system totals 1,081 km. Apart from the above bridges, the motorways are not user paid.

2.2. Financing

The two infrastructure links have been financed by loans raised in the capital markets. The Danish state guarantees for the affiliated companies' commitments and in the case of Øresundsbro Konsortiet the guarantee is shared by the Swedish and the Danish states.

Traffic

The traffic growth has been calculated on the basis of the number of vehicles crossing the bridge links cf. the below specification for the two bridges.

Table 1. Growth in traffic 2004 – 2010 (percentage)

	2004	2005	2006	2007	2008	2009	2010
Storebælt	5	7	9	7	2	-1.7	-2,9
Øresund	14	15	16	17	5	0.5	-0,4
The Danish road system	1.5	1.0	2.4	3.2	0.3	-1.5	-1,0/-1,5

For comparison, growth in Danish economy is expected to total 2,0 pct. for 2010.

2.3. Tolls

Below are stated the price per passage and the price per driven km for private cars and HGVs, respectively. It should be noted that the price per km is very high as it covers infrastructures comprising bridges and tunnels for which construction costs have been very high. The construction cost for Storebælt inclusive of land works totalled DKK 36 billion (EUR 4.8 billion) and for Øresund exclusive of land works DKK 19.6 billion (EUR 2.6 billion).

Table 2. Fees 2010

EUR	Storebælt		Øresund	
	Price per passage	Price per km	Price per passage	Price per km
Private cars	29*	1.6	38***	2.4
HGVs	139**	7.7	131***	8.2

Notes: * A 5 pct. reduction is granted in ETC lanes. Further, reductions of up to 40 pct. can be obtained on special days, and for periods during the day. Special commuter products offer reductions of up to 67 pct.

** A 5 pct. reduction is granted in ETC lanes. Further, special quantity discounts of up to 8 pct. are granted.

*** Different products are offered granting discounts. Commuters may obtain reductions of up to 90 pct.

2.4. Revenues

Table 3. Revenues 2010/2009

Million	2010		2009		Growth pct. (basis DKK)
	DKK	EUR	DKK	EUR	
Storebælt*	2,339	314	2,355	316	-0.7
Øresund	1,045	140	979	132	+6.7
Total	3,384	454	3,334	448	+1.5

Note: The figures in EUR are based on the rate of exchange late 2009 of 744.15 and 2010 of 745.44, respectively

2.5. Safety

Table 4. Safety 2010/2009

Number for 10 million km. travelled	Storebælt			Øresund		
	2009	2009	Variation in pct.	2010	2009	Variation in pct.
Personal injury rate	0	0.09	-100	0	0.06	-100
Fatal accident rate	0	0.04	-100	0	0	-
Rate of dead	0	1	-100	0	0	-

2.6. Long-term forecasts and tendencies

2.6.1. Fehmarnbelt

On 3 September 2008, the Ministers of Transport of Denmark and Germany signed the state treaty on the Fehmarnbelt Fixed Link. It provides for a two-track rail connection and a four-lane motorway between Puttgarden and Rødby.

On 26 March 2009, the Folketing, the Danish Parliament, approved a planning law for the planning of the fixed coast-to-coast link and the appertaining hinterland infrastructure in Denmark with a large majority, thereby also adopting the 3 September 2008 state treaty. The Danish planning law enables comprehensive preliminary investigations of such matters as the environment, maritime safety and geotechnology for the coast-to-coast link, as well as for the hinterland infrastructure. After planning has been completed, it is anticipated that the Folketing will be presented with a draft construction law in the year 2013.

In Germany, the law ratifying the state treaty was accepted by the Bundestag on 18 June 2009. On 10 July 2009, the Bundesrat also passed it, and the law took effect on 24 July 2009.

Client and owner is Femern A/S, a subsidiary of Sund & Bælt Holding A/S. The entire link is 20 kilometres long and the total costs are expected to amount to EUR 5.1 billion. Added to this are investments in Danish and German hinterland infrastructures.

Since 2009, Femern A/S has carried out comprehensive studies in the environment, geotechnology and maritime safety fields. At the same time conceptual designs have been prepared for an immersed tunnel solution as well as for a cable-stayed bridge solution.

In February this year the politicians decided that an immersed tunnel under the Fehmarnbelt is now the preferred solution.

2.6.2. Green Road Charging in Denmark

In January 2009, the Danish government and a major part of the opposition agreed on an infrastructure plan "A green transport policy" for the period up to 2020. The agreement comprise a decision to implement a toll charge scheme in Denmark which in the long term will comprise all types of vehicles and all roads. The toll charge scheme will be structured in a way that it will become an instrument in reducing congestion and environmental impact. The toll charge scheme also form part of a redistribution of the present very high vehicle registration taxes.

The first part of the toll charge scheme is in preparation. At first, the scheme will comprise heavy goods vehicles only and tolls will be charged on primary roads only, i.e. approx. 4,000 kilometres. The toll will be differentiated between EURO environment classes and possibly in combination with the number of axles. The scheme is expected to be implemented in 2013.

2.6.3. Others

The Danish motorway system is to a great extent fully built out. However a number of projects concerning extensions to the existing motorway system in the Copenhagen area are progressing as well as construction of minor new motorway sections.

3. Main ASECAP key figures

Table 5. Key figures 2010 Denmark

	2010
Network length – 2x lanes	34 km.
No. of km. under construction	0 km.
Forecasts of opening motorway sections	0
Annual toll revenue	454 million EUR
Permanent staff	300
Average daily traffic (LV)	44,018 vehicles
Average daily traffic (HV)	4,119 vehicles
Average daily traffic (LV+HV)	48,137 vehicles
Total number of accidents	34
No. of personal injury accidents	0
Personal injury rate per 10 million km.	0
No. of dead	0
Km. travelled (1.000.000 km.)	302,1
No. of toll plazas	2
No. of lanes	46
No. of teletoll equipped lanes	20
No. of teletoll subscribers	717,836
No. of rest areas with station services	0
No. of rest areas	0
No. of restaurants	0
No. of hotels	0