

Note

National Report Denmark 2014

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 2014

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 2013.

The Danish motorway road network totals 1,167 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.

2.3. 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 2010 – 2014 (percentage)

	2010	2011	2012	2013	2014
Storebælt	-2.9	+3.1	+0.7	+0,2	+4,4
Øresund	-0.4	-1.2	-3.4	-1,2	+3,4
The Danish road network	-1.0/-1.5	+2.2*	+0,1/+1,9*	+0,7/+2,6*	

Note: *Motorways

For comparison, growth in the Danish economy is expected to total +1.0 per cent for 2014.

2.4. Tolling system and tolling technologies used

The tolling systems are barrier-based single lane systems. The payments are primarily done by using DSRC (70-85%) and secondarily by card or cash.

At Storebaelt the tolling system is also equipped with ANPR for enforcement purposes and to allow operating the Toll Plaza without the use of barriers during peak traffic.

The DSRC used is based on 5.8 GHz. All the 5.8 GHz DSRC profiles used for communication in EasyGo® are currently accepted by the road side equipment. The profiles are: PISTA, BroBizz,

ØresundBizz, AutoPASS, GO Box and EN15509. The RSE supports EN15509 with both security level 0 and 1. All new OBE must be according to EN 15509.

2.5. 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 2014

EUR	Storebælt		Øresund	
	Price per passage	Price per km	Price per passage	Price per km
Private cars	32*	1.8	45***	2.8
HGVs 10-20 m	150**	8,4	129****	8.0

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 of up to 53 pct. Commuters may obtain reductions of up to 90 pct.
 **** Reductions of up to 65 pct. are granted.

2.6. Revenues

Table 3. Revenues 2014/2013

Million	2014		2013		Growth pct. (basis DKK)
	DKK	EUR	DKK	EUR	
Storebælt	2,785	374	2,637	353	+5,6
Øresund	1,211	163	1,143	153	+5,9
Total	3,996	537	3,780	507	+5,7

Note: The figures in EUR are based on the rate of exchange late 2013 of 746.03 and late 2014 of 744.36, respectively

2.7. Safety

Table 4. Safety 2014/2013

Number for 10 million km. travelled	Storebælt			Øresund		
	2014	2013	Variation in pct.	2014	2013	Variation in pct.
Personal injury rate	0	0.21	-	0.05	0.05	0
Fatal accident rate	0	0	0	0	0	0
Rate of dead	0	0	0	0	0	0

2.8. Long-term forecasts and tendencies

2.8.1. Fehmarnbelt

Femern A/S, which is a 100 per cent owned subsidiary of the Sund & Bælt Group, is responsible for the planning and construction of a fixed link between Denmark and Germany across the Fehmarnbelt. The link will be the world's longest immersed road/rail tunnel.

By the end of February 2015, a draft bill for the Construction Act concerning the Fehmarnbelt Fixed Link and the associated Danish landworks was introduced to the Danish parliament. If passed, the bill will give Femern A/S and A/S Femern Landanlæg permission to build and operate a fixed link across the Fehmarnbelt, together with the associated landworks in Denmark, and to take the necessary steps to complete the projects. In 2015 prices, the total construction budget incl. reserves amounts to DKK 55.1 billion for the cost-to-coast link and DKK 9.6 billion for the Danish landworks. Based on the assumptions for traffic, revenue, cost of operation, and financing expenses, the prepayment period for the entire facility is expected to be 39 years.

The Danish state will extend state guarantees to cover the companies' loans and other financial liabilities and moreover, without further notification of each individual case, the Danish state guarantees the companies' other ongoing liabilities in connection with the construction project

3. Main ASECAP key figures

Table 5. Key figures 2014 Denmark

	2014
Network length – 2x lanes	34 km
No. of km under construction	0 km
Forecasts of opening motorway sections	0
Annual toll revenue	537 million EUR
Permanent staff	297
Average daily traffic (LV)	45,200 vehicles
Average daily traffic (HV)	4,892 vehicles
Average daily traffic (LV+HV)	50,092 vehicles
Total number of accidents	20
No. of personal injury accidents	1
Personal injury rate per 10 million km	0.02
No. of dead	0
Km travelled (1.000.000 km.)	315
No. of toll plazas	2
No. of lanes	46
No. of teletoll equipped lanes	36
No. of teletoll subscribers	1,002,000
No. of rest areas with station services	0
No. of rest areas	0
No. of restaurants	0
No. of hotels	0