

## Note

### National Report Denmark 2012

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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 2012

##### 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 2011.

The Danish motorway road network totals 1,186 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 2008 – 2012 (percentage)

	2008	2009	2010	2011	2012
Storebælt	+2	-1.7	-2.9	+3.1	+0.7
Øresund	+5	+0.5	-0.4	-1.2	-3.4
The Danish road network	+0.3	-1.5	-1.0/-1.5	+2.2*	

Note: \*Motorways

For comparison, growth in the Danish economy is expected to total -0.6 per cent for 2012.

##### 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 2012

EUR	Storebælt		Øresund	
	Price per passage	Price per km	Price per passage	Price per km
Private cars	31*	1,7	42***	2,6
HGVs 10-20 m	145**	8,1	113****	7,0

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. Commuters may obtain reductions of up to 78 pct.  
 \*\*\*\* Reductions of up to 65 pct. are granted.

## 2.4. Revenues

Table 3. Revenues 2012/2011

Million	2012		2011		Growth pct. (basis DKK)
	DKK	EUR	DKK	EUR	
Storebælt*	2,572	345	2,450	330	+5,0
Øresund	1,094	147	1,055	142	+3,7
Total	3,666	492	3,505	472	+4,6

Note: The figures in EUR are based on the rate of exchange late 2011 of 743.42 and 2012 of 746.04, respectively

## 2.5. Safety

Table 4. Safety 2012/2011

Number for 10 million km. travelled	Storebælt			Øresund		
	2012	2011	Variation in pct.	2012	2011	Variation in pct.
Personal injury rate	0.04	0.04	0	0.04	0.05	-20
Fatal accident rate	0	0	0	0	0	0
Rate of dead	0	0	0	0	0	0

## 2.6. Long-term forecasts and tendencies

### 2.6.1. Fehmarnbelt

Fehmarnbelt A/S, which is a 100 per cent owned subsidiary of the Sund & Belt 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.

On 17 April 2012 Femern A/S presented a revised timetable for the project to the Minister of Transport. The revised timetable means that the design phase will be extended by about one year. A construction act will be put forward in the second half of 2014. The construction period is unchanged at 6½ year and the fixed link is expected to be commissioned end 2021.

During 2012 the creation of the framework for the invitation to tender continued. On 2 October Femern A/S commenced the process of prequalification of the contracting companies that mid 2013 will be invited to tender for the large construction contracts.

According to the treaty, the Fehmarnbelt A/S must obtain all necessary approvals and permits to build, operate and maintain the coast-to-coast link. Since the Fehmarnbelt link crosses national borders and the regulatory treatment involves legislation in two countries as well as administrative traditions, language and cultures, the approval process represents a unique and challenging task.

As a priority project under the trans-European transport network, the project receives EU subsidies.

### 2.6.2. Lorry road user 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 comprises a decision to implement a toll charging scheme in Denmark which in the long term will comprise all types of vehicles and all roads. The toll charging scheme will be structured in a way that it will become an instrument in reducing congestion and environmental impact. The toll charging scheme also forms part of a redistribution of the present very high vehicle registration taxes.

Since end 2011 and during 2012 a project team has worked on the scheme but in February 2013 the government decided to refrain from introducing the scheme, among other things because the investment cost and the future operating expenses have shown to be significant. The government will reconsider its decision if the economic costs can be reduced e.g. in the light of technological advances or operational experiences in other countries.

## 3. Main ASECAP key figures

Table 5. Key figures 2012 Denmark

	2012
Network length – 2x lanes	34 km
No. of km under construction	0 km
Forecasts of opening motorway sections	0
Annual toll revenue	492 million EUR
Permanent staff	299
Average daily traffic (LV)	43,833 vehicles
Average daily traffic (HV)	4,419 vehicles
Average daily traffic (LV+HV)	48,252 vehicles
Total number of accidents	32
No. of personal injury accidents	1
Personal injury rate per 10 million km	0.04
No. of dead	0
Km travelled (1.000.000 km.)	304.4
No. of toll plazas	2
No. of lanes	46
No. of teletoll equipped lanes	36
No. of teletoll subscribers	946,200
No. of rest areas with station services	0
No. of rest areas	0
No. of restaurants	0
No. of hotels	0