

Note

National Report Denmark 2013

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 2013

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 2012.

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.

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 2009 – 2013 (percentage)

	2009	2010	2011	2012	2013
Storebælt	-1.7	-2.9	+3.1	+0.7	+0,2
Øresund	+0.5	-0.4	-1.2	-3.4	-1,2
The Danish road network	-1.5	-1.0/-1.5	+2.2*	+0,1/+1,9*	

Note: *Motorways

For comparison, growth in the Danish economy is expected to total +0.4 per cent for 2013.

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 2013

EUR	Storebælt		Øresund	
	Price per passage	Price per km	Price per passage	Price per km
Private cars	32*	1,8	44***	2,7
HGVs 10-20 m	149**	8,3	123****	7,7

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.

2.4. Revenues

Table 3. Revenues 2013/2012

Million	2013		2012		Growth pct. (basis DKK)
	DKK	EUR	DKK	EUR	
Storebælt*	2,637	353	2,572	345	+2,5
Øresund	1,143	153	1,094	147	+4,5
Total	3,780	507	3,666	492	+3,1

Note: The figures in EUR are based on the rate of exchange late 2012 of 746.04 and late 2013 of 743.03, respectively

2.5. Safety

Table 4. Safety 2013/2012

Number for 10 million km. travelled	Storebælt			Øresund		
	2013	2012	Variation in pct.	2013	2012	Variation in pct.
Personal injury rate	0.21	0.04	+525	0.05	0.04	+25
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

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.

In 2013 the documentation for use in the regulatory approval process was sent to the Danish and German authorities. The approval process is expected to be finalized in spring 2015.

The Fehmarnbelt link is one of the largest construction projects in Europe with a planned construction budget of more than DKK 40 billion (2008 prices). Therefore, Femern A/S decided to divide the task into several contracts.

The largest part of the construction task concerns the immersed tunnel. This project has been split into four large construction contracts covering – construction of portals and ramps, dredging of seabed, production harbour, access channels and landfilling for new areas on land as well as the northern and southern part of the approx. 18 km long immersed tunnel.

Moreover, is the interior of the tunnel including a number of technical installations which have been split into two contracts, one for installation of electrical and mechanical installations and one for railway installations. For technical reasons, each of these contracts is split into minor contracts.

In 2013, Femern A/S prequalified nine large contractor consortia to submit tenders and in September the complete tender material for the four large constructions contracts was sent to the construction consortia. The tender process is expected to be completed by the end of 2014 where Femern A/S expects to have the final bids and prices.

Start of the construction work will follow the final approval of the construction act by the Danish Folketing which is expected to take place in early 2015.

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

3. Main ASECAP key figures

Table 5. Key figures 2013 Denmark

	2013
Network length – 2x lanes	34 km
No. of km under construction	0 km
Forecasts of opening motorway sections	0
Annual toll revenue	507 million EUR
Permanent staff	297
Average daily traffic (LV)	43,572 vehicles
Average daily traffic (HV)	4,582 vehicles
Average daily traffic (LV+HV)	48,154 vehicles
Total number of accidents	28
No. of personal injury accidents	6
Personal injury rate per 10 million km	0.19
No. of dead	0
Km travelled (1.000.000 km.)	303.0
No. of toll plazas	2
No. of lanes	46
No. of teletoll equipped lanes	36
No. of teletoll subscribers	993,000
No. of rest areas with station services	0
No. of rest areas	0
No. of restaurants	0
No. of hotels	0