

National Report Denmark 2007

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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 2007

2.1 Network length

The Storebælt link is 18 km long and the Øresund link is 16 km long, totaling 34 km user paid motorway. This is unchanged from 2006.

The Danish motorway road system totals 1,071 km. Apart from the above bridges, the motorways are not user paid.

2.2 Openings in 2008

No new user paid motorways are planned for 2008.

2.3 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.

2.5 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 2003 – 2007 (percentage)

	2003	2004	2005	2006	2007
Storebælt	2	5	7	9	7
Øresund	10	14	15	16	17
The Danish road system	1.4	1.5	1.0	2.4	3.2

For comparison, growth in Danish economy is expected to total 1.9 pct. for 2007.

2.6 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 2007

EUR	Storebælt		Øresund	
	Price per passage	Price per km	Price per passage	Price per km
Private cars	27*	1.5	35***	2.2
HGVs	130**	7.2	104****	6.5

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 10 pct. are granted.

*** Different products are offered granting discounts of up to 48 pct. Commuters may obtain reductions of up to 76 pct.

****Reductions of up to 48 pct. are granted.

The general raise in prices in 2007 totals app. 2 pct.

2.7 Revenues

Table 3. Revenues 2007

Million	2007		2006		Growth pct. (basis DKK)
	DKK	EUR	DKK	EUR	
Storebælt*	2,331	312	2,138	287	9.0
Øresund	934	125	820	110	13.9
Total	3,265	437	2,958	397	10.3

Note: The figures in EUR are based on the rate of exchange late 2007 of 745.66 and 2006 of 746.60, respectively

At Storebælt the traffic growth compared to 2006 totals approx. 7 pct.

Øresund being in its seventh year of operation is facing a substantial and expected growth in traffic - in 2007 app. 17 pct. Being located in the urban areas of Copenhagen and Malmoe, traffic is expected to grow substantially during the coming years.

2.8 Safety

Table 4. Safety 2007

Number for 10 million km. travelled	Storebælt			Øresund		
	2007	2006	Variation in pct.	2007	2006	Variation in pct.
Personal injury rate	0.09	0.09	0	0.09	0.07	+28.6
Fatal accident rate	0	0	0	0	0	0
Rate of dead	0	0	0	0	0	0

2.9 Long-term forecasts and tendencies

2.9.1 Fehmarnbelt

On June 29, 2007, the Danish and German Transport Ministers reached an agreement to establish a fixed link across the Fehmarnbelt.

The agreement stipulates that a treaty between the two countries will be drawn up before the end of 2007. Once the treaty is ratified, the actual planning of the project will commence.

Under the treaty, a Danish-owned bridge company will be responsible for the planning, preparation, financing and construction of the approx. 20 km coast-coast link between Rødby in Denmark and Puttgarden in Germany. The two countries will each be responsible for the financing and building of their respective land works.

The agreement of June 29 states that the link will comprise a double-track railway and a four-lane motorway. The preferred solution is a cable-stayed bridge. The final construction design and alignment will, however, not be determined until after the completion of an Environmental Impact Assessment and other authority approvals.

2.9.2 Road pricing in Copenhagen

The municipality of Copenhagen has launched a project with the aim of providing a basis for decision with regard to introducing congestion charging in Copenhagen. The basis for decision will be presented to the city council early 2008 and if so decided, congestion charging is planned to be introduced before 2010.

2.9.3 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.

2.10 Significant actions already started and foreseen for 2008

In March 2007 the common Nordic toll service EasyGo was introduced. The service includes toll roads and ferries and is available to all types of cars. Approximately 1.8 million users can pay their tolls to around 30 operators in Denmark, Norway and Sweden.

Today, the service comprises all tolled roads, bridges and tunnel in the Nordic countries that uses EFC based on micro wave 5.8 GHz. In 2008, the circle of operators is expected to be extended to include more ferry services and concurrently, discussions continue with service providers and toll charges from other European countries regarding a possible cooperation.

3. Main ASECAP key figures

Table 5. Key figures 2007 Denmark

	2007
Network length – 2x lanes	34 km.
No. of km. under construction	0 km.
Forecasts of opening motorway sections	0
Annual toll revenue	437 million EUR
Permanent staff	300
Average daily traffic (LV)	42,754 vehicles
Average daily traffic (HV)	5,157 vehicles
Average daily traffic (LV+HV)	47,911 vehicles
Total number of accidents	37
No. of personal injury accidents	4
Personal injury rate per 10 million km.	0.09
No. of dead	0
Km. travelled (1.000.000 km.)	301.2
No. of toll plazas	2
No. of lanes	46
No. of teletoll equipped lanes	20
No. of teletoll subscribers	470,000
No. of rest areas with station services	0
No. of rest areas	0
No. of restaurants	0
No. of hotels	0