

FACT SHEET

INFRASTRUCTURE AND LOGISTICS

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Introduction

The greater Copenhagen area and Denmark in general have great infrastructural conditions in terms of both basic infrastructure and technological infrastructure.

The region is a hub in Northern Europe: A well developed and high quality transportation system of roads, railways, airports and harbours has earned Denmark a top ranking in the IMD's World Competitiveness Yearbook and in the World Economic Forum's Global Competitiveness Report for several consecutive years. Also the technological infrastructure has earned Denmark top end rankings with the above mentioned institutions.

Information about infrastructure and logistics is provided with regard to:

- Basic infrastructure
 - Road
 - Railway
 - Air
 - Sea

- Technological infrastructure
 - IT
 - Telecom

Last updated: March 2007

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BASIC INFRASTRUCTURE

The Copenhagen region is a gateway to Scandinavia and the Baltic region. The transportation system supported by major infrastructure investments in recent years provides easy access to the other Scandinavian countries and the wider Baltic region. Within the region the transportation system connects Copenhagen with a large surrounding area.

In the 2006 edition of IMD's World Competitiveness Yearbook Denmark is found among the top 5 in the category "Quality of Air Transportation" and ranked second in the categories of "Distribution Infrastructure", "Water Transportation" and "Efficiency of Customs Authorities".

Roads

The Metropolitan region of Copenhagen has a well-developed network of toll-free highways and public roads connecting the region effectively to northern Europe as illustrated on the map below.

Figure 1: The road system



The E4 connects the region to Sweden, including Stockholm, and the other Nordic countries. The E55 provides easy access to Berlin and E22 to Hamburg and further into Europe. The E20 across the country and the Belts connects Copenhagen with the peninsula Jutland and with Great Britain via ferry.

Most recently, the Øresund Bridge between Denmark and Sweden (opened in 2000) and the bridge across the Great Belt (opened in 1998) have improved the infrastructure significantly and finalised the motorway network in Denmark. Currently, a motorway between Germany and Denmark across the Fehmern Belt is on the drawing table.

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The quality of the road system and the logistically good location of Copenhagen mean that there are one-day connections to more than 1,200 bigger cities in Europe.

Figure 2: Land transport times from Copenhagen



In the region, a combination of motorways, highways and railways of high quality effectively connects Copenhagen to municipalities and counties in the surrounding area. A major element of the physical planning in Copenhagen has been the development of an effective public transport system to service major industrial and commercial sites in the region thereby reducing the pressure on main roads in the region.

The traffic density in the Copenhagen region is below the average of major European cities. One of the reasons for the low pressure on the road system is that the city's short distances combined with an effective collective transportation system minimises the requirement for car journeys. Thus, approximately 30 per cent of the trips in the centre of the region are made by use of public transport, 14 per cent of the trips are made by bike.

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Railways

The railway system in the region consists of:

- Intercity fast trains servicing Copenhagen and major cities in Denmark
- Regional trains servicing Copenhagen and other cities on Zealand
- Øresund train servicing Copenhagen, Copenhagen Airport and Malmö, Sweden
- Electrified Railways of Copenhagen (S-train) with about 85 stations servicing roughly 85 million passengers each year in the Greater Copenhagen Area
- Underground metro (opened 2002) - a fast and direct link between Copenhagen city centre and major city areas as well as the new town Ørestad.

An extension of the current metro to reach the Copenhagen Airport is currently under construction, and is expected to open in October 2007. Finally, yet another extension of the metro has been decided and will be finalised around 2017. Table 1 provides an overview of the travel time from Copenhagen to key destinations in Denmark and Sweden by train.

From Copenhagen City to:	Travel time
Copenhagen Airport	12 minutes
Malmö, Sweden	35 minutes
Odense	1 hour 30 minutes
Aarhus	3 hours 15 minutes
Aalborg	5 hours
Stockholm, Sweden	5 hours

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Air transport

There is one major airport in the region, Copenhagen Airport (www.cph.dk), which is also the largest in Scandinavia and in Northern Europe. The airport is connected to the centre of Copenhagen by direct train, metro (from 2007) and motorways as well as to Malmö and southern Sweden by train and motorway. Travelling distance from the city centre to the airport is 8 km. The equivalent travelling distance is 40 km in Stockholm, 24 km in London and 23 km in Paris.

Figure 3: Air transport times from Copenhagen



Copenhagen Airport offers direct flights to 132 destinations around the world – by far the greatest number compared to other Scandinavian airports as illustrated in Table 2. Furthermore, Copenhagen Airport serves as air traffic hub for the Nordic countries, the Baltic region as well as northern Germany. The airport served 20 million passengers and had a total of 268,500 take-offs and landings in 2005.

TABLE 2: NUMBER OF DIRECT FLIGHT CONNECTIONS FROM SCANDINAVIAN AIRPORTS, 2006

	Intercontinental destinations	European destinations	Nordic destinations	Domestic destinations	Total no. of destinations
Copenhagen	19	84	22	7	132
Stockholm – Arlanda	9	52	11	30	102
Oslo – Gardemoen	2	47	7	23	79

Source: Airport Statistics, 2005

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Copenhagen Airport offers frequent departures to major destinations in Europe as well as USA and Asia. Flight time and number of weekly departures from Copenhagen Airport to major destinations are given in Table 3 below.

From Copenhagen to:	Flight time (hrs-min.)	No. of departures/week
London – Heathrow	1'55	68
Paris – Charles de Gaulle	2'00	91
Frankfurt International Airport	1'35	41
Stockholm – Arlanda	1'15	87
New York – Newark	8'50	9
Tokyo – Narita	11'30	7

Source: Copenhagen Airports A/S, www.cph.dk, 2007.

Copenhagen Airport has received numerous awards for, among other things, its high service level, shopping facilities, infrastructure and baggage handling system. Thus, IATA Global Airport Monitor rated Copenhagen Airport “World Best Airport” in 2000 and 2002 and “Europe’s Best Airport” in 2003, 2004 and 2005. The ratings were based on surveys, each involving more than 50,000 passengers.

Within recent years there has been a vast growth in the use of low cost airlines. In 2005 low cost airlines accounted for 10 per cent of the traffic in Copenhagen Airport corresponding to approximately 2 million passengers. In contrast to a number of other European capitals the low cost airlines fly to the main airport in Copenhagen with a very short distance into Copenhagen city centre.

Copenhagen Airport is the northern European hub for air cargo traffic. With 335,000 tonnes of cargo handled in 2005, the airport is the tenth largest cargo airport in Europe. The average cargo transit time is 3 hours compared to 8 hours in Amsterdam, 10 hours in Brussels, 12 hours in Frankfurt, 12 hours in London and 6 hours in Stockholm.

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Sea transport

The Port of Copenhagen is a major port for transport of cargo and for ferries to neighbouring countries. The port is also known as a major destination for cruise ships. To strengthen the port's position as the gateway to the Baltic Sea, the Port of Copenhagen merged in 2001 with the Port of Malmö in Sweden to become Copenhagen Malmö Port (www.cmpport.com). The merger ensures an even larger capacity and further integration of the region's infrastructural capacity.

The new port serves around 8.800 vessels on a yearly basis and is one of the largest in northern Europe. The port is also the centre of freight moving from the Baltic countries and the Continent.

Figure 4: Baltic Sea area



Cargo

On a yearly basis the port handles 15 million tons of cargo (2005). Some of the facilities include:

- Several weekly departures to the Baltic area and the rest of Europe
- Short turnaround times and some of the lowest storage times in Europe
- Handling of ships immediately upon arrival, 24 hours a day
- Free ports and bonded warehouses - commodities can be stored as long as necessary without paying VAT until shipped to the final destination
- Facilities for some of the largest container ships in the world.

Not only Danish and Swedish cargo but also other European consignments move in transit via Copenhagen Malmö Port, either directly from truck, rail or ship or after a short stop in the duty-free Freeport area.

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COPENHAGEN MALMÖ PORT HAS BECOME A HUB FOR CAR DISTRIBUTION

In the past years the Copenhagen Malmö Port has invested heavily in facilities for handling import of cars, and the port is now the leading port for car distribution in the Scandinavian/Baltic region. The annual number of cars handled in the port has seen a sharp increase from 26,000 in 2001 to 345,000 cars in 2005.

A number of international firms have chosen to locate main distribution centres in Copenhagen Malmö Port: Roland has placed its Scandinavian distribution centre, Sony its Scandinavian and Baltic distribution centre, and Toyota its north European car import centre in the port. In addition, Unicef and Peter Justesen Company have placed their world distribution centres in Copenhagen Malmö Port.

Ferry routes

A new ferry terminal has been opened in 2004. It offers daily connections to Norway, Poland and Germany. Each year approximately one million passengers use Copenhagen Malmö Port to board ferries.

Cruises

With 284 cruise ships and 385.000 cruise ship passengers in 2005 the Copenhagen Malmö Port is by far the biggest cruise destination in Scandinavia and one of the leading destinations in Europe and the world. In December 2005 Copenhagen Malmö Port was voted World's Leading Cruise Port and Copenhagen was voted "Europe's Leading Cruise Destination" by World Travel Awards. Additionally, the cruise ship business is expected to see further growth in coming years.

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TECHNOLOGICAL INFRASTRUCTURE

Denmark is an information society and the technological infrastructure plays a central role in the all parts of the society. A well functioning IT infrastructure facilitates a healthy competition, supports innovation, and a variety of platforms and technologies serves the needs of companies, institutions and households. One third of the increase in work productivity in Denmark since 2000 has been caused by Information and Communication Technology (ICT).

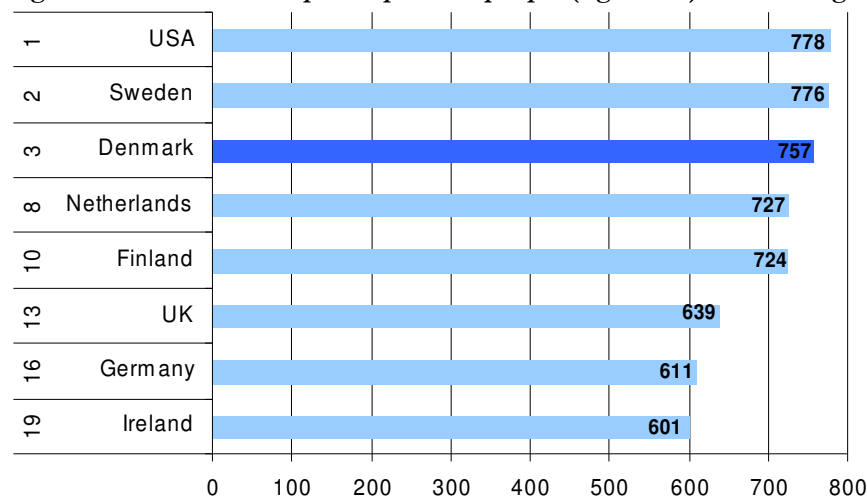
The government has made efforts to give the country good conditions to lead the way towards the network society. By encouraging competition in the sector, the authorities are making sure that users have access to a variety of infrastructure solutions.

IT

Through the last couple of decades Denmark has developed into a highly developed IT society, which has earned Denmark a top-ranking in networked readiness in The World Economic Forum's Global Information Technology Report 2006-2007.

The Danish population has access to a great variety of IT products. In 2006, 88 per cent of the population had access to a PC in the home and 83 per cent of the population had access to the internet from home. This has lead to a top three ranking in IMD's World Competitiveness Yearbook's 2006 in the category "Computers per Capita" as shown in figure 2 below.

Figure 5: Number of computers per 1000 people (right side) and rankings (left side) (2005)



Source: IMD World Competitiveness yearbook, 2006

Internet and broadband

According to IMD's World Competitiveness Yearbook 2006 Denmark is ranked third in the category "Internet Users" with almost 728 internet users per 1000 capita. Also the number of broad band internet connections is growing both among the population and with companies. In 2005 98 per cent of the households and companies had access to broadband internet and 9 per cent had access to optical fibre connection.

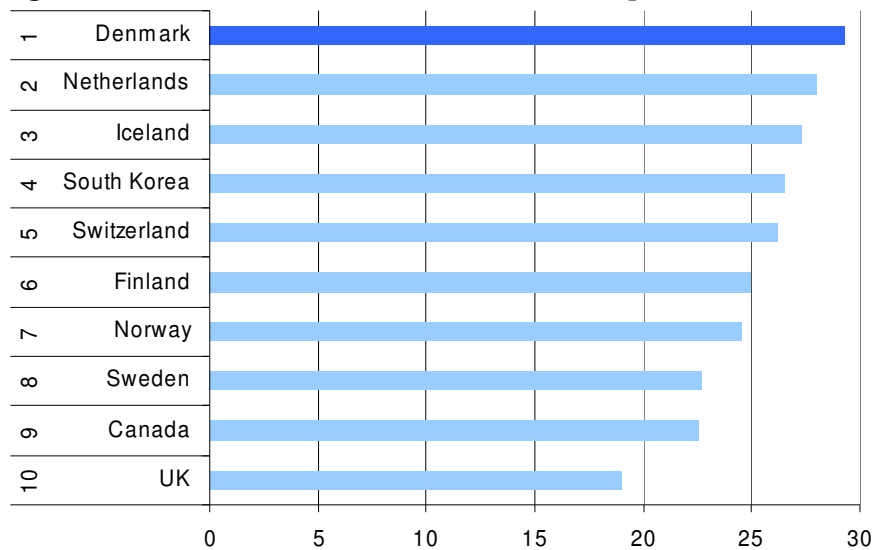
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An OECD research made in 2006 showed that with 29.3 broad band connections per 100 inhabitants in 2006 Denmark is the country with the most broad band internet connections in the world as shown in figure 3 below.

Figure 6: Number of broadband internet connections per 100 inhabitants, top-15 (2006)



Source: OECD Broadband Statistics, June 2006

Not only is the quantity of internet users and broadband internet connections growing also is the speed of the internet connections increasing. Hence the number of internet connections in Denmark with more than 1Mbit/s has grown rapidly from 8 per cent in 2003 to 42 per cent in 2006.

IT in Companies

The use of IT is of great importance for Danish companies' production and way to organize, and companies have great importance for the development within the information society in Denmark. In 2006 approximately 97 per cent of the companies in Denmark with a minimum of 10 employees had internet access. Already in 1999 this number was 78 per cent. Compared to the rest of EU Denmark is in the lead when it comes to companies using IT. According to Euro-stat Denmark is second best only exceeded by Sweden. Companies in the Copenhagen Region tend to use IT on a slightly higher level than the rest of the country.

Other IT facilities

Submarine fibre optic ring

Denmark serves as a hub for the exchange of international telecommunications traffic. For example, the country has direct access to an important broadband connection – the TAT-14 System.

The transatlantic fibre optic cable TAT-14 runs across the Atlantic and connects five different cable stations in Europe and two in the U.S. It goes from New York to England, France, Holland, Germany, and ends at the west coast of Denmark, from where it goes back to New York through the north coast of England. TAT-14 has a total capacity superior to 1.3 Tbit/s.

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Fixed Wireless Access

Denmark has also adopted wireless technologies as a supplement to the traditional broadband solutions. At the end of 2000, the National Telecom Agency awarded seven Fixed Wireless Access (FWA) licenses, four in the 26 GHz band and three in the 3.5 GHz band.

Data Centres

Denmark has a long and strong tradition in operating and managing business-critical data centres that can provide the IT and connectivity services needed by companies to establish and expand their business. Interxion, CSC, COLT Telecom, DMdata and Netgroup are examples of companies that offer such services.

Telecom

Denmark is also in front in terms of telephone communication. In the 2006 edition of IMD's World Competitiveness Yearbook Denmark is ranked in top 10 when it comes to the number of fixed telephone lines per inhabitants. By the end of 2005 the number of mobile phone subscriptions for the first time exceeded the number of inhabitants in Denmark. And the prices for mobile telephony are some of the lowest in the world. Also IP telephony has, with a significant growth within the last couple of years, gained ground in Denmark – mainly within companies.

Wireless networks

Denmark has two 2nd generation mobile networks: GSM900 (2 licenses) and GSM1800 (4 licenses).

Following a decision made by the Danish Parliament, Denmark's National Telecom Agency awarded by auction four licenses for the establishment and operation of 3rd generation mobile networks, including the UMTS standard. The licences were conferred in September 2001 to TDC, Telia, Sonofon and the Hong Kong-based HI3G Denmark.

The companies are committed to provide 3rd generation services to 80% of the population by 2008.