

Annex D (Remuneration)

Annex to the EETS Domain Statement concerning the Danish Kilometer Tolling Scheme

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1 DOCUMENT HISTORY

Version	Date	Comment	Initials
0.2	10 February 2023	Draft version published to the EETS Provider for information and review purposes as part of the accreditation procedure.	MLBR

2 INTRODUCTION

This Annex serves as the basis for calculating the remuneration paid by the Toll Charger to the EETS Provider, and are to be understood in connection with the Agreement.

3 COMPONENTS OF THE REMUNERATION

The detailed components of the remuneration including calculation method are detailed in the below sections.

3.1 Fixed percentage of the value of payments made to the Toll Charger

The EETS Provider receives a fixed percentage from the Toll Charger depending on the value of payments made by the EETS Provider to the Toll Charger in a calendar quarter. The fixed percentages are paid to the EETS Provider on a calendar-quarterly basis.

For the **remuneration period (1 January 2025 – 31 December 2027)** the following fixed percentages apply:

$$FP^{RP} = [2.0 - 2.5\%]^*$$

** Decisions concerning the final composition of the remuneration is currently being made and a fixed percentage will be published as soon as possible.*

The remuneration in the respective calendar quarter is calculated as follows:

$$R^Q = FP^{RP} \times BD^Q$$

R^Q = remuneration in a respective calendar quarter Q .

FP^{RP} = fixed percentage in the respective remuneration period RP .

BD^Q = value corresponding to the Billing Details sent from the Toll Charger to the EETS Provider in a respective calendar quarter Q .

3.2 Fixed fee per active OBE

As additional remuneration, the EETS Provider receives a fixed fee from the Toll Charger depending on the number of active OBE which have been detected circulating in the KmToll Domain within a calendar quarter. The fixed fee is paid to the EETS Provider on a calendar-quarterly basis.

An active OBE is an OBE that has been provided by the EETS Provider and installed in a vehicle registered with the EETS Provider, and for which circulation on the tolled road network has been detected at least once for the respective calendar quarter.

For the **remuneration period (1 January 2025 – 31 December 2027)** the following fixed fee per active OBE apply:

$$FF^{RP} = [\text{DKK } 7.5]^*$$

*Decisions concerning the final composition of the remuneration is currently being made and will be published as soon as possible.

The additional remuneration in the respective calendar quarter is calculated as follows:

$$AR^Q = FF^{RP} \times AOBEM^Q$$

AR^Q = additional remuneration in the respective calendar quarter Q .

FF^{RP} = fixed Fee per active OBE in the respective remuneration period RP .

$AOBEM^Q$ = the number of active OBE in the respective calendar quarter Q .

4 REVIEW OF THE REMUNERATION SCHEME

The level of the components of the remuneration model shall be reviewed by the Toll Charger before the end of the respective current remuneration period RP . As a result of the review, adjustments may be made which become valid in the following remuneration period.

The Toll Charger will generally set the duration of the remuneration periods at [three (3) calendar years.]

The Toll Charger shall inform the EETS Provider of the adjusted remuneration model at least two (2) calendar months before the respective start of a new remuneration period.

5 EXPECTED TRAFFIC VOLUMES

In addition to the components of the remuneration, this section provides information related to expected traffic volumes in Denmark.

In the following relevant traffic data and expected traffic volumes are provided as information. Table 1 shows the approximated number of trucks and vans registered in Denmark in 2021. Data is distributed across trucks weighing more than 12 tons, trucks weighing more than 3.5 tons and up to 12 tons, and commercial vans.

Table 1. Number of Danish trucks registered in Denmark, 2021

Trucks weighing 12 tons and more	Approx. 35,500
Trucks weighing less than 12 tons	Approx. 7,900
Vans	Approx. 225,200

Source: The Danish Road Traffic Authority

Table 2 shows the annual roadwork for trucks distributed on the following different road networks:

- (i) State road network (motorways, state roads and selected roads, approx. 6,500 km.)
- (ii) State road network including roads within Low Emission Zones (LEZ) (approx. 7,500 km.)
- (iii) Entire public road network (approx. 75,000 km.)

Table 2. Total kilometers driven on road networks in Denmark

	Vans	Trucks	Trucks	Total
<i>(Yearly, bn. km.)</i>		Below 12 tons	Above 12 tons incl. semi-trailers and road trains	
Baseline 2025*	2.395	0.112	2.593	5.100
The state road network, excl. LEZ	1.262	0.070	1.867	3.199
The state road network, incl. LEZ	1.386	0.077	1.890	3.352
The entire road network, incl. LEZ	2.199	0.103	2.364	4.666

Source: The Danish Road Traffic Authority

* Baseline 2025 represents the expected total kilometer driven in Denmark in 2025 if kilometer-based tolling for trucks is not implemented. The kilometers driven includes both Danish and foreign trucks.

For example, trucks below 12 tons drive 0.112 bn. kilometers a year in "Basis 2025" and 0.103 bn. kilometers a year on the entire road network if they are tolled. In comparison, trucks above 12 tons incl. semi-trailers and road trains are for instance expected to drive 1,867 bn. kilometers on the state road network excluding Low Emission Zones if this is tolled.