

Announcement of the Financial Results for 2010

Announcement of the Financial Results for 2010 for the DSB Group

The overriding issue in connection with the presentation of DSB's accounts concerned the financial situation in DSBFirst Øresund¹) and the relationship between DSB as parent company and DSBFirst Øresund. In the Auditors' Report on the Management Audit a qualified opinion was expressed which specifically relate to the intercompany transactions between DSB and DSBFirst Øresund, including the transfer of the maintenance activities to DSB Vedligehold A/S. A consequence of the qualified opinion was that the Board of Directors had to dismiss the CEO.

Subsequently, the legal adviser to the Danish Government, Kammeradvokaten, has assessed the case. Kammeradvokaten's assessment is that there could be a case for illegal state aid in the relationship between DSB and DSBFirst Øresund. Based on Kammeradvokaten's assessment and the now ascertained difficult financial situation in DSBFirst Øresund, write-downs and provisions totalling DKK 725 million have been recognised. The provisions cover the offsetting of expected losses relating to DSBFirst Øresund, expected losses on intercompany receivables with DSBFirst and possible claims for repayment in connection with state aid etc.

It should be emphasised that the write-downs and provisions have been made partly based on Kammeradvokaten's assessment and partly on a preliminary analysis of the financial situation in DSBFirst Øresund, and that the amount is based on an overall assessment of possible consequences. There is thus significant uncertainty with regard to the preliminary recognised provisions. The computation of the DKK 725 million is based on a number of preconditions and assumptions which thus may prove to deviate significantly in a positive as well as a negative way. Due to the significant uncertainty, the auditors' report on the consolidated and annual accounts contain a qualification with regard to the completeness and amount of the recognised write-downs and provisions for losses regarding DSBFirst Øresund.

Based on the above, the annual accounts for 2010 have been adjusted and consequently DSB's profit before tax total a loss of DKK 551 million.

The present announcement of the financial results replaces the previous version made public on 18 March 2011.

¹ DSBFirst Øresund is a business area, which include the companies DSBFirst ApS, DSBFirst Danmark A/S and DSBFirst Sverige AB.

The Announcement of the Financial Results for 2010 has been prepared in Danish and in English. In the event of any discrepancies between the Danish and the English Announcement of the Financial Results for 2010, the Danish version shall prevail.

Financial highlights for the DSB Group

	2010	2009	Growth	
			Abs.	Pct.
Amounts in DKK million				
Profit and loss account				
Passenger revenues	4,329	4,223	106	3%
Revenue from transport contracts	4,550	4,453	97	2%
Shop sales etc.	873	866	7	1%
Sales of repair and maintenance of rolling stock etc.	137	151	-14	-9%
Leasing of rolling stock	187	174	13	7%
Net turnover	10,076	9,867	209	2%
Other operating income etc. ¹	1,320	1,013	307	30%
Total income	11,396	10,880	516	5%
Total expenses	9,858	8,685	-1,173	-14%
Profit before depreciation and write-downs	1,538	2,195	-657	-30%
Depreciation and write-downs	1,639	1,347	-292	-22%
Operating profit	-101	848	-949	-112%
Net financials	-450	-388	-62	-16%
Profit before tax	-551	460	-1,011	-220%
Profit for the year	-574	341	-915	-268%
Cash flow				
Cash flow - operating activities	2,258	1,667	591	35%
Cash flow - investing activities	-2,244	-1,248	-996	-80%
- of which investments in tangible fixed assets	-2,442	-1,240	-1,202	-97%
Cash flow - financing activities	133	-865	998	115%
Cash at bank and in hand at 31 December	-316	-463	147	32%
	31.12. 2010	31.12. 2009		
Balance sheet				
Balance sheet total	25,776	25,707	69	0%
Fixed assets	23,152	21,978	1,174	5%
Current assets	2,624	3,729	-1,105	-30%
Total equity	6,613	7,348	-735	-10%
Minority interests	1	15	-14	-93%
Provisions	2,499	2,071	428	21%
Non-current liabilities	10,342	8,036	2,306	29%
Current liabilities	6,321	8,237	-1,916	-23%
Interest-bearing liabilities, net	12,029	11,873	156	1%
	2010	2009		
Key figures				
Operating profit margin (EBITDA margin)	15.3	22.2	-6.9	-31%
Profit ratio (EBIT margin)	-1.0	8.6	-9.6	-112%
Return on equity (ROE)	-8.2	4.6	-12.8	-278%
Return on invested capital after tax (ROIC after tax)	-1.2	3.3	-4.5	-136%
Gearing	7.8	5.4	2.4	44%
Solvency ratio	25.7	28.6	-2.9	-10%
Interest cover	0.0	1.8	-1.8	-100%
Further information				
Average number of full-time employees	9,449	9,308	141	2%
Train journeys (in thousands of journeys) ²	198,234	191,268	6,966	4%
Train km (in thousands of train km)	74,140	70,013	4,127	6%

1) Other operating income etc. comprise Work performed by the enterprise and capitalised and Other operating income.

2) Compared to previously published figures, the number of customers in 2009 has been adjusted as a consequence of a new model for presenting number of journeys.

Definition of key figures

The financial ratios and definitions have been prepared in accordance with the "Recommendations & Financial Ratios 2010" from the Danish Society of Financial Analysts.

Operating profit margin (EBITDA margin) = profit before depreciation and write-downs x 100 / net turnover

Profit ratio (EBIT margin) = operating profit x 100 / net turnover

Return on equity (ROE) = profit for the year x 100 / average equity

Return on invested capital after tax (ROIC after tax) = operating profit after tax (NOPLAT) x 100 / (average equity + average equity + average interest bearing liabilities)

Gearing = net interest-bearing liabilities / EBITDA

Solvency ratio = total equity x 100 / balance sheet total

Interest cover = Operating profit + financial income / financial expenses

2. Financial review

Group profits before tax in 2010 totalled a loss of DKK 551 million. The negative result is owing to DSB's decision, in continuation of Kammeradvokatens assessment of state aid legal problems regarding the relationship between DSB and DSBFirst Øresund and DSB's expectation of a significant operating loss in DSBFirst Øresund in 2011, to carry out a reassessment of the valuation of the individual companies in the business area DSBFirst Øresund. This has resulted in write-downs of tangible fixed assets and receivables etc. and the recognition of provisions to offset estimated future losses on transport contracts etc. and expected claims for repayment in connection with state aid. The overall effect on profits amounts to DKK 725 million before tax.

Adjusted for the write-downs and provisions, Group profits before tax totalled DKK 173 million (DKK 460 million) in 2010, which is DKK 127 million less than expected, cf. the quarterly report 1st to 3rd quarter 2010. This deviation is a consequence of the severe winter weather in November and December in 2010, which has entailed increasing costs. Furthermore, as a precaution, DSB has decided not to implement the extension of the expected useful lives of rolling stock mentioned in the quarterly report 1st to 3rd quarter 2010.

In 2010 the results were affected by severance costs in the order of DKK 140 million. Furthermore, the result is influenced by significant costs to maintain an acceptable service level for our customers both in connection with track works, including track closures on the S-train network and in connection with the severe winter weather at the beginning and end of the year. In addition, there have been costs to other customer enhancement initiatives. Finally, there are increased costs as a consequence of the new international operations, and in DSBFirst Øresund as a consequence of the new timetable and the targeted initiatives to improve punctuality. The Group's profit has also been influenced by a number of positive factors, including revenues concerning interest compensation and discounts as a consequence of the settlement with AnsaldoBreda concerning the IC4 and IC2 delivery and increased profit from the sale of property.

Net turnover up by 3 per cent

In 2010 overall net turnover for the DSB Group totalled DKK 10,076 million (DKK 9,867 million).

Passenger revenues amounted to DKK 4,329 million (DKK 4,223 million), which is an increase of

DKK 106 million compared with 2009. The development is primarily attributable to growth in the number of customers, i.a. as a consequence of a strong customer and market focus within S-tog as well as Long distance & Regional trains. Add to the above, more international journeys as a consequence of the ash cloud in April and more customers as a consequence of the winter weather, primarily on the S-trains network. However, revenues were affected negatively by a lower average ticket price in Long distance & Regional trains, which i.a. is due to an increasing demand for discounted products.

Revenue from transport contracts rose by DKK 97 million compared with 2009 and amounted to DKK 4,550 million (DKK 4,453 million). The increase is primarily due to the new activities in South Sweden and the acquisition of the German operator VIAS. Adjusted for this, there was a decline in revenue from transport contracts. The decline is due to the assumptions relating to efficiency enhancements set out in the company's traffic contracts with the Danish state. The efficiency enhancements entail ongoing reductions in revenue over the contract period. The reductions apply to both Long distance & Regional trains and S-tog.

Sales from shops etc. increased by 1 per cent compared with 2009 and amounted to DKK 873 million (DKK 866 million).

Sales of repair and maintenance of rolling stock etc. totalled DKK 137 million (DKK 151 million).

Leasing of rolling stock amounted to DKK 187 million (DKK 174 million), corresponding to an increase of DKK 13 million. The development is due to the leasing of newly acquired Øresund train sets to the Danish Transport Authority.

Other operating income etc. totalled DKK 1,320 million (DKK 1,013 million). The increase of DKK 307 million is primarily due to an increase in 'Work performed by the enterprise' of DKK 117 million primarily as a consequence of IC4 upgrading and heavy maintenance etc. (off-set by corresponding costs). In addition, recognised discounts of DKK 121 million in 2010 in connection with purchase of spare parts from AnsaldoBreda and increased profit of DKK 90 million on sale of property. Part of which is used to establish parking for bicycles and cars at the train stations. This

is part of an agreement with the Ministry of Transport concerning "A green transport policy".

Development in the basic product

Total costs amounted to DKK 9,858 million (DKK 8,685 million). The increase of DKK 1,173 million is mainly due to provisioning for potential losses concerning DSBFirst Øresund, the general development in price and salaries, severance costs in connection with the reductions in the number of administrative jobs and costs to new operations, which DSB has taken over. Furthermore, the result is influenced by significant costs to maintain an acceptable service level for our customers both in connection with track works, including track closures on the S-train network and in connection with the severe winter weather at the beginning and end of the year. In addition, there have been costs to improve the basic product and other customer enhancement initiatives in Long distance & Regional trains, S-tog and DSBFirst Øresund. Moreover, costs have been influenced by an increase in directly attributable costs to own work, including upgrading of the IC4 and one off items concerning VAT. Conversely, there have been efficiency enhancements in administrative jobs and other savings.

The above mentioned costs to strengthen the basic product are i.a. a consequence of the settlement with AnsaldoBreda in 2009. It has been agreed with the Ministry of Transport that DKK 0.5 billion of the total compensation will be used in the years to come to improve the quality of the train product through a plan to improve punctuality for Long distance & Regional trains.

Table 1: Development in costs

Amounts in DKK Million

Total costs - 2009	8,685
Provisions for offsetting possible accountancy loss concerning DSBFirst Øresund ¹	430
Development in prices and salaries	150
Costs associated with layoffs	140
New operations	110
VAT, including one off effects on VAT in 2009 and changing VAT rules	100
Costs associated with severe winter weather ²	75
Own work, e.g. upgrading IC4 etc.	60
Expansion of train-schedules	60
Effects of temporary track closures	50
Savings from increased efficiency due to Point 2010	-130
Others, including costs related to customer- and punctuality increasing activities, c etc.	128
Total costs - 2010	9,858

1) Further to the accounting loss on operating costs other accounts have been charged in the profit and loss.

2) The winter weather burdens the accounts for 2010 with additional DKK 10 million in lost passenger revenues as a consequence of the travel guarantee scheme.

Number of employees

The average number of full-time employees was 9,449 in 2010, which is an increase of 141 employees compared with 2009. The increase is primarily due to the start-up of new operations in Sweden and Germany and increased efforts to enhance the basic product and punctuality. On the other hand, Kort & Godt reduced the number of employees compared with last year.

Table 2: Productivity

	2010	2009	Growth	
			Abs.	Pct.
Number of train km per employee	7,846	7,522	324	4%
Number of train journeys per employee	20,979	20,549	430	2%
Costs per train km	133	124	9	7%

Productivity

The number of train km per employee rose by 4 per cent to 7,846, while the number of train journeys per employee rose by 2 per cent to 20,979. Costs per train km rose by 7 per cent from DKK 124 to DKK 133 in 2010, which is primarily owing to the provisions concerning DSBFirst Øresund.

3. Development in number of customers

Table 3: Number of customers

1,000 customers	2010	2009	Growth	
			Abs.	Pct.
Long distance & Regional trains, incl.:	49,389	47,502	1,887	4%
East	25,715	24,469	1,246	5%
West	14,425	13,941	484	3%
East/West across the Great Belt	8,370	8,175	195	2%
Other	879	917	-38	-4%
DSBFirst in Denmark ^{1,2}	25,629	25,876	-247	-1%
S-tog (adjusted) ³	84,897	79,555	5,342	7%
Total number of customers in Denmark (adjusted)³	159,915	152,933	6,982	5%
Adjustment temporary track closure	8,098	12,480	-4,382	-35%
Total number of customers in Denmark	168,013	165,413	2,600	2%
Total number of customers in Germany⁴	1,600	-	1,600	-
Total number of customers in Sweden⁵	38,888	36,967	1,921	5%
Elimination ⁵	-10,267	-11,112	845	8%
Total number of customers	198,234	191,268	6,966	4%
Total number of customers (adjusted)³	190,136	178,788	11,348	6%

1) Including journeys on the Danish part of Kystbanen and journeys across Øresund in the period 1 - 10 January 2009. These journeys were originally included under the Long distance & regional train journeys.

2) Number of customers in 2010 is based on a preliminary report.

3) Excluding customers who have experienced temporary track closures in periods and time intervals on their lines. Temporary track closure entails that at least one track on the line has been closed and that during part of the period all tracks on the line have been closed. Excluding adjustment for temporary track closures the increase in number of passengers in S-tog was one per cent.

4) Journeys with the German operating company VIAS are included in Number of customers in the DSB Group with 100 per cent of 1 April 2010. In the consolidated accounts VIAS is recognised on a pro-rata basis with 50 per cent.

5) Cross-border travellers are included under customer numbers per country. In the overall balance for the DSB Group, the number of customers who do not embark or disembark during their journey are eliminated.

6) Compared to previously published figures, the number of customers in 2009 has been adjusted as a consequence of a new model for presenting the number of journeys.

Number of customers in the DSB Group

The DSB Group's total number of customers rose by 7.0 million compared with 2009, which corresponds to an increase of 4 per cent. The increase is due to the acquisition of the German operator VIAS, the new Swedish operations and more customers in long distance and regional train traffic and S-train traffic.

On the Danish market the number of customers increased by 5 per cent. This means that DSB has more than met the ambitious goals of Point 2010. With growth, adjusted for track closures, of more than 5 per cent in the second half of 2010, the new ambitious customer objectives established in the summer of 2010 have also been more than fulfilled.

Development in passenger traffic in Denmark

The market for passenger traffic has been affected by the economic slowdown and the developments in the unemployment rate and private consumption for a prolonged period of time.

In its last survey the Danish Road Directorate found that the national car traffic in 2010 fell by 1 per cent compared with 2009. In 2010 the total number of journeys (train, airplane, car and bus) across the Great Belt was unchanged compared with 2009.

The number of car crossings on the bridge across the Great Belt dropped by 3 per cent, while the number of train passengers across the Great Belt increased by 2 per cent. DSB's market share across the Great Belt was 26 per cent in 2010, compared with 25 per cent in 2009.

In a stagnant market both Long distance & Regional trains and S-tog experienced positive customer growth in 2010.

Number of customers in Denmark

The total number of customers in Denmark rose by 5 per cent in 2010 compared with 2009 (adjusted for track closures). The growth is attributable to a historically high customer growth in long distance and regional train traffic of 4 per cent and 7 per cent growth for S-trains. The number of customers of DSBFirst in Denmark fell by 1 per cent.

Long distance & Regional trains

Long distance & Regional trains had 49.4 million customers in 2010, up 1.9 million or 4 per cent on 2009. The development is i.a. due to an improved basic product, including generally improved punctuality, information and cleaning as well as a strong customer and market focus driven by the introduction of a new service concept. The new service concept i.a. concerns Orange and Wild-Card, further supported by a number of new product launches such as e.g. NonStop Lyn between Aarhus and Copenhagen, the loyalty pro-

gramme +more and the Family Ticket plus an ambitious sales effort aimed at commuters. This made it possible to retain a large number of the commuter customers despite the development in unemployment. Business customers were primarily attracted by DSB 1⁺ and the web portal Work+, while the leisure market was attracted by Orange.

The number of customers grew by 5 and 3 per cent, respectively, for East and West in 2010. In both areas the growth in the leisure segment was driven by Orange and the Family Ticket. In East growth can especially be attributed to an increased number of customers in the business and commuter segments, while the growth in West is also due to more customers in the youth segment, i.a. due to discounted tickets for students and youth tickets.

S-tog

On the lines that were not affected by track improvement work, S-tog experienced customer growth of 7 per cent, corresponding to 5.3 million customers compared with 2009. The growth is primarily attributable to a strong customer and market focus, including the positive effects of customers being able to bring their bicycles on the train free of charge, Shopping Sundays and new ticket types such as the SMS ticket and subscription cards introduced to businesses through the Internet portal Work+. Also the introduction of S-train night services contributed positively to the growth.

Extensive track improvements were carried out on the S-train network throughout 2010, primarily on the North Line and City.

DSBFirst in Denmark

In August 2010 the customers got a new and improved timetable which, together with considerable investments in the basic product, has resulted in an increase in the punctuality experienced by customers. As a consequence of this particular focus, DSBFirst had a punctuality experienced by customers of approx. 90 per cent in October and November. An unusually rough start to the winter and teething problems for the City Tunnel in Malmö did, however, lead to a decline in the

punctuality experienced by the customers in December.

DSBFirst's Danish operator punctuality was 97.9 per cent in the third quarter of 2010 and 98.4 per cent in the fourth quarter of 2010. At the same time the Swedish operator punctuality was approx. 99.9 per cent in 2010. DSBFirst in Denmark experienced a minor setback in the number of customers of 1 per cent in 2010.

Number of customers abroad

The total number of international customers rose by 3.5 million in 2010 compared with 2009, corresponding to an increase of 10 per cent.

Sweden

DSB's activities in Sweden comprises journeys in the Swedish part of DSBFirst, other travellers to Sweden and the Roslagsbanan in the Stockholm area as well as regional and commuter traffic in Gothenburg and train services around Jönköping. Strategically, the Øresund Region is important to DSB and DSB regards Sweden as its second home market.

DSBFirst Øresund is owned jointly with our British partner FirstGroup.

In 2010 DSB won the contract for the regional train traffic Upptåget in the Uppsala area north of Stockholm, services to be provided from June 2011. In Sweden there were 39 million customers in 2010, representing growth of 5 per cent.

Germany

DSB's activities in Germany consists of travels with the German operator VIAS. Since 2005 VIAS has operated the Odenwaldbahn in the Frankfurt am Main area.

From December 2010 VIAS has also operated the Rheingau line from Frankfurt to Koblenz. Since 1 April 2010 VIAS has had a total of 1.6 million customers. VIAS is owned jointly with our German partner RATH GmbH.

4. Business areas

Long distance & Regional trains

Table 4: Long distance & Regional trains

Amounts in DKK million	2010	2009	Growth	
			Abs.	Pct.
Net turnover	4,893	4,804	89	2%
Revenue from passengers and travel agency	3,244	3,159	85	3%
Revenue from transport contract	1,136	1,147	-11	-1%
Revenue from train service	47	51	-4	-8%
Sale of repair and maintenance of rolling stock	279	273	6	2%
Leasing of rolling stock	187	174	13	7%
Profit before depreciation and write-downs	857	795	62	8%
Operating profit margin	17.5	16.5	1.0	6%
Train km (1,000 km)	37,925	36,916	1,009	3%

Net turnover for Long distance & Regional trains increased by DKK 89 million compared with 2009.

Passenger and travel agency revenues totalled DKK 3,244 million (DKK 3,159 million), representing an increase of DKK 85 million. The increase is primarily due to the growth in the number of customers, i.a. as a consequence of a strong customer and market focus and increased revenue from seat reservations. Add to this, more international travels as a consequence of the ash cloud in April. On the other hand, the impact from lower average ticket prices due i.a. to an increasing demand for discounted products and fewer long-distance journeys was negative.

Revenue from the transport contract with the state fell by DKK 11 million, or 1 per cent compared with 2009 (DKK 1,147 million). The development is primarily a consequence of the assumptions relating to efficiency measures under the transport contract which mean a reduction in revenue over the contract period.

Revenue from train services totalled DKK 47 million (DKK 51 million), corresponding to a decline of DKK 4 million.

Sales of repair and maintenance of rolling stock amounted to DKK 279 million (DKK 273 million).

Leasing of rolling stock increased by DKK 13 million and totalled DKK 187 million (DKK 174 million). This development is attributable to leasing of newly acquired Øresund train sets to the Danish Transport Authority.

Profit before depreciation and write-downs increased by DKK 62 million and totalled DKK 857 million (DKK 795 million). The development is primarily a result of the recognised compensation from AnsaldoBreda (discount on spare part purchases), partly offset by increased costs as a consequence of the severe winter, track improvements and intensified punctuality and customer enhancement initiatives.

Total production was 37.9 million train km in 2010, an increase of 1.0 million train km or 3 per cent. The production increase is primarily due to the expansion with NonStop Lyn between Aarhus and Copenhagen and the increased services between Østerport and Roskilde.

S-tog

Table 5: S-tog

Amounts in DKK million	2010	2009	Growth	
			Abs.	Pct.
Net turnover	2,378	2,404	-26	-1%
Passenger revenues	1,097	1,077	20	2%
Revenue from transport contract	1,281	1,327	-46	-3%
Profit before depreciation and write-downs	1,006	1,073	-67	-6%
Operating profit margin	42.3	44.6	-2.3	-5%
Train km (1,000 km)	14,661	15,471	-810	-5%

S-tog's net turnover fell by DKK 26 million, corresponding to 1 per cent.

Passenger revenues totalled DKK 1,097 million (DKK 1,077 million) in 2010, representing growth of DKK 20 million. The passenger revenues were positively affected by higher average prices and an increased number of customers despite considerable track improvement work in 2010.

Revenue from the transport contract with the state fell by DKK 46 million to DKK 1,281 million (DKK 1,327 million).

Profit before depreciation and write-downs totalled DKK 1,006 million (DKK 1,073 million). The decline of DKK 67 million is i.a. due to increased costs as a consequence of the severe winter, costs in connection with the extensive track improvement work and the increased focus on customer enhancement initiatives.

Production, expressed in number of train km, fell by 5 per cent due to line obstructions in connection with the extensive track improvement work in 2010.

Kort & Godt

Table 6: Kort & Godt

Amounts in DKK million	2010	2009	Growth	
			Abs.	Pct.
Net turnover	992	985	7	1%
Shop sales etc.	825	815	10	1%
Commission income	167	170	-3	-2%
Profit before depreciation and write-downs	21	-10	31	-
Operating profit margin	2.1	-1.0	3.1	-

Net turnover for Kort & Godt increased by DKK 7 million.

Sales from shops etc. totalled DKK 825 million (DKK 815 million), which is an improvement of DKK 10 million compared with 2009.

Income from commissions fell by DKK 3 million and amounted to DKK 167 million (DKK 170 million) in 2010. The decline is attributable to a shift in the strategic customer focus, whereby a larger number of tickets are sold via online media.

Profit before depreciation and write-downs increased by DKK 31 million compared with 2009. The development is primarily due to cost adaptations and the effect of the conversion of Kort & Godt shops into 7-Eleven. Around 80 Kort & Godt shops are planned to be included under the 7-Eleven concept. At the end of 2010 a total of 25 Kort & Godt shops had been converted into 7-Eleven shops.

DSBFirst Øresund

Table 7: DSBFirst Øresund

Amounts in DKK million	2010	2009	Growth	
			Abs.	Pct.
Net turnover	880	823	57	7%
Revenue from transport contract	749	682	67	10%
Additional revenue	131	141	-10	-7%
Profit before depreciation and write-downs	-145	-6	-139	-
Operating profit margin	-16.5	-0.7	-15.8	-

DSBFirst Øresund is in a serious financial situation because the development of the business area in 2010 has not lived up to expectations resulting in an operating loss. It has now been realised that this development has continued with an operating loss in the first months of 2011.

DSB's management has initiated a thorough analysis of DSBFirst Øresund's economy and a review of the business plan. In addition, a number of legal and financial investigations of issues relating to DSBFirst Øresund are in progress. It is now expected that DSBFirst Øresund will realise a significant operating loss in 2011.

On 9 April the Kammeradvokaten (Legal Adviser to the Danish Government) presented to DSB's Board of Directors their assessment of state aid legal problems regarding the relationship between DSB and DSBFirst Øresund. In continuation of this combined with DSB's expectation of a significant operating loss in DSBFirst Øresund in 2011, DSB has made a reassessment of the valuation of the companies in the business area DSBFirst Øresund. This has resulted in write-downs of tangible fixed assets and receivables etc. and the recognition of provisions to cover estimated future losses on transport contracts etc. and possible claims for repayment in connection with state aid. The total earnings impact related to DSBFirst Øresund of these facts amounts to a cost of DKK 725 million before tax, of which DKK 194 million impact on the stated profit before depreciation and write-downs in DSBFirst Øresund.

It should be emphasised that the write-downs and provisions have been carried out based on Kammeradvokaten's preliminary assessments and preliminary analysis of the financial situation in DSBFirst Øresund. The recognised write-downs and provisions totalling DKK 725 million before tax are based on an overall assessment of possible consequences.

There is thus an accounting uncertainty regarding the recognised write-downs and provisions, including in particular the claim for repayment concerning state aid and onerous transport contracts etc.

The calculation of the DKK 725 million is based on a number of assumptions and the actual outcome may prove to deviate significantly positively as well as negatively.

Net turnover for DSBFirst Øresund increased by DKK 57 million in 2010.

Revenue from transport contracts amounted to DKK 749 million (DKK 682 million), which represents an increase of DKK 67 million compared with 2009. The development is due to production increases, primarily on the Swedish lines, and the effect of improved punctuality.

Profit before depreciation and write-downs stood at DKK -145 million. At the end of 2010 DSBFirst Øresund sold the company's maintenance activities to DSB Vedligehold A/S. The profit on this intercompany sale was DKK 73 million and taken to income in DSBFirst Øresund under Other operating income in 2010 using the purchase method. The profit has been eliminated in the Group accounts for DSB. Adjusted for the profit on the sale, Profit before depreciation and write-downs in DSBFirst Øresund stood at DKK -218 million.

5. Delays

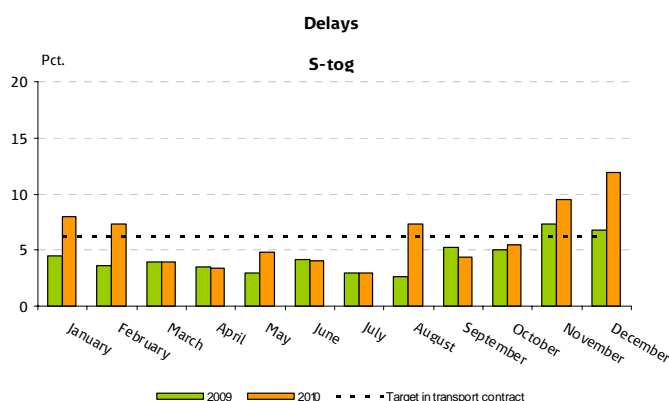
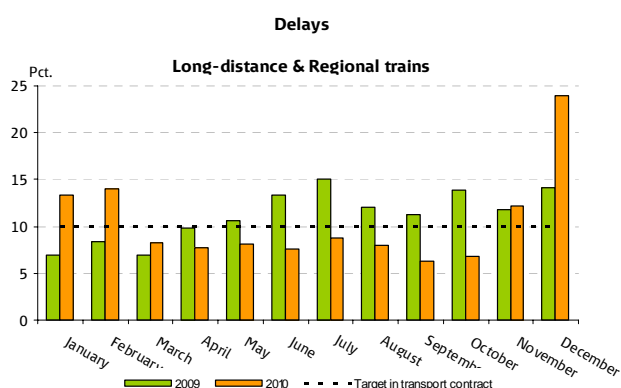
Punctuality affected by severe winter weather

The proportion of delayed trains out of the total number of departures in 2009 and 2010 is presented in the charts below.

Despite positive trends in 2010 in the number of delays relating to both Long distance & Regional trains and S-tog, the number of delays for the year as a whole was characterised by the severe winter conditions which prevailed in the first and the last months of the year. Consequently, Long distance & Regional trains experienced more delays in 2010 than the target in the transport contract. Despite the severe winter weather, S-tog meets the target in the traffic contract.

For Long distance & Regional trains the number of delays was 10.3 per cent in 2010. Despite the extraordinarily severe winter at the start as well as the end of the year, it represented an improvement of 0.9 percentage points compared with 2009. The positive development is due i.a. to fewer rolling stock failures and less work on the tracks.

For S-tog the number of delays was 6.0 per cent in 2010, compared with 4.4 per cent in 2009. The development is primarily attributable to delays due to the severe winter. At the same time, operations during the summer period were affected by the extensive track improvement work on the North Line.



6. Depreciation, amortisation and write-downs, net financials and financial ratios

Depreciation, amortisation and write-downs

Depreciation, amortisation and write-downs increased by DKK 292 million and totalled DKK 1,639 million (DKK 1,347 million). The increase is primarily due to depreciation of tangible fixed assets increased concerning DSBFirst Øresund, rolling stock being put into service and depreciation on heavy maintenance on DSB's own trains.

Increased investments

In 2010 DSB invested DKK 2,464 million (DKK 1,354 million). The increase is primarily due to more investments in IC4 and Øresund train sets as well as more heavy maintenance on own trains.

Net financials

In 2010 net financials represented a cost of DKK 450 million (DKK 388 million). The increase of DKK 62 million is partly due to a decline in income regarding interest compensation as a consequence of the settlement with AnsaldoBreda (DKK 62 million in 2010 and DKK 145 million in 2009) partially set off by a lower level of interest rates.

Development in financial ratios

Particularly the provisions concerning DSBFirst Øresund and the severance costs in 2010 had a negative impact on the development in the financial ratios compared with 2009. Consequently, the operating profit margin fell from 22.2 to 15.3 and the profit margin from 8.6 to -1.0. The return on equity is down from 4.6 to -8.2.

Return on invested capital after tax (ROIC after tax) stood at -1.2 in 2010, which is 4.5 percentage points less than in 2009.

Gearing was 7,8 in 2010, which is a minor increase of 2,4 percentage points compared with 2009.

The solvency ratio stood at 25.7 at 31 December 2010. The drop of 2.9 percentage point is due to the development in equity.

Interest cover was 0.0 in 2010, compared with 1.8 in 2009.

7. Balance sheet items

Increase in balance sheet total

The Group's balance sheet total stood at DKK 25,776 million at 31 December 2010, compared with DKK 25,707 million at year-end 2009, which is an increase of DKK 69 million. The increase is primarily due to increased investments in rolling stock.

Equity stood at DKK 6,613 million, DKK 735 million less on year-end 2009. The development is owing to the accounting loss concerning DSBFirst Øresund.

Provisions increased from DKK 2,071 million at year-end 2009 to DKK 2,499 million at 31 December 2010. The increase of DKK 428 million is due to provisions to onerous transport contracts, including guarantees, concerning DSBFirst Øresund.

Total liabilities stood at DKK 16,663 million at 31 December 2010, which is DKK 390 million more than at year-end 2009.

Dividend to the Ministry of Transport

The Board of Directors recommends that dividend to the Ministry of Transport for 2010 be fixed at DKK 300 million, which represent the amount which was agreed between the Ministry of Transport and DSB in continuation of the presentation of the draft budget bill for 2011.

8. Expectations for profit before tax in 2011

The DSB Group's profit before tax is expected to be around DKK 300 million in 2011, excluding expenses to possible restructurings and possible adjustment of the provision for losses concerning DSBFirst Øresund, compared with a loss of DKK 551 million in 2010.

The profit expectation has been reassessed and negatively adjusted compared to the previous announcement on 18 March 2011 as a result of the development in DSBFirst Øresund.

9. Accounting policies

The Annual Report for the Independent Public Company DSB is presented in accordance with the provisions of the Danish Financial Statements Act for Class D companies, Danish Accounting Standards and the Act on the Independent Public Company DSB and on DSB S-tog A/S.

The Annual Report is presented according to the same accounting policies as for 2009.

10. Subsequent events after 31 December 2010

In continuation of the EU Commission's decision in the case against the Danish State, which rejects that illegal state aid to DSB has taken place in connection with transport contracts till date, DSB and the Danish Ministry of Transport have on 3 March 2011 entered into supplementary contract regarding a claw back agreement in the transport contract on public service in the period from 2005 to 2014. The supplementary contract is valid from 1 January 2010 till the expiration of the Transport Contract in 2014.

On 20 January 2011 DSB concluded an agreement with Region Midtjylland which means that DSB takes over the operation of the Odder Line.

In continuation of the Board of Directors' discussion of the Annual Accounts on 17 March 2011, DSB's CEO was dismissed and Finance Director

Klaus Pedersen was appointed acting CEO. Peter Christensen was appointed acting Finance Director.

On 8 April 2011 Ulrik Salomonsen announced that he wished to resign as member of DSB's Board of Directors.

Furthermore, at an extraordinary Board meeting on 9 April 2011, the Board of Directors received an oral preliminary assessment by Kammeradvokaten (Legal Adviser to the Danish Government) of the investigation, which the Ministry of Transport requested. Kammeradvokaten believes there are legal state aid problems concerning the relationship between DSB and DSBFirst Øresund.

Based on this assessment and the tight economic situation in DSBFirst Øresund, write-downs and provisions totalling DKK 725 million have been recognised in DSB's annual accounts for 2010 to

offset expected losses in DSBFirst Øresund, claims for reimbursement in connection with state aid, etc.

11. Financial calendar 2011

Annual Meeting: 27 April 2011

Expected publication of interim reports:

1 st quarter 2011:	25 May 2011
Interim report 2011:	22 August 2011
3 rd quarter 2011:	17 November 2011

The Announcement of the Financial Results and the Annual Report for 2010 are available at www.dsb.dk.

Management statement

The Board of Directors and the Executive Board have today discussed and approved the Annual Report for 2010 of DSB.

Significant uncertainties exist with regard to the recognised write-downs and provisions totalling DKK 725 million before tax relating to DSBFirst Øresund. The calculation of the DKK 725 million is based on a number of assumptions. The actual outcome may prove to deviate significantly positively as well as negatively from the preliminary estimate.

The Annual Report is presented in accordance with the Danish Financial Statements Act, Danish Accounting Standards and the Act on the Independent Public Company DSB and on DSB S-tog A/S. We consider the accounting policies applied to be appropriate. Accordingly, the Annual Report gives a true and fair view of the Group and parent corporation's assets, liabilities and financial position at 31 December 2010 and the results of the Group and parent corporation's activities and the cash flows of the Group for the financial year 1 January to 31 December 2010.

It is also our view that the Management Report contains a well-founded assessment of the developments in the Group and parent corporation's activities and financial conditions, the profit for the year and the Group and parent corporation's financial position in general and a description of the most important risks and uncertainty factors to which the Group and the parent corporation are subject.

The Annual Report is presented for approval at the Annual Meeting.

Copenhagen, 13 April 2011

Executive Board

Klaus Pedersen
Acting CEO

Board of Directors

Mogens Granborg
Chairman

Annette Sadolin
Vice Chairman

Lars Andersen

Lotte Littau Kjærgaard

Lilian Merete Mogensen

Jens Iwer Petersen

Andreas Hasle

Flemming Rasmussen

Preben Steenholdt Pedersen

Profit and loss account 1 January - 31 December

Amounts in DKK million	2010	2009	Change	
			Abs.	Rel.
Revenues				
Net turnover	10,076	9,867	209	2%
Other operating income	638	521	117	22%
Work performed by the enterprise and capitalised	682	492	190	39%
Total income	11,396	10,880	516	5%
Expenses				
Costs of raw materials and consumables	1,735	1,631	-104	-6%
Other external expenses	3,475	2,742	-733	-27%
Staff expenses	4,648	4,312	-336	-8%
Total expenses	9,858	8,685	-1,173	-14%
Profit before depreciation and write-downs	1,538	2,195	-657	-30%
Depreciation and write-downs on intangible and tangible fixed assets	1,639	1,347	-292	-22%
Operating profit	-101	848	-949	-112%
Net financials				
Result after tax in associated companies	-4	-5	1	20%
Financial income	93	218	-125	-57%
Financial expenses	539	601	62	10%
Total net financials	-450	-388	-62	-16%
Profit before tax	-551	460	-1,011	-220%
Tax				
Tax on the profit for the year	21	117	96	82%
Adjustment of tax relating to previous years	2	2	0	0%
Total tax	23	119	96	81%
Profit for the year	-574	341	-915	-268%
The profit for the year is allocated as follows:				
DSB	-573	343		
Minority interests	-1	-2		
Profit for the year	-574	341		

Balance sheet - Assets

Amounts in DKK million	2010	2009
Intangible fixed assets		
Rights	54	-
Completed development projects	231	191
Projects in progress	100	32
Total intangible fixed assets	385	223
Tangible fixed assets		
Land and buildings	5,577	5,554
Rolling stock	11,018	10,606
Operating equipment, fixtures and fittings and other equipment	1,389	1,471
Tangible fixed assets in progress and prepayments	3,802	3,535
Total tangible fixed assets	21,786	21,166
Financial fixed assets		
Investments in associated companies	80	83
Subordinate loan capital in associated company	231	224
Other investments	171	172
Other receivables	499	110
Total financial fixed assets	981	589
Total fixed assets	23,152	21,978
Stocks	404	439
Receivables		
Trade receivables	460	574
Receivable from associated company	39	-
Other receivables	1,192	2,363
Prepayments and accrued income	238	199
Total receivables	1,929	3,136
Cash at bank and in hand	291	154
Total current assets	2,624	3,729
Total assets	25,776	25,707

Balance sheet - equity and liabilities

	2010	2009
Amounts in DKK million		
Equity		
Contributed capital	4,761	4,761
Retained earnings	1,552	2,429
Proposed dividend	300	158
Total equity	6,613	7,348
Minority interests	1	15
Total equity and minority interests	6,614	7,363
Provisions		
Other provisions	1,076	654
Deferred tax liabilities	1,423	1,417
Total provisions	2,499	2,071
Non-current liabilities		
Long-term loans	10,057	7,333
Subordinate loan capital	6	6
Other non-current liabilities	279	697
Total non-current liabilities	10,342	8,036
Current liabilities		
Current portion of non-current liabilities	1,163	2,454
Short term loans	650	1,291
Credit institutions	607	617
Accounts payable	865	709
Other liabilities	2,371	1,998
Accruals and deferred income	665	1,168
Total current liabilities	6,321	8,237
Total liabilities	16,663	16,273
Total equity and liabilities	25,776	25,707

Equity statement

Amounts in DKK million	Contributed capital	Retained earnings	Proposed dividend	Total Equity
Equity at 1 January 2010	4,761	2,218	364	7,343
Dividend paid	-	-	-364	-364
Profit for the year	-	183	158	341
Exchange rate adjustment re. affiliated companies	-	3	-	3
Value adjustment of hedging instruments at 1 January	-	388	-	388
Value adjustment of hedging instruments 31 December	-	-363	-	-363
Equity at 31 December 2009	4,761	2,429	158	7,348
Dividend paid	-	-	-158	-158
Profit for the year	-	-874	300	-574
Exchange rate adjustment re. affiliated companies	-	21	-	21
Value adjustment of hedging instruments at 1 January	-	363	-	363
Value adjustment of hedging instruments at 31 December	-	-387	-	-387
Equity at 31 December 2010	4,761	1,552	300	6,613

Cash flow statement

Amounts in DKK million	2010	2009	Change	
			Abs.	Pct.
Operating profit	-101	848	-949	-112%
Adjustment for non-cash operating items, etc.				
Depreciation and write downs on intangible and tangible fixed assets	1,639	1,347	292	22%
Change in negative goodwill and other provisions, net	422	-132	554	420%
Profit on sale of intangible and tangible fixed assets, net	-146	-48	-98	-204%
Net financials, paid	-436	-429	-7	-2%
Income taxes, paid	-9	-4	-5	-125%
Cash flow from operating activities before change in working capital	1,369	1,582	-213	-13%
Change in working capital				
Change in receivables	922	-809	1,731	214%
Change in stocks	35	-59	94	159%
Change in accounts payable and other liabilities, etc.	-68	953	-1,021	-107%
Total cash flow from operating activities	2,258	1,667	591	35%
Acquisition of intangible and tangible fixed assets, excl. capitalised interest	-2,457	-1,302	-1,155	-89%
Sale of intangible and tangible fixed assets etc.	220	106	114	108%
Investment of subordinate loan capital in associated company	-7	-52	45	87%
Total cash flow from investing activities	-2,244	-1,248	-996	-80%
Proceeds from long-term loans	3,085	1,658	1,427	86%
Proceeds from short-term loans	250	936	-686	73%
Repayments of and instalments on long-term loans	-2,476	-1,215	-1,261	-104%
Repayments of and instalments on short-term loans	-536	-1,882	1,346	72%
Capitalised interest	-34	0	-34	-
Dividend received	5	5	-	-
Dividend paid	-161	-367	206	56%
Total cash flow from/to financing activities	133	-865	998	115%
Total change in cash at bank and in hand	147	-446	593	133%
Cash at bank and in hand at the beginning of the year	-463	-17	-446	-
Cash at bank and in hand at the end of the year	-316	-463	147	32%
Cash can be specified as follows:				
Liquid funds	291	154	137	89%
Credit institutions	-607	-617	10	2%

The cash flow statement cannot be derived directly from the profit and loss account and balance sheet.

Key figures for profit and loss account (unaudited)

Amounts in DKK million	2009				2010			
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
Passenger revenues	1,004	1,086	1,029	1,104	1,005	1,156	1,020	1,148
Revenue from transport contracts	1,091	1,114	1,110	1,138	1,116	1,170	1,152	1,112
Shop sales, etc.	205	227	218	216	212	228	210	223
Sale of repair and maintenance of rolling stock, etc.	50	32	49	20	26	26	44	41
Leasing of rolling stock	44	44	43	43	42	45	48	52
Net turnover	2,394	2,503	2,449	2,521	2,401	2,625	2,474	2,576
Other operating income	101	121	99	171	114	200	101	183
Work performed by the enterprise and capitalised	123	115	85	198	151	167	137	267
Total income	2,618	2,739	2,633	2,890	2,666	2,992	2,712	3,026
Total expenses	2,008	2,208	2,064	2,405	2,187	2,368	2,221	3,082
Profit before depreciation and write-downs	610	531	569	485	479	624	491	-56
Depreciation and write-downs on intangible and tangible fixed assets ¹	334	335	337	341	348	350	375	566
Operating profit	276	196	232	144	131	274	116	-622
Net financials	-171	-116	-32	-69	-109	-113	-105	-123
Profit before tax	105	80	200	75	22	161	11	-745
Profit for the period	79	57	149	56	17	120	9	-720
Total equity	7,264	7,055	7,143	7,348	7,239	7,072	6,963	6,613
Operating profit margin (EBITDA margin)	25.5%	21.2%	23.2%	19.2%	20.0%	23.8%	19.8%	-2.2%
Return on equity (ROE) p.a.	4.3%	3.2%	8.0%	5.2%	0.9%	3.4%	1.2%	-20.9%
Return on invested capital after tax (ROIC after tax) p.a.	4.5%	3.1%	3.7%	2.3%	2.1%	4.4%	1.9%	-13.3%

1) The figures for the 3rd quarter have been adjusted as a consequence of DSB's decision not to implement the extension of the expected useful lives of rolling stock.

Attachment to DSB's Announcement of the Financial Results for 2010

The Independent Auditors' Report

The present Auditors' Report replaces the previously published Auditors' Report as it appeared in the attachment to DSB's Announcement of the Financial Results for 2010 dated 18 March 2011.

To the Minister of Transport

Auditors' Report to Annual Accounts

We have audited the consolidated and annual accounts for the Independent Public Company DSB for the financial year January 1 to December 31, 2010, pages 64-101 (in the Annual Report 2010) comprising the accounting policies, the profit and loss account, the balance sheet, the equity statement and notes for the Group and for the parent company and the consolidated cash flow for the Group. The consolidated and annual accounts have been presented in accordance with the Danish Financial Statements Act's provisions for Class D Companies, Danish Accounting Standards and the Act on the Independent Public Company DSB and on DSB S-tog A/S.

The Board of Directors' and Executive Board's responsibility

The Board of Directors and the Executive Board are responsible for preparing and presenting consolidated and annual accounts that give a true and fair view in accordance with Danish Financial Statements Act's provisions for Class D Companies, Danish Accounting Standards and the Act on the Independent Public Company DSB and on DSB S-tog A/S. Such responsibility comprises the design, implementation and maintenance of internal controls relevant to preparing and presenting consolidated and annual accounts which give a true and fair view free of material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies and making accounting estimates that are reasonable in the circumstances. In addition, it is the management's responsibility that the operations covered by the consolidated and annual accounts comply with the Transport Contract, legislation and other rules and regulations as well as with current agreements and usual practice.

Auditor's responsibility and basis of opinion

Our responsibility is to express an opinion on the consolidated and annual accounts on the basis of our audit. We have conducted our audit in accordance with Danish Auditing Standards. These standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance that the consolidated and annual accounts are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosure in the consolidated and annual accounts. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement in the consolidated and annual accounts whether due to fraud or error. In making those risk assessments, the auditor considers internal controls relevant to the company's preparation and fair presentation of the consolidated and annual accounts in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the company's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Board of Directors and Executive Board, as well as evaluating the overall presentation of the consolidated and annual accounts. The audit also comprises an assessment of whether procedures and internal controls have been established, which support that the transactions which are covered by the consolidated and annual accounts are in accordance with the Transport Contract, legislation and other rules and regulations as well as with current agreements and usual practice.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified opinion.

Qualification

As mentioned in the Management Report's section regarding DSBFirst Øresund (DSBFirst ApS, DSBFirst Danmark A/S and DSBFirst Sverige AB), and Note 31, write-downs and provisions for losses totalling DKK 725 million before tax have been recognised. Significant uncertainty remains regarding in particular claims for repayment concerning state aid and consequences of onerous transport contracts.

The calculation of the recognised write-downs and provisions for losses relating to DSBFirst Øresund totalling DKK 725 million before tax is based on a number of preconditions and assumptions. The actual outcome may prove to deviate significantly positively as well as negatively from the preliminary estimates. Therefore, we qualify our opinion with regard to the completeness and amount of the recognised write-downs and provisions for losses regarding DSBFirst Øresund.

Opinion

In our opinion, except for the possible effect of the above mentioned qualification, the consolidated and annual accounts give a true and fair view of the Group and parent company's assets, liabilities and financial position at December 31, 2010 and of the results of the Group and parent company's operations and consolidated cash flows for the financial year January 1 - December 31, 2010 in accordance with the Danish Financial Statements Act's provisions for Class D companies, Danish Accounting Standards and the Act on the Independent Public Company DSB and on DSB S-tog A/S. It is also our opinion that procedures and internal controls have been established, which support that the transactions which are covered by the consolidated and annual accounts are in accordance with the Transport Contracts, legislation and other rules and regulations as well as with current agreements and usual practice.

Statement on the Management's Report

The Board of Directors and the Executive Board are responsible for preparing the Management's Report which includes a true and fair presentation in accordance with the required information in the Danish Financial Statements Act and the Act on the Independent Public Company DSB and on DSB S-tog A/S.

The audit has not covered the Management's Report, but in accordance with the Danish Financial Statements Act, we have read through the Management Report in the Annual Report. We have not taken further actions beyond the audit of the Consolidated and Annual Accounts.

It is on the basis of this that we believe that the information contained in the Management's Report is in accordance with the Consolidated and Annual Accounts.

Copenhagen, 13 April 2011

KPMG Statsautoriseret Revisionspartnerselskab

Kurt Gimsing
State Authorised
Public Accountant

Torben Bender
State Authorised
Public Accountant

The National Audit Office of Denmark

Henrik Otbo
Auditor General

Anne Aagaard
Head of Office

Deloitte Statsautoriseret Revisionsaktieselskab

Erik Holst Jørgensen
State Authorised
Public Accountant

Kim Mücke
State Authorised
Public Accountant

The Independent Auditors' Report - Statement Regarding The Management Audit

To the Minister of Transport

Statement on the Management Audit carried out

In connection with the financial audit of DSB's consolidated and annual accounts for the financial year January 1 to December 31, 2010, we have carried out an assessment of the parent company DSB whether due financial consideration has been taken in respect of DSB's administration of selected areas and whether the information given in the Annual Report with regard to targets and results has been documented and is adequate for the parent company, DSB's activities in 2010.

The Board of Directors' and Executive Board's responsibility

DSB's management is responsible for establishing guidelines and procedures that ensure that appropriate financial consideration is taken in respect of DSB's management and that the information in the annual report with regard to targets and results has been documented and is adequate for the parent company, DSB's activities in 2010.

The auditors' responsibility and the Management Audit

In accordance with generally accepted public auditing standards, c.f. the Act on the Audit of State accounts etc., we have, for selected administrative areas, examined whether DSB has established business procedures that, to the greatest possible extent, ensure financially expedient administration. Moreover, we have randomly checked the information contained in the Annual Report concerning targets and results for the parent company DSB. Our work has been conducted in order to obtain limited assurance that the administration of the selected areas has been carried out in a financially sound way and that the information in the Annual Report with regard to targets and results has been documented and is adequate for the parent company DSB's activities in 2010.

Qualification

During the Management Audit it is our opinion that DSB's management of the intercompany transactions with DSBFirst and the transfer of maintenance of train sets at Helgoland has not been carried out with sufficient comprehension and proper consideration of the special requirements, which apply to competition exposed activities, including the need for the preparation of necessary documentation for the transactions prior to the trading. In particular, we emphasise the transfer of contractual rights regarding maintenance of train sets at Helgoland from DSBFirst to DSB Vedligehold A/S. We therefore find that it cannot be documented that DSB's management of the competition exposed activities has been correct.

Consequently, we express a qualified opinion that DSB's management of the intercompany transactions with DSBFirst and the transfer of maintenance of train sets at Helgoland in the financial year January 1 to December 31, 2010, have been completed in a financially sound manner.

Opinion

Except for the matters discussed in the qualified opinion in the preceding paragraph, we have not during our management audit become aware of any issues that give us reason to conclude that the administration for the financial year January 1 to December 31, 2010 in the areas we examined have not been conducted in a financially sound way or that the information in the Annual Report concerning targets and results has not been documented and is adequate for the parent company DSB's activities in 2010.

Copenhagen, 13 April 2011

KPMG Statsautoriseret Revisionspartnerselskab

Kurt Gimsing
State Authorised
Public Accountant

Torben Bender
State Authorised
Public Accountant

The National Audit Office of Denmark

Henrik Otbo
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