



Policy on Insurance Coverage

DSB

Department responsible: Finance & Insurance

Approved by: The Board of Directors

Date: 14 November 2024

1. Introduction

By legislation as well as by the Danish government, DSB is required to take out various insurance policies. Moreover, DSB's activities involve risks related to damage to assets and operations, personal injury and liability claims which may cause DSB to incur significant financial losses. To hedge these risks, DSB takes out insurance policies.

DSB's Policy on Insurance Coverage supports DSB in living up to its corporate social responsibility pledge to provide a safe and sustainable mode of transport.

2. Purpose

The purpose of the Policy on Insurance Coverage is to enable DSB to comply with statutory requirements for insurance and generally to take out the policies required to mitigate financial losses caused by damage to property, personal injury and liability claims.

The Policy on Insurance Coverage applies to the entire DSB Group.

3. Our ambition and targets

DSB is subject to statutory requirements for insurance and, in addition to taking out mandatory insurance policies, the aim is to take out policies that can mitigate financial losses caused by damage to property, personal injury and liability claims.

4. How we achieve our ambition and/or reach our targets

Finance & Insurance is responsible for organising, monitoring, reporting and managing DSB's insurance programme (excluding health insurance) based on amounts calculated and reported by the organisation.

Scope of cover

All mandatory insurance policies as well as those required by the owner must be taken out. In addition, policies are taken out to cover insurable risks related to damage to property, personal injury and liability claims which may cause DSB to incur significant financial losses, including specifically:

- In general, buildings and contents are insured at their full replacement/rebuilding values
- Rolling stock (according to their calculated values) with the possibility of full payment of the calculated value in case of more than 50% damage, where such coverage is achievable
- Business interruption for two years

The value computation method is described below.



Description of Policy on Insurance Coverage

Excesses and sums insured

To the extent possible, sums insured are determined on the basis of actual values. Where reliable data are not available, sums insured are determined within a reasonable level of confidence and available insurance capacity. Finally, sums insured may be determined with consideration to sums insured on similar policies taken out by comparable companies.

Excesses and retentions are determined partly with a view to optimising risk financing where lower total risk costs are assessed to be obtainable, partly based on what is achievable.

Insurance companies

We use insurance companies with high credit ratings (minimum credit rating of A- from Standard & Poor's or a similar rating from Moody's and/or Fitch). In addition, DSB will distribute its policies so as to spread its exposure on at least two companies for the entire insurance portfolio.

It generally applies that:

- Policies are taken out for at least three years where possible and with due consideration to pricing and terms, otherwise for a shorter period
- Policies are primarily renewed on 1 July
- Policies are taken out for DSB with subsidiaries, except for companies under the auspices of Commercial Property Development
- Insurance brokers are used as advisers

Current insurance coverage



Forsikringsfornyelsen								
			2023			2024		
Forsikringstype	Sum DKK	Selvrisiko DKK	Dækningsomfang	Præmie mio. kr.	Forsikringselskab	Præmie mio. kr.	Forsikringselskab	Kommentarer
Bygning og løsøre inkl. driftstab (All risk)	5,5 mia. (heraf driftstab 1,7 mia.)	10 mio. (byg.) 25 mio. (toeg) 10 mio. (terror)	Skade forvoldt af kollision, afsporing, brand, tyveri, vand, kortslutning, osv.	23,7	1. If (1 mia.) 2. Volante, QBE, AIG, Swiss Re, CVS m.fl. (1,5 mia.) 3. Swiss Re, Chubb, VIG, Generali, Arch Re, Riskpoint (1,5 mia.)	27,7	1. If (1 mia.) 2. Volante, Swiss Re, QBE, AIG, VIG m.fl. (1,5 mia.) 3. Swiss Re, Chubb, VIG m.fl. (1,5 mia.) 4. QBE, VIG m.fl. (1,5 mia.)	If og QBE: EU Udbud 3 år (2026). Politen kan opsiges med 180 dages varsel. Diverse selskaber: Direkte tildeling ifm. Forhandling og efter afholdt EU Udbud, 1 år (2025).
Terror	5,5 mia.	10 mio.**	Skader på bygninger, løsøre og togmateriel	1,6	Bowring Marsh	2,0	1, 2, 3. Bowring Marsh (4 mia.) 2. Fidelis, Liberty, Hartford, Mos aic (1,5 mia)	Mini-udbud, 1 år (2025)
Erhvervs- og produktansvar inkl. terror	1,0 mia. (terror 875 mio. kr.)	5 mio.	Erhvervs- og produktansvar for skader under DSB ansvar	4,6	1. RiskPoint (200m) 2. AIG (150m) 3. HDI (150m) 4. Riskpoint (375m) 5. QBE (125m)	4,6	1. RiskPoint (200m) 2. AIG (150m) 3. HDI (150m) 4. Riskpoint (375m) 5. QBE (125m)	EU-udbud, 3 år (2026)
Arbejdsskade	Iht. lovgivning	0	Personskade i arbejdstiden	20,6	Codan	20,5	Codan	EU-udbud, 3 år (2025)
Cyber	150 mio.	5 mio. / 25 mio. for driftstab	Cyber eksponering	3,9	1. QBE (50) 2. If (50m) 3. RiskPoint (50m)	3,9	1. QBE (50) 2. If (50m) 3. RiskPoint (50m)	EU-udbud, 2 år (2025)
Bestyrelses- og direktionsansvar	300 mio.	0	Persontligt ledelsesmæssigt ansvar	0,4	1. QBE (75 mio.) 2. Tokio Marine (75 mio.) 3. HDI (75 mio.) 4. Riskpoint (75 mio.)	0,3	1. QBE (75 mio.) 2. Tokio Marine (75 mio.) 3. HDI (75 mio.) 4. Riskpoint (75 mio.)	Mini-udbud, 1 år (2025)
Kriminalitet	100 mio.	5 mio.	Kriminelle handlinger	2,8	1. HDI (25 mio.) 2. CNA (25 mio.) 3. Riskpoint (25 mio.) 4. QBE (25 mio.)	2,7	1. HDI/QBE (25 mio.) 2. CNA (25 mio.) 3. Riskpoint (25 mio.) 4. QBE (25 mio.)	Mini-udbud, 1 år (2025)
Entreprise	356 mio.	25 t.kr.	Skade på entrepriser og bygherreansvar	0,5	If	0,4	If	1 årig aftale (2025)
Auto	Iht. lovgivning	0	Ansvar	0,6	Codan	0,1	Codan	1 årig aftale (2025)
Rejse	Ubegrænset	0	Tjenesterejser	0,0	AIG	0,1	AIG	1-årig aftale (2025)
Sum				58,7		62,3		

Anm.: *)Selvrisiko for nye tog og for litra, der ikke udfases er 25 mio. kr. Selvrisiko for Øresundstog, IR4 og IC3 er 10 mio. kr. og for IC4 6 mio. kr.

**) For driftstab er der 30 dages karenstid.

Præmieændring 3,5

Value computation method

Buildings – Calculation of replacement values/reconstruction costs

Buildings are categorised by building types based on primary and secondary use, size, etc. The reconstruction costs are calculated as a unit price per square metre for the current building type multiplied by the gross area of the specific building and multiplied, if necessary, by a preservation factor (listed buildings are more expensive to restore).

The unit price per square metre varies by building type. If, over the past year, new buildings have been built within the building category in question, the price per square metre of those buildings will be determined, and DSB Ejendomme (properties) will assess whether this price should apply to similar building types. In this connection, the specific characteristics of construction projects on and off the railway will be taken into account.

The buildings that are not adjusted according to known price developments are adjusted according to Statistics Denmark's building cost index for housing.

Rolling stock – Calculation of replacement values/reconstruction costs

The challenge in relation to the valuation of the replacement values of rolling stock is that there is no accessible, liquid and tradable market for rolling stock and that some rolling stock is old and thus cannot be manufactured from scratch in small quantities. The most recent market knowledge must be used as far as possible.

For certain train types, DSB has obtained estimates of the replacement costs or knows the market price, which is projected with the net price index.

Rolling stock that is to be replaced and phased out in connection with the purchase of a new fleet may be calculated at a reduced value during the period using a value corresponding to the expected market value.

For rolling stock leased to third parties, separate insurance may be taken out with terms appropriate to the specific lease in terms of the sums insured and excesses. Alternatively, the rolling stock may be included in the lessee's insurance scheme, where appropriate.

End-of-life rolling stock is not insured. Rolling stock held for sale may be insured at expected selling prices if such insurance is obtainable in the insurance market on reasonable terms.

Goods – Calculation of replacement values/reconstruction costs

The valuation of goods is based on the actual costs of inventory and goods (installed production equipment, office furniture, etc.), adjusted for price developments from the date of acquisition.

Due to insurance market requirements, goods must be linked to a location, such that a location is valued as a whole. For this purpose, the most recent/best possible available information is used. At the same time, a sum is secured in the policy, which as far as possible makes allowances for unforeseen assets at a location, so that these assets are covered by insurance.

4.1. Impacts, risks and opportunities

The information required for the policies is updated at the time of annual renewals or when required by the circumstances. Sums, excess amounts and other insurance conditions are adjusted on procurement.

5. Organisation, responsibility and approval

The Board of Directors has overall responsibility for approving the Policy on Insurance Coverage, which is approved once annually and applies until a new Policy on Insurance Coverage is available.

6. Interaction with other policies and guidelines

Not relevant.