

ENVIRON- MENTAL REPORT 2017



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Preface

Customers must see taking a train as an attractive and sustainable alternative to other forms of transport. The company continually works towards reducing its impact on the climate and environment through both technical and behavioural initiatives.

With Rail Net Denmark's completion of the electrification between Lunderskov and Esbjerg, the next step has been taken in the electrification of the main section and the possibility for a further reduction in the environmental impact of trains has been achieved.

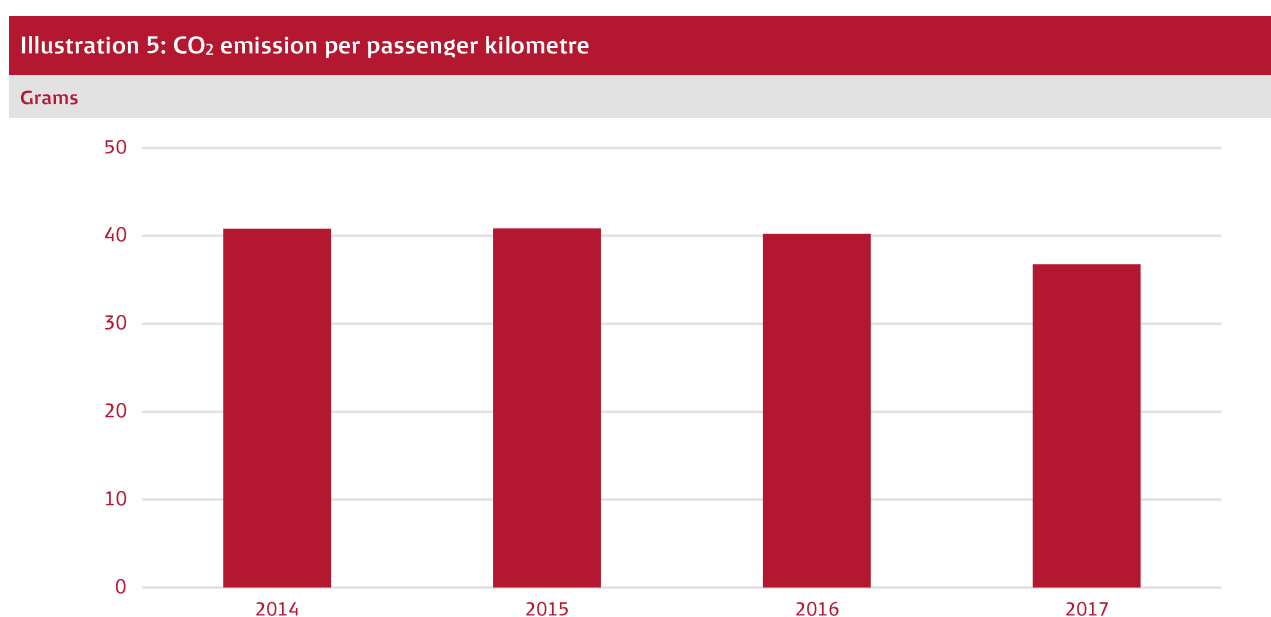
In this environmental report it will appear how DSB works to minimise the environmental impact of the company.

6 February 2018

Environment and climate

The main risks from the environmental and climate perspective are considered to be emissions to air from the train operation as well as the noise generated by operations.

The total CO₂ emission in 2017 has fallen by 5 percent compared to 2016. It is a combination of a declining energy consumption for train operations, a declining energy consumption for buildings and workshops and an improved energy mix for electricity.



DSB has set a strategic measuring point for sustainability, defined as the emission of grams of CO₂ from train operations per passenger kilometre. The diagram above shows the results from recent years.

With emissions of approx. 38 grams per passenger kilometre, trains are a very competitive means of transport compared to other forms of transport, as cars and planes emit 100 grams of CO₂ per passenger kilometre, while buses emit 60 grams. This figure amounts to an improvement of 8 percent in comparison to 2016.

The continuing electrification of the main network in Denmark will mean a decline in energy consumption and CO₂ emission due to the transition from diesel to electricity. In the autumn of 2017 the Lunderskov-Esbjerg stretch was electrified. This will have an impact throughout 2018 and is expected to lead to a continued decline of energy consumption.

The total energy consumption for trains in 2017 has fallen by 3 percent compared to 2016. Diesel traffic has fallen by 4 percent, which is a result of a combination of reduced traffic (Aarhus Letbane and Northern Jutland) in addition to a reduced usage of MR train sets and C4 train sets. Energy consumption for electrical trains has fallen by 2 percent compared to 2016.

Table 1: Development in energy consumption and CO₂ emissions

Change from 2016 to 2017	Energy consumption per seat kilometre	Energy consumption per passenger kilometre	CO ₂ emission per passenger kilometre
Long-distance & Regional Trains			
- Diesel trains	-1%	-6%	-6%
- Electric trains	1%	-3%	-15%
S-trains	-2%	1%	-11%

The CO₂ emission per passenger kilometre for the company's electric train operations has fallen significantly. This is due to declining energy consumption, increasing coverage and an improved energy mix in Denmark.

Approximately 90 percent of the total energy consumption is used for train operations.

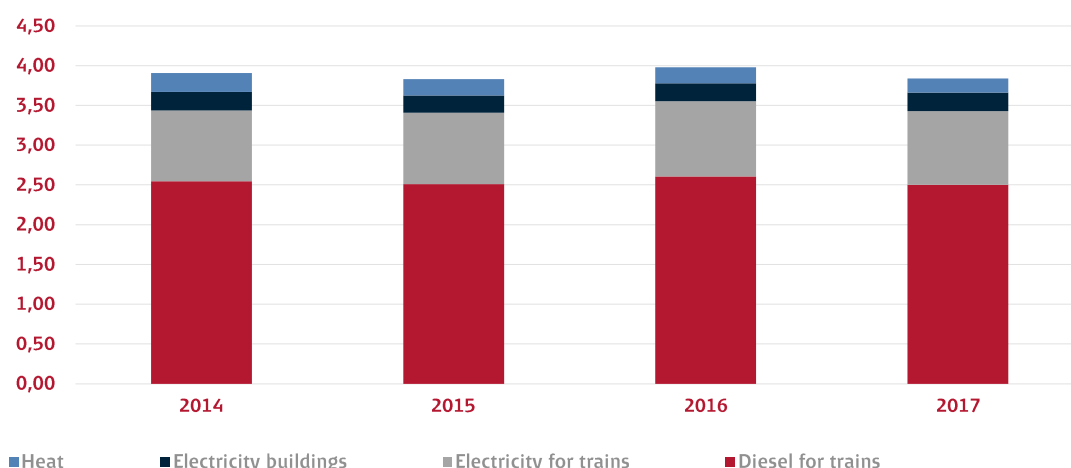
The energy consumption for purposes other than train operations has fallen by 4 percent in 2017 compared to 2016.

Through its environmental policy and the environmental certification of workshops and preparation centres, DSB is focused both on reducing its impact on the surrounding environment and on contributing to the transport sector's overall restructuring and the reduction of its climate impact.

The total energy consumption and the composition thereof is shown in the illustration below.

Illustration 6: Energy consumption

GJ (million)

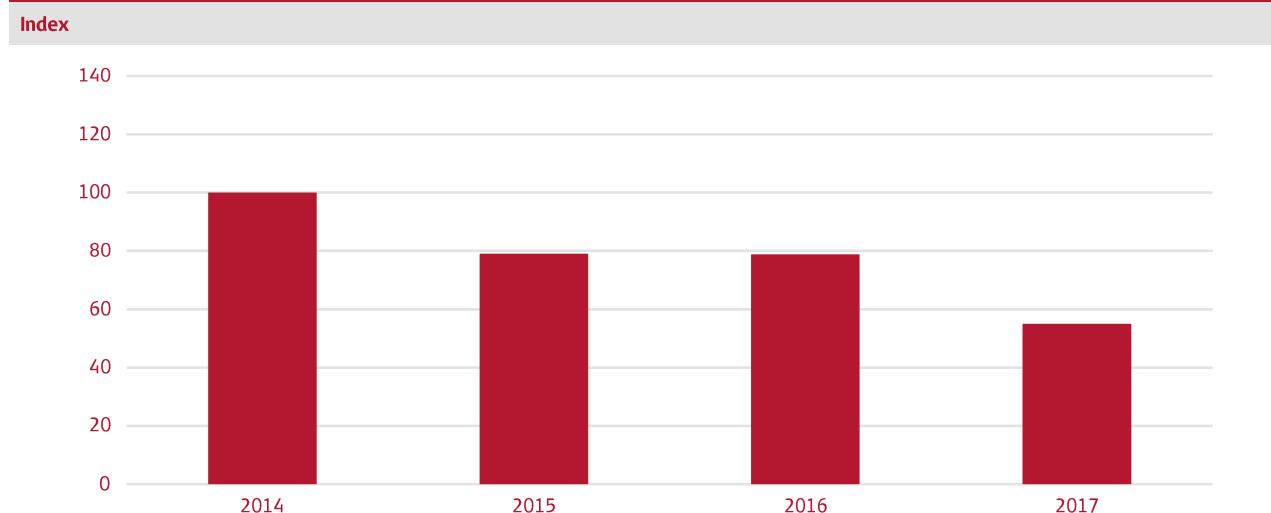


DSB is continuing its efforts to reduce energy consumption in buildings and fixed installations. In 2017, the following initiatives made an impact:

- A new gas boiler at Klargøringscenter Kastrup, which was replaced in 2016 has resulted in a reduction of 60 percent in the consumption of gas, equivalent to 580 tons of CO₂.
- At Klargøringscenter København and at the workshop in Fredericia, the ventilation system was replaced. This is expected to lead to a reduction in the consumption of heat and electricity.
- Ongoing replacement of traditional lighting with LED lighting.

Diesel trains make a local impact on air quality in the form of particles and NO_x etc. DSB's main focus is on a reduction of particles, including ultrafine particles.

Illustration 7: Particle emissions



The total emission of particles, calculated by mass, from diesel trains has fallen by 30 percent in comparison to 2016, and by 45 percent since 2014. The reason for this is the reduced use of MR train sets and IC4 train sets, as well as the installation of catalytic converters in the MR train sets.

The company is continuing its work to implement various prototypes for reducing customers' and employees' exposure to ultrafine particles. Since the end of 2017, the MR train sets and ICE TD train sets are no longer used for passenger traffic. This will lead to a further decline in the emission of particles, etc.

The number of noise and smoke complaints submitted by neighbours and customers rose from 93 in 2016 to 147 in 2017.

Complaints and enquiries, by category:

- Exterior noise: 82
- Smoke: 8
- Noise and smoke: 21
- Air quality: 11

It remains the ME diesel locomotives, which is the primary reason for the enquiries. This applies to both enquiries from neighbors to turning tracks/clearing areas and from neighbors to the tracks in Valby.

In 3 cases, a municipality has been involved (Roskilde, Helsingør and Ballerup). All cases deal with noise and are completed without further action. In addition, DSB has contact with Aarhus Municipality regarding environmental approval of the workshop - including noise conditions.

Banedanmark's measurements of air quality at Nørreport continue to show a significant improvement compared before the rebuilding.

Accounting policies

Annual report

The annual report contains data for DSB's activities in addition to data for fixed installations and buildings where DSB activities occur.

All subsidiaries in Denmark that are 100 percent DSB-owned are fully included in all statements in the annual report.

DSB as a supplier

Consumption and emissions from buildings that are rented out are not included.

Collection and processing of data

Data in the annual statement is collected through registration systems and from collaboration partners. The procedures for data collection and quality control are described in the internal 'Environmental Handbook - Collection of Environmental Data.' The Handbook describes the roles and distribution of responsibilities between central and decentralised environmental workers during the preparation of the environmental report.

The process begins with the collection and assessment of environmental information in the business units, and their contribution of data and text is processed and compiled into a single report for the company. On the whole, the quality control of data is conducted centrally.

Climate impact

The company has chosen to report on its climate impact for train operations and the company on the basis of the principles in the Greenhouse Gas Protocol (GHG protocol), in which energy consumption and emission are reported in three categories:

- Direct energy consumption and emissions from train operations and buildings (scope 1)
- Indirect energy consumption and emissions from train operations and buildings (scope 2)
- Emissions from selected transport subcontractors (scope 3).

The statement for the selected transport subcontractors includes the CO₂ emission from activities related to the transport of customers and employees:

- The customers journeys with subcontractors - replacement buses, taxis and school trips on buses and ferries
- The employees' commute to and from work in addition to work-related travel by car, taxi and plane.

Energy consumption for train operations

The diesel consumption per litra (train type) is registered automatically when the tank is filled. On top of that there is a waste/lack of registration (the difference between the amount filled and the amount received) from fixed tanking facilities which is distributed across the various litra. The annual consumption is based on the actual diesel consumption up to and including the month of October, and the consumption for November and December is calculated based on the expected production and the actual consumption per kilometre in the months of January, November and December 2016.

DSB accounts for the operational electricity consumption on the basis of invoices received from Rail Net Denmark. The electricity consumption for Long-distance and Regional train traffic is calculated on the basis of meter readings from the individual litra. An operational electricity loss value is added to the measured values. The annual consumption is based on the actual consumption up to and including October, where the consumption in November and December is calculated based on the expected production and the actual consumption per kilometre in the months of January, November and December 2016.

Energy and water consumption for buildings and fixed installations

The electricity, heat and water consumption of buildings and fixed installations is based on meter readings taken at the end of October for a representative selection of the company's meters: equivalent to approximately 70 percent of the total energy and water consumption. The consumption of the remaining meters and the consumption for the months of November and December is calculated on the basis of the actual consumption of the representative selection of meters.

CO₂ from selected transport subcontractors

Emissions from the selected transport with subcontractors is calculated partly from data extracts from internal systems and from statements from subcontractors. This applies to substitution driving with buses and taxis, school trips undertaken by buses and ferries and work-related travel by plane, taxi and car, in addition to employee commutes to and from work. Work-related foreign travel by train and the employee commutes to and from work by train is not included.

Chemical products

The statement on the selected chemical products is based on data from the external suppliers that carry out tasks for the company. This applies to maintenance of areas and winter preparedness, in addition to the replacement of cooling agents in fixed installations and some of the trains. The calculation of the amount of nitrogen that the company emits as a result of dealing with icy conditions cover the winter period from 1 May 2016 to 30 April 2017.

Waste

The statement on disposed waste is based on data from the suppliers that carry out tasks for the company. When the accounts were being finished, some reports were missing for the amount of waste disposed of. The estimates are based on historical data. The estimated amount of garbage amounts to approximately 33 percent of the total waste statement, excluding building and construction waste. Building and construction waste is reported to the company in the context of the handover process.

Air emissions

The statement on air emissions is calculated on the basis of key performance indicators

The air emission figures from the electricity consumption for driving the trains and electricity for fixed installations are based on an electricity declaration from Energy.dk. The declaration states the emissions of CO₂, SO₂, NO_x, HC, CO and dust per kWh. An average number has been used for 2015 and 2016. When calculating the emissions from electricity consumption in buildings, the electricity key performance indicator is used and corrected for a 5 percent net loss in the distribution network.

Key performance indicators for emissions from diesel consumption are based on measurements of the emissions' dependency on motor power in addition to measurements or simulations of motor power in various driving patterns. CO₂ emissions for train operations are calculated on the basis

of the total consumption. The calculation of the other emissions only includes the consumption for passenger traffic.

Key performance indicators for CO₂, SO₂ and NO_x from buildings for district heating are calculated on the basis of the statement from Energinet.dk for emissions and thermal production in Denmark. An average number has been used for 2015 and 2016. The thermal production covers 67 percent of the total Danish district heating production. The key performance indicators are calculated on the basis of the energy-content method, and have been corrected for a 20 percent net loss in the distribution network.

For gas and heating oil, the key performance indicators for CO₂, SO₂ and NO_x from buildings are based on the 2016 data from DCE (National Centre for Energy and Environment). Data for LPG, natural gas and heating oil in the category "residential plants" was taken from DCE's homepage (dce.au.dk).

The key performance indicators for emissions associated with school trips by ferry were taken from TEMA2015.

Indexing

In the annual statement, the consumption and emissions for 2017 have been listed in absolute amounts. 2014 is the base year for the indexing. For the chemical products and for building and construction waste, it has been decided not to index consumption and emissions due to, respectively, varying maintenance intervals and variation in the amount of building projects across the years.

Environmental declarations

For the environmental declaration for train products, the year's energy consumption and emission - in addition to the year's annual degree of coverage - has been used for the train.

For the environmental declarations for rolling stock types, the company uses the year's energy consumption and emissions in addition to seat kilometres travelled with the rolling stock. The distribution for rolling stock types is based on the production numbers.

Customer inquiries and complaints

From customers and neighbours the company receives complaints and inquiries concerning various environmental issues. In cases where several people have complained about the same issue at the same time, this counts as one complaint. From and including 2014, the statement on customer inquiries and complaints concerning environmental issues includes inquiries and complaints from customers concerning both exterior and interior conditions in the trains: for example, air quality and noise in the train.

Environmental key figures

Environmental disclosures and statements for 2017

The environmental disclosures include energy consumption and emissions of various types of air pollutants for product types and types of rolling stock.

The annual statements contains absolute figures of consumption and emissions for 2017 as well as index figures for the period 2014-2017.

Environmental disclosure for train products 2017

Train product	Energy Consumption	CO ₂
Per passenger kilometre	MJ	g
S-trains	0.20	14
Regional trains	0.76	55
InterCity trains	0.53	39
Express trains	0.46	34

The environmental disclosure for the train product shows the energy consumption and CO₂ emissions per passenger kilometre.

Environmental disclosure for types of rolling stock 2017

Train type	Energy Consumption	CO ₂	SO ₂	NO _x	HC	CO	Dust	Particles
Per seat kilometre	MJ	g	mg	mg	mg	mg	mg	mg
S-train sets (electricity)	0.05	3.2	0.5	2.1	1.6	1.6	0.1	0.0
Desiro train sets (diesel)	0.32	24	0.2	187	29	107	0.0	4.0
ME diesel locomotives and double-decker coaches	0.33	25	0.2	324	19	37	0.0	10
Øresund train sets (electricity)	0.08	5.6	0.001	0.004	0.003	0.003	0.0001	0.0
MR train sets (diesel)	0.46	34	0.2	518	74	116	0.0	26
IR4 train sets (electricity)	0.08	5.4	0.001	0.003	0.003	0.003	0.0001	0.0
IC3 train sets (diesel)	0.30	23	0.1	129	6.8	14	0.0	1.0
IC4 train sets (diesel)	0.42	31	0.2	176	10	22	0.0	1.5

The environmental disclosure for train types shows the energy consumption and emissions per seat kilometre from train types in 2017.

Annual statement 2017

Consumption							
	Note	Index 2014	Index 2015	Index 2016	Index 2017	Volume 2017	Unit
Energy Consumption							
The Product, total							
Electricity		100	101	107	104	257,712 MWh	
Diesel		100	99	102	99	69,796,396 Litre	
The Corporation, total							
Electricity	1	100	95	98	102	65,356 MWh	
Heating (adjusted for degree days)	1	100	86	85	75	49,539 MWh	
Direct Energy Consumption							
Train operation							
Train product (Long-distance & Regional trains) (diesel)		100	99	102	99	69,796,396 Litre	
The Corporation							
Heating (adjusted for degree days)	2	100	72	75	44	7,089 MWh	
Heating oil	1	100	90	88	87	1,081 MWh	
Gas	1	100	70	74	40	6,008 MWh	
Indirect Energy Consumption							
Train product (electricity)							
S-trains		100	99	101	100	119,878 MWh	
Long-distance & Regional trains		100	102	112	109	137,834 MWh	
The Corporation							
Electricity	1	100	95	98	102	65,356 MWh	
District heating incl. steam (adjusted for degree days)	1	100	91	88	85	42,451 MWh	
Water consumption							
		100	109	117	108	198,598 m ³	
Chemical products (selected)							
Nitrogen content in slippery surface prevention agents		-	-	-	-	32 Tonnes	
Herbicides		-	-	-	-	16 Kg active substance	

Emissions (CO ₂)							
	Note	Index 2014	Index 2015	Index 2016	Index 2017	Volume 2017	Unit
Air emissions, calculated							
CO₂		100	97	93	88	260,149	Tonnes
The Product		100	98	95	90	233,863	Tonnes
The Corporation	4	100	93	80	73	26,287	Tonnes
Direct energy consumption (GHG* scope 1)							
The Product	3	100	99	102	99	185,240	Tonnes
Long-distance & Regional trains (diesel)		100	99	102	99	185,240	Tonnes
The Corporation		100	72	76	45	1,521	Tonnes
Heating (heating oil og gas)		100	72	76	45	1,521	Tonnes
Indirect energy consumption (GHG* scope 2)							
The Product	3	100	104	78	67	38,644	Tonnes
S-trains (electricity)		100	103	74	64	17,976	Tonnes
Long-distance & Regional trains (electricity)		100	105	82	70	20,668	Tonnes
The Corporation		100	94	76	71	17,906	Tonnes
Electricity, fixed installations		100	99	72	65	10,316	Tonnes
District heating incl. Steam		100	86	82	80	7,590	Tonnes
Selected transport subsuppliers (GHG* scope 3)							
The Product		100	69	64	72	9,979	Tonnes
Replacement buses	5	100	117	106	125	7,907	Tonnes
S-trains		100	81	238	143	2,235	Tonnes
Long-distance & Regional trains		100	129	63	119	5,673	Tonnes
Taxa		100	94	157	79	22	Tonnes
School journeys		100	28	28	27	2,050	Tonnes
Busses		100	239	237	198	509	Tonnes
Ferries		100	21	21	21	1,542	Tonnes
The Corporation		100	98	97	95	6,860	Tonnes
Service travel by airplane		100	89	109	97	174	Tonnes
Service travel in leased cars and vans		100	78	56	60	403	Tonnes
Service travel in own car		100	93	56	47	27	Tonnes
Taxa		100	111	135	90	121	Tonnes
Employee transport to and from work		100	100	100	99	6,134	Tonnes

* GHG = Greenhouse Gas Protocol

Emissions (other emissions)

	Note	Index 2014	Index 2015	Index 2016	Index 2017	Volume 2017	Unit
Air emissions, calculated							
NO_x		100	90	93	83	1,425	Tonnes
The Product	3	100	90	93	83	1,409	Tonnes
Long-distance & Regional trains (diesel)		100	90	93	83	1,384	Tonnes
Long-distance & Regional trains (electricity)		100	92	75	68	13	Tonnes
S-trains (electricity)		100	90	68	62	12	Tonnes
The Corporation	4	100	86	76	71	16	Tonnes
Heating (district heating, heating oil og gas)		100	85	85	78	9.5	Tonnes
Electricity, fixed installations		100	86	66	63	6.7	Tonnes
SO₂		100	95	78	69	11	Tonnes
The Product	3	100	100	77	64	7.1	Tonnes
Long-distance & Regional trains (diesel)		100	99	102	98	1.2	Tonnes
Long-distance & Regional trains (electricity)		100	101	77	62	3.2	Tonnes
S-trains (electricity)		100	99	70	57	2.7	Tonnes
The Corporation	4	100	85	81	79	4.1	Tonnes
Heating (district heating, heating oil and gas)		100	75	95	102	2.5	Tonnes
Electricity, fixed installations		100	95	68	58	1.6	Tonnes
HC		100	86	82	70	106	Tonnes
The Product	3	100	86	82	70	106	Tonnes
Long-distance & Regional trains (diesel)		100	87	84	70	86	Tonnes
Long-distance & Regional trains (electricity)		100	85	75	73	10	Tonnes
S-trains (electricity)		100	83	68	67	9.1	Tonnes
CO		100	89	86	75	205	Tonnes
The Product	3	100	89	86	75	205	Tonnes
Long-distance & Regional trains (diesel)		100	88	87	75	186	Tonnes
Long-distance & Regional trains (electricity)		100	93	85	77	10.2	Tonnes
S-trains (electricity)		100	91	77	71	8.8	Tonnes
Particles (TSP)		100	79	79	55	25	Tonnes
The Product	3	100	79	79	55	25	Tonnes
Long-distance & Regional trains (diesel)		100	79	79	55	25	Tonnes
Dust		100	107	65	52	0.97	Tonnes
The Product	3	100	107	65	52	0.97	Tonnes
Long-distance & Regional trains (electricity)		100	108	68	55	0.52	Tonnes
S-trains (electricity)		100	105	62	50	0.45	Tonnes
Greenhouse gas						2.2	Tonnes
HFC	6	-	-	-	-	2.2	Tonnes

Emissions							
	Note	Index 2014	Index 2015	Index 2016	Index 2017	Volume 2017	Unit
Waste						11,521	Tonnes
Waste (exclusive Construction waste)		100	106	110	129	11,067	Tonnes
For recycling	7	100	98	92	154	4,518	Tonnes
For incineration		100	102	108	105	4,523	Tonnes
For special treatment	8	100	142	165	162	1,986	Tonnes
For depositing		100	59	38	47	40	Tonnes
Construction waste						454	Tonnes
For recycling		-	-	-	-	328	Tonnes
For incineration		-	-	-	-	68	Tonnes
For special treatment		-	-	-	-	58	Tonnes
For depositing		-	-	-	-	0.7	Tonnes

Note 1: Energy consumption for fixed installations (buildings)

The company continually improves the underlying data basis for the statement on energy and water consumption. This had an impact for the electricity consumption in 2015 and 2016 that has been updated with, respectively, -4,590 and -4,236 MWh due to updated meter readings. In addition, the count from a district heating meter was misreported. The district heating consumption has been updated retrospectively. The correction results in an increase of the district heating consumption for all years. The natural gas consumption has fallen as a result of energy savings from replacing a gas boiler at Klargøringscenter Kastrup, which previously represented almost half of DSB's total natural gas consumption. The water consumption is once again on a level equivalent to 2015 after a leak in 2016 was fixed. The water consumption in 2016 has been updated with the actual water consumption, which was unknown when the 2016 Environmental Report was published. DSB only registers the amount of heating oil the tanks are filled with, which may lead to displacements in the statement - meaning that it might not show the actual development in the consumption itself.

Note 2: Cars and vans

From and including 2017, the fuel consumption for leased cars and delivery vans is not included in the company's consumption. The company only states CO₂ emissions from fuel consumption under emissions from selected transport subcontractors.

Note 3: The Product

The statement on air emissions is compiled based on key figures. For further information look at the part "Accounting policies".

Note 4: Less emissions for cars and vans

From and including 2017, the company only states CO₂ emission from fuel consumption for leased cars and delivery vans in the environmental report, not NO_x and SO₂. CO₂ emissions from fuel consumption are included in emissions from selected transport subcontractors (GHG protocol scope 3).

Note 5: Replacement buses

The emissions from replacement buses or taxis varies based on the number of track works and other incidents where DSB is forced to transport customers by bus or taxi instead of by train. The large increase in the emissions from replacement driving with buses for Long-distance & Regional trains is decisive to the development as it compares to 2016. The causes are mainly the large track works on Zealand, in particular on Kystbanen (The Coast Line) and on the stretch leading towards Kastrup. Furthermore, the IC4 train sets were taken out of operation in March due to a loose hydraulic pump, and this meant that buses were used for a part of the regional train traffic.

Note 6: HFC

Since 2005, the acquisition of new systems with HFC and the use of HFC have been prohibited, except for the purpose of servicing existing systems. Another exception is for air conditioning systems in vehicles, meaning that DSB still uses HFC.

Note 7: Disposal of rolling stock

The large increase in waste for re-use is mostly due to the disposal of rolling stock in 2017, where 9 MR train sets, an MZ locomotive, some IC2 train sets and 5 unfinished IC4 train sets were disposed of. In 2016, only a single ME locomotive was disposed of.

Note 8: Missing reporting

It has not been possible to get an account from all suppliers who dispose of waste for the company. This concerns the emptying of oil separators, the pickup of sludge, and other waste with a high oil content where the estimate amounts to half of the dispose amount of waste for special treatment.

Management Statement 2017

On today's date, DSB's senior management has considered and approved the company's Environmental Report for the period 1 January - 31 December 2017.

The Environmental Report for 2017 has been prepared in accordance with the principles stated in Accounting Practices, as described on pages 7-9.

It is our view that:

- The selected accounting practice is appropriate, and that the Environmental Report provides a true and fair picture of the company's impact on the environment and climate.
- The information stated in the Environmental Report has been presented in accordance with the stated accounting practice.

Taastrup, 6 February 2018

Flemming Jensen
CEO

Declaration

Independent auditors' report on DSB's Environmental Report 2017

To DSB's stakeholders

As agreed, we have examined DSB's Environmental Report 2017 for the period 1 January 2017 to 31 December 2017. DSB's Environmental Report 2017 has been prepared in accordance with the accounting policies described on pp. 7-9.

We are to conclude on DSB's Environmental Report 2017. The degree of assurance expressed in the conclusion is limited.

Management's responsibility for DSB's Environmental Report 2017

DSB's Management is responsible for the preparation of DSB's Environmental Report 2017 in accordance with the accounting policies described on pp. 7-9.

DSB's Management is also responsible for such internal control as DSB's Management considers necessary to enable the preparation of DSB's Environmental Report that is free from material misstatement, whether due to fraud or error.

Auditors' responsibility

Our responsibility is to conclude on DSB's Environmental Report on the basis of our procedures. We performed our procedures in accordance with ISAE 3000, "Assurance Engagements Other than Audits or Reviews of Historical Financial Information" and additional requirements under Danish audit legislation to obtain limited assurance for our conclusion.

Ernst & Young Godkendt Revisionspartnerselskab is subject to the International Standard on Quality Control (ISQC) 1 and thus uses a comprehensive quality control system, documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable requirements in Danish law and other regulations.

We complied with independence requirements and other ethical standards under FSR - Danish Auditors' Code of Ethics for Professional Accountants, which rely on general principles regarding integrity, objectivity, professional competence and due care, confidentiality and professional conduct.

As part of our examination, we performed the below procedures:

- Interviews of relevant company personnel responsible for the preparation of DSB's Environmental Report 2017.
- Checks of whether data has been collected, assessed and quality-reviewed as prescribed in DSB's manual for collection of environmental data.
- Analytical reviews of data supplied by DSB.
- On sample basis, tested data to underlying documentation.
- Evaluation of the appropriateness of accounting policies used and the reasonableness of accounting estimates made by Management.

We believe that our procedures provide a reasonable basis for our conclusion.

The procedures performed in connection with our examination are less than those performed in connection with a reasonable assurance engagement. Consequently, the degree of assurance for

our conclusion is substantially less than the assurance which would be obtained had we performed a reasonable assurance engagement.

Conclusion

Based on our procedures and the evidence obtained, nothing has come to our attention that causes us to believe that DSB's Environmental Report 2017 has not been prepared, in all material respects, in accordance with the accounting policies described on pp. 7-9.

Copenhagen, 6 February 2018
ERNST & YOUNG
Godkendt Revisionspartnerselskab
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