

A map of Italy with a blue line network representing the motorway system. The network is dense in the northern part of the country and follows the coastlines in the south. The map is set against a light blue background with a grid pattern.

# **ITALIAN MOTORWAY SYSTEM AS FOR 31.12.2012**

**XLI ASECAP Study and Information Days  
Dubrovnik - Croatia**



**41<sup>th</sup> ASECAP ANNUAL STUDY AND INFORMATION DAYS  
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In a context of economic downturn which affected all the productive and industrial sectors, tolled highways in Italy have, on the contrary, been able to keep their capacity of investment, in the respect of the concessions' agreements and, above all, taking into account the engagements undertaken in order to modernize the infrastructural system in the Country.

Notwithstanding the difficulties and the complexity of the present moment, the following numbers highlight the good work carried out by the tolled highways sector: opening of new sections, increase of n. kilometers under construction, gradual achievement of the existing lanes along the axes with the highest volumes of traffic, opening of new entries and exits and improvement of strategic nodes, without forgetting the interventions of the nontolled ordinary network for accessing the highways network, which confirm the proactive and concrete role of the concessionaires companies for serving the Italian mobility needs.

## 1. The Italian motorway network as of 31.12.2012

## LENGHT OF NETWORK

	km in service	km under construction	scheduled km	Total
<b>In concession</b>	5.763,2	181,1	496,2	6.440,5
<b>A.N.A.S.</b>	937,7	0,0	0,0	937,7
<b>Alpine Tunnels</b>	25,4	0,0	0,0	25,4
<b>Total</b>	6.726,3	181,1	496,2	7.403,6

## NETWORK UNDER CONSTRUCTION

	CONCESSIONAIRE COMPANY	INTERESTED SECTIONS	KM
NEW SECTIONS	<b>Autostrada Brescia-Padova S.p.A.</b>		
	A31 Trento-Valdastico-Vicenza-Riviera Berica-Rovigo	Vicenza-Rovigo (SS. 434 Transpolesana)	47,6
	<b>Società di Progetto Brebemi SpA</b>		
	Collegamento autostradale diretto Brescia-Milano	Opere relative all'asse autostradale dallo svincolo con la Sp19 (prov. Di BS) alla interconnessione con la TEM (prov. Di	62,1
	<b>Autostrada Pedemontana Lombarda S.p.A.</b>		
	Dalmine-Como-Varasc-Valico del Gaggiolo (con dir. per A8 e Tang.le est di Milano)	Cassano Magnago-A8 - Turate-A9	15,0
		Tangenziale di Como 1° lotto	5,0
		Tangenziale di Varese 1° lotto	4,8
	<b>Tang.le Est Esterna di Milano S.p.A.</b>		
	Tang.le Est Esterna di Milano	Tang.le Est Esterna di Milano	32,0
EXTENSIONS	<b>Società Autostrada Tirrenica S.p.A.</b>		
	A12 Livorno-Civitavecchia	Tarquini-Civitavecchia	14,6
	<b>TOTAL NEW SECTIONS</b>		181,1
	<b>Autostrade per l'Italia S.p.A.</b>		
	A1 Milano-Napoli potenziamento fuori sede	La Quercia- Firenze nord	42,7
	A14 Bologna-Taranto 3° corsia	Rimini Nord-P.to S. Elpidio	54,0
	<b>Autove Venete S.p.A.</b>		
	A4 Venezia-Trieste 3° corsia	Quarto d'Altino-S. Donà di Piave	18,6
	<b>Strada dei Parchi S.p.A.</b>		
	A24 Roma-L'Aquila-Teramo potenziamento fuori sede	Lunghezza - via P. Togliatti	12,0
EXTENSIONS	<b>A3 Napoli-Salerno 3° corsia</b>	Napoli sud - Ercolano	5,0
		Ercolano-Torre del Greco	2,6
		Torre del Greco- Torre Annunziata sud	5,1
		Torre Annunziata nord - Torre Annunziata sud	1,6
	<b>TOTAL EXTENSIONS</b>		141,6

## 2. Traffic

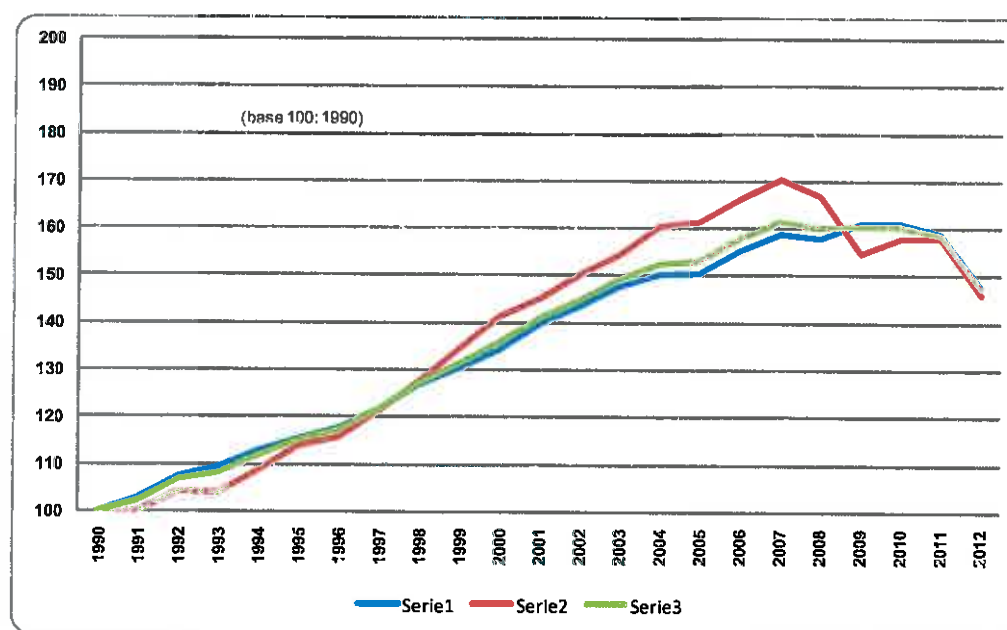
The crisis of the National and International economic systems had of course an impact on the mobility demand, by affecting equally LVs and HLs traffic.

The constant contraction of the expenditures, the general framework of uncertainty, as well as the price reached by fuel (subject also to additional excises' increases) have naturally influenced the traffic evolution, which has therefore highly suffered the consequences coming from the difficulties encountered by the families and the companies.

Moreover, we have also to take into account the exceptional situation of the year 2012, marked by extraordinary events which had great repercussions on the National mobility and on traffic evolution, such as the strike of the truck drivers and the unusual severe weather conditions that have affected, in terms of duration and intensity, the past winter, with abundant snowfalls on several regions of Italy.

### Traffic: annual percentage increases and index values 1990 – 2012

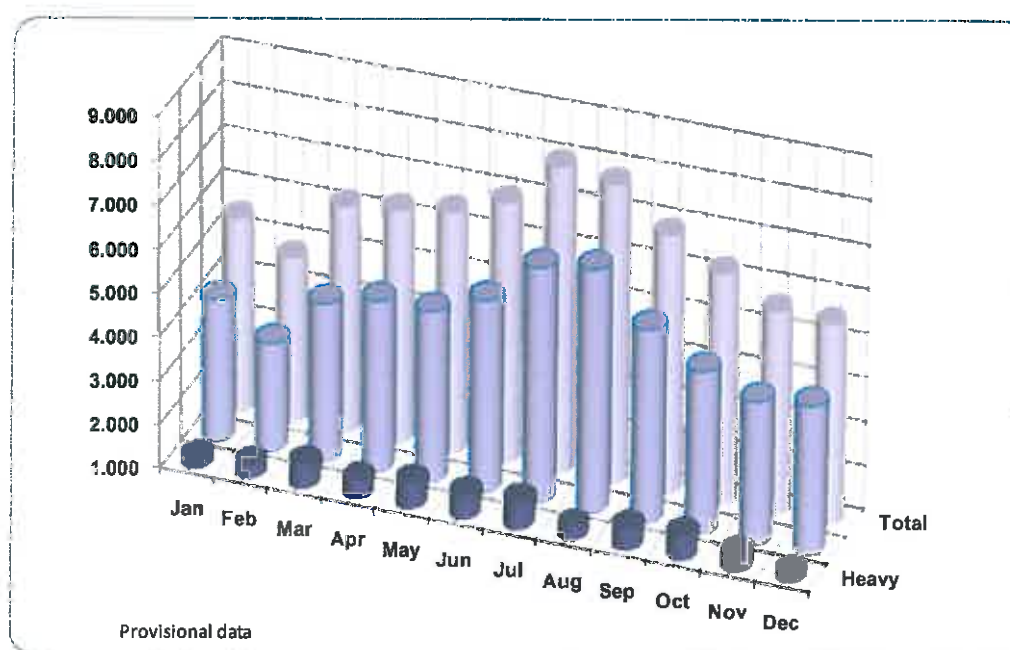
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Light</b>	+2,8	+3,0	+4,2	+1,9	+3,0	+2,5	+1,8	+3,6	+4,2	+2,6	+2,9	+4,1	+2,7	+2,9	+1,7	+0,2	+3,2	+2,3	-0,5	+2,0	-0,1	-1,4	-7,1
	100	103	107	109	113	115	118	122	127	130	134	140	143	148	150	150	155	159	158	161	161	159	148
<b>Heavy</b>	+9,4	+0,0	+3,9	-0,4	+4,9	+4,6	+1,6	+5,1	+5,1	+5,4	+5,1	+2,8	+3,4	+2,9	+3,9	+0,6	+3,0	+2,4	-2,1	-7,3	2,2	-0,1	-7,5
	100	100	104	104	109	114	116	121	128	134	141	145	150	154	160	161	166	170	167	155	158	158	146
<b>Total</b>	+4,3	+2,3	+4,2	1,4	+3,4	+2,9	+1,8	+3,9	+4,4	+3,3	+3,4	+3,8	+2,9	+2,9	+2,2	+0,3	+3,1	+2,3	-0,9	-0,2	0,4	-1,1	-7,2
	100	102	107	108	112	115	117	122	127	131	136	141	145	149	152	153	158	161	160	160	160	159	147



### Trend in motorway mobility over the last 10 years

YEARS	TOTAL JOURNEYING LENGHT (billions of vehicle-km)	ADDITIONAL JOURNEYNG (billions of vehicle-km)
2003	77,4	2,1
2004	79,1	1,6
2005	79,4	0,4
2006	81,9	2,5
2007	83,8	1,9
2008	83,1	-0,7
2009	82,9	-0,2
2010	83,3	0,4
2011	82,4	-0,9
2012	76,4	-6,0

### Monthly traffic in 2012 (millions of vehicle-km)



### 3. Safety

If in 2011 we have registered the best result in terms of mortality ever registered on the tolled highways network, in 2012 we had a slight variation, however obvious if we consider the reference values and the natural variations if compared to the diminution trend which was consolidated since the beginning of the 2000s.

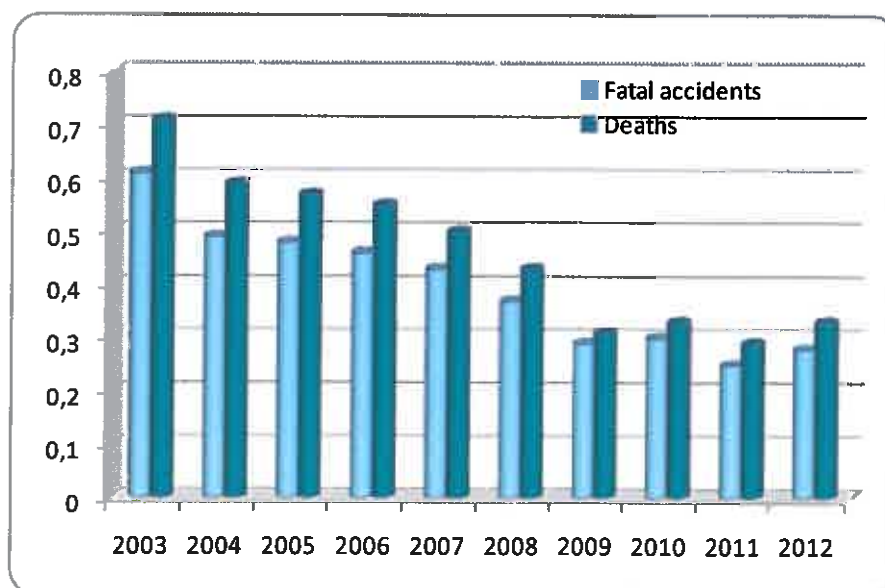
The above variation does not affect at all the efficiency of what has been realized by the concessionaires companies in terms of engaged resources and of technical and management solutions, nor the high level safety standards reached in the last years on the tolled concessionaires network.

There is a slight increase, as an absolute value, in the number of deaths, but we also register a continuous diminution of the number of accidents with consequences on the persons, as well as a continuous diminution of the number of accidents with injured people, as shown in the graphs below.

**ACCIDENT RATES**  
(per 100 million vehicle-km)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Accidents (1)	13,64	12,49	13,24	12,11	11,39	10,19	9,97	9,56	8,9	8,44
Fatal accidents	0,61	0,49	0,48	0,46	0,43	0,37	0,29	0,3	0,25	0,28
Deaths	0,71	0,59	0,57	0,55	0,5	0,43	0,31	0,33	0,29	0,33

(1) - Accidents with injuries and/or deaths





#### 4. Toll revenues

The brut toll revenues amount for 2012 has been of 6,533 Millions of Euros.

More in details, 4,805 Millions are toll revenues of the concessionaires companies, with a diminution compared to the previous year, because of the already mentioned decrease of traffic along the tolled network, in front of an average adjustment of the toll tariffs of +3.1% calculated on the traffic volumes.

To the above amount we have also to add the additional fee to be given to ANAS<sup>1</sup> according to the Law n. 102/2009 (modified by Law n. 122/2010) for a total amount of 596 Millions of Euros.

As a reminder, the above fee affects for 6 millesimals of Euros per kilometer the vehicle classes A and B<sup>2</sup> and for 18 millesimals of Euros per kilometer the vehicle classes 3, 4 and 5<sup>3</sup>.

Finally, we have also to take into account the amount related to VAT, which was for last year equal to 1,132 Millions of Euros.

<sup>1</sup> Azienda Nazionale Autonoma delle Strade/Italian National Road Agency

<sup>2</sup> Light Vehicles: Motorcycles with cylinder capacity greater than 150 cc; all tourist vehicles, caravans and coaches, whose height measured to the first axle is less than 1.3 m.

<sup>3</sup> Heavy vehicles: All vehicles for goods transport, other types of self-propelled vehicles and similar, whose height measured to the first axle is greater than 1.3 m.