

SPAIN NATIONAL REPORT

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XLI ASECAP Study and Information Days

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Network length

During 2012 there have been no openings. As a consequence, the Spanish toll road network remains at 3,404.01 km.

"Autopista M-203 Alcalá- O'Donnell", a 12.30 km. section, which belongs to the Regional Government of Madrid, is currently **under construction**.

Moreover, in the Infrastructure, Transportation and Housing Plan, known as PITVI (Plan de Infraestructuras, Transportes y Vivienda) with a time horizon 2012-2024 presented by the Ministry of Public Works, two projects financed with traditional tolls are listed: an alternative to the "Autopista R-1" Northern Madrid area access and the enlargement of AP-41 toll road from Toledo to Córdoba.

Following the Eurovingette Directive, the Provincial Government of Guipuzcoa, in the Basque Country, is reconsidering to implement a road charging scheme to trucks in "Alto de Etxegarate" for 2013. At the same time, the Regional Government of Catalonia is assessing the convenience to put in place a toll for heavy vehicles in the dual carriageway C-25, aka Eix Transversal, whose implementation could occur at the end of the year.

TOLL MOTORWAYS NETWORK (KM)		
	2011	2012
IN OPERATION	3,404.01	3,404.01
UNDER CONSTRUCTION	12.30	12.30
PLANNING STAGE		
TOTAL NETWORK	3,416.31	3,416.31
AWARDED TOLLROADS	0	0
SECTIONS UNDER CONSTRUCTION (31 December 2012)		
SECTION	Km	CONCES.
M-203	12.30	Autopista M-203
TOTAL	12.30	

Openings in 2013

No motorway is expected to be opened in 2013.

Traffic Levels

In 2012 the Average Daily Traffic, of those vehicles paying a toll, was 14,857, a -11.25% decrease; greater than the reduction in 2011.

Toll paying vehicles	2011	2012	VARIATION
ADT Light veh.	14,802	13,139	-11.23%
ADT Heavy veh.	1,938	1,718	-11.36%
ADT Total veh.	16,740	14,857	-11.25%

The fall in cars ADT is similar to the one in trucks; therefore, the ratio of trucks that used the toll motorway network remained around 11.5%.

This is the 5th year in a row that ADT has fallen; as a consequence the accumulated decrease in toll paying vehicles traffic reached a -32.3% since 2007. The overall fall in traffic is due to the general economic situation in Spain and the increase in fuel prices.

N.B. ADT data shown on the key figures sheet refer to total vehicles, including those not paying a toll, as usual.

Toll Rates

Toll fees in 2012 have been affected by three increases:

The first one is the one legally previewed to adjust tariffs to the variation of the Cost of Living Index.

The Government's Central Administration, which awards most of the toll motorways in Spain, applies the system included in Law 14/2000 of December 28th. This system takes into account the average Cost of Living Index as well as the traffic levels recorded on the motorways. As a result of that, toll fees increased by 3.21% during 2012.

The rest of the awarding Governments, establish other tariffs review policies by solely taking into account a certain percentage of the Average Cost Living Index, except Catalonia that includes a correction factor to compensate previous discounts.

The second rise took place in July 2012 and resulted in an increase of 7.53% to mature toll roads tariffs, as the Central Government derogated a measure from the year 2000 that shrunk tariffs by 7% financed by public funds.

The third augmentation was realized in September as a consequence of VAT increase from 18 to 21%.

Revenues

ASETA's members' toll revenues reached a net amount, after commercial discounts plus subsidies from different Administrations of 1,623.8 million euros, a -10.22% yearly decrease.

This turnover reduction was due to continuous traffic levels decline caused by a general downturn in the Spanish economy, and the fact that the subsidies awarded by the Ministry of Public Works to certain motorways have not been disbursed.

Safety

Toll motorways continue to be **the safest roads in Spain**.

	2010	2011	2012
Total number of Accidents	5,668	5,644	4,887
Number of Accidents with injuries	1,430	1,199	1,063
Number of deaths	76	36	42
IF 1 (acc. with inj. per 100M./vh.km)	6.8	6.0	5.9
IF 2 (injuries per 100 M./vh.km)	10.7	9.3	9.5
IF 3 (deaths per 100 M./vh.km)	0.4	0.2	0.2

Safety Data	2004	2005	2006	2007	2008	2009	2010	2011	2012
(10⁸ x km kilometres travelled)	209	212	221	248	235	222	210	200	180
Injured people rate	15.0	12.6	11.0	10.4	10.0	9.9	10.3	9.1	9.3
Death rate	0.8	0.6	0.5	0.4	0.4	0.3	0.4	0.2	0.2
Casualties rate	15.8	13.2	11.5	10.8	10.5	10.3	10.7	9.3	9.5
Fatal accidents rate	0.7	0.5	0.4	0.4	0.3	0.3	0.3	0.2	0.2
Total accident rate= accident without person injured + casualties + fatal accidents	33.1	28.2	25.4	23.3	22.3	21.7	27.0	28.3	27.1
In number									
Injured people	3,122	2,664	2,437	2,587	2,362	2,201	2,171	1,822	1,670
Dead people	173	125	107	103	101	75	76	36	42
Casualties	3,295	2,789	2,544	2,690	2,463	2,276	2,247	1,858	1,712
Fatal accidents	138	99	98	92	78	60	66	32	40
Total accidents = accident without person injured + casualties + fatal accidents)	6,912	5,976	5,631	5,788	5,258	4,818	5,668	5,644	4,887

Injury accident : Accident in which one or more people are killed or injured.

Fatal accident : Accident in which one or more people are killed within the subsequent 24 hours.

Victim / casualty : A person killed or injured as a result of a traffic accident.

Fatality : A person who dies on the spot or within the subsequent 30 days as a result of a traffic accident.

Seriously Injured : A person who remains hospitalized over 24 hours resulting from injuries caused by a traffic accident.

Slightly Injured : A person injured in a traffic accident to which the seriously injured definition cannot be applied.

Driver : Any person who steers a vehicle, leads a carthorse or herds animals on the roads or locations subject to legislation on traffic, motor vehicle and road safety.

Passenger : A person , not being a driver , who travels in / on a vehicle.

Pedestrian : A person, not being a driver, who walks on the roads or locations subject to legislation on traffic, motor vehicle and road safety.

A pedestrian is also a person who pushes a baby or invalid carriage or any other kind of non-motor vehicle of a small size , as well as any walking person who steers a pedal cycle or moped and the disabled driving a motor or non-motor wheelchair at a walking pace. Any person roller-skating or travelling by any similar means on the aforesaid roads and locations should be also considered as a pedestrian. A pedestrian is also any person who is repairing the vehicle motor, changing tyres or realizing any similar operation.

Accidente con víctimas : Aquél en que una o varias personas resultan muertas o heridas.

Accidente mortal : Aquél en que una o varias personas resultan muertas dentro de las primeras 24 horas.

Víctima : Toda persona que resulte muerta o herida como consecuencia de un accidente de circulación.

Muerto : Toda persona que, como consecuencia del accidente, fallezca en el acto o dentro de los 30 días siguientes.

Herido grave : Toda persona herida en un accidente de circulación y cuyo estado precisa una hospitalización superior a 24 horas.

Herido leve : Toda persona herida en un accidente de circulación al que no pueda aplicarse la definición de herido grave.

Conductor : Toda persona que lleva la dirección de un vehículo, guía animales de tiro, carga o silla o conduce un rebaño en las vías o terrenos objeto de la legislación sobre tráfico, circulación de vehículos a motor y seguridad vial.

Pasajero : Toda persona que, sin ser conductor, se encuentra dentro o sobre un vehículo.

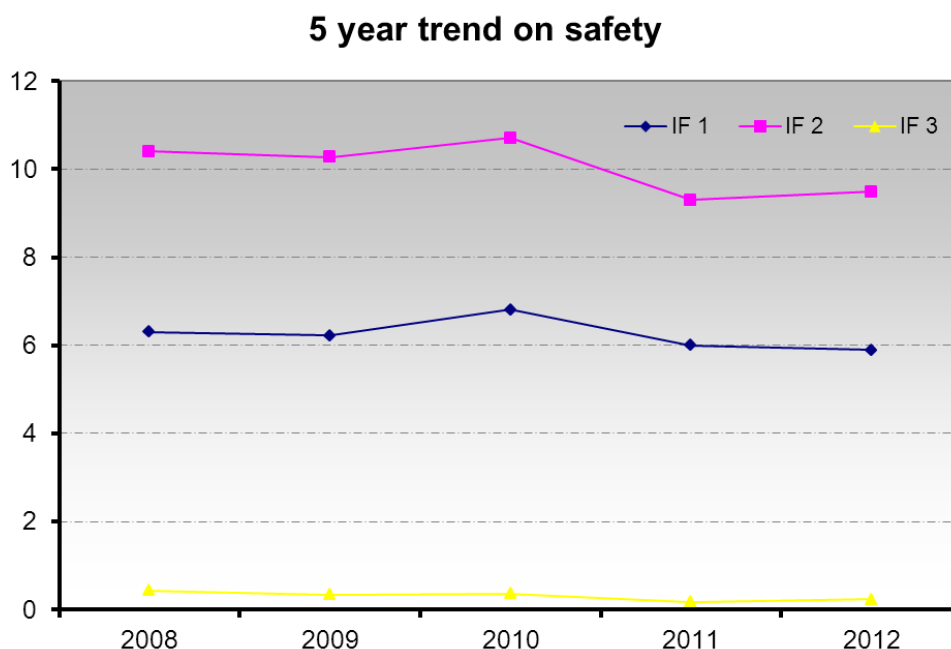
Peatón : Toda persona que, sin ser conductor, transita a pie por las vías y terrenos objeto de la legislación sobre tráfico, circulación de vehículos a motor y seguridad vial.

Se consideran, asimismo, peatones quienes empujan o arrastran un coche de niño o de impedido o cualquier otro vehículo sin motor de pequeñas dimensiones, los que conducen a pie un ciclo o ciclomotor de dos ruedas y los impedidos que circulan al paso en una silla de dos ruedas, con o sin motor, así como las personas que circulan sobre patines u otros artefactos parecidos por las vías o terrenos descritos anteriormente. Son igualmente peatones las personas que se encuentran reparando el motor, cambiando neumáticos o realizando otra operación similar.

3.4% of accidents over total number of accidents in inter-city networks took place in toll motorways, whereas traffic accounted for 13.1%.

In the toll road network, this year the number of deaths has increased both in absolute and relative terms. In particular there have been 42 deaths compared to 36 the previous year. In relative terms it means an increase of 16.7% with regard to 2011 figures, luckily still far from 2010 data with 76 deceases. Regarding to the number of accidents with injured people they have decreased both in absolute and relative terms compared to previous year figures, down to 1,063 and -11.3%. Therefore, accident indexes IF1, IF2 and IF3 have also experienced variations of -1.8%, 2% and 29.2% respectively.

Spanish toll roads concessionaries' commitment to road safety by the means of continuous actions has contributed to maintain their leadership in safety. Nevertheless, achieving ever decreasing accident rates is not always feasible, especially when those rates are already very low.



Long term forecast and trends

The economic situation in Spain is causing a distressing impact on public investment. The **Ministry of Public Works** is **reducing year by year** its budget on building new roads as well as maintenance expenses on existing road network, on top of that there is an overwhelming amount committed to certain payments, such as shadow tolls, that for the time being cannot be minimized.

The **financial markets** are also rather **stagnant** making difficult to provide with funds for new projects.

Under those circumstances, **ASETA** has presented to the Government an **Investment Plan in Mature Motorways** accounting for 1,334.7 € millions, in other words 70% of Ministry of Public Works budget to build and upgrade road network, with an estimated fiscal return of 760.8 € millions for the Public Administration.

Besides this Investment Plan will contribute to create employment, so sought and welcome to our country, it is forecasted that approximately 24,025 jobs will be generated.

The investment that would be made by the concessionary companies would be recouped through compensations without a direct impact on Public Accounts, by the means of concession period extensions, tariffs increase, or other measures that would have no direct impact on public budgets.

Relevant Actions

Several concessionary **companies** who **started business** in the **early 2000s** have entered into an **arrangement with creditors** due to the lack of feasibility of their concessions mainly caused by damaging actions such as the construction and upgrade of alternative free of charge high capacity

roads, higher than expected works costs or the settlement of disproportionate expropriation land costs.

In order to alleviate the financial imbalance of those toll roads, the central government designed **support mechanisms** such as **subordinated loans** to compensate for land expropriation costs and it also created a "**Compensation Account**" that have been extended throughout 2012, and are still pending to be materialized.

Spain suffers from a chronic **lack of a harmonious and sustainable road financing scheme**: there is still a tremendous gap between dual carriageways free of charge to users and toll motorways what causes important inefficiencies in the road network, in the transportation sector and in terms of national competitiveness as a whole.

The political **debate about the need to generalize "the user pays" principle in road financing** is getting more intense.

This association presented a report that analyses and assess the possible implementation of a road charging scheme in the currently free dual carriageways. This scheme, which will charge all kind of vehicles, could generate between 9,000 and 14,000 € million / year, an amount that would be reduced by 1,000 to 2,000€ million /year to account for discounts to frequent users with obligatory mobility.

Via-T, the Spanish interoperable Electronic Fee Collection (EFC) system, reached **a two million four hundred thousand OBUs** in December 2012, a 12.3% yearly increase.

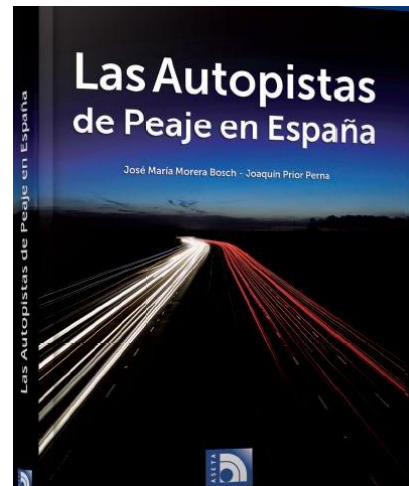


As a consequence of such a rise, **Via-T payments gained ground against cash**, with 38% and 27% of total, respectively. The percentage of credit cards payments remained stagnant at 35%.

Via-T has become the **most used means of payment** and **its number of issuers keeps growing**.

Interoperability initiatives with France and Portugal continue their progress successfully.

Aseta published the book **"Toll Motorways in Spain"**, directed by Mr. Jose Maria Morera and Mr. Joaquin Prior, in which more than 30 authors have contributed to. This book has become since its launch in a must that deals with the history of concessionary companies in Spain, pinpointing the main challenges the sector has to face in the future.



KEY FIGURES

Spain	2012
Network length	3,404.01
2 x 2 lanes	3,013.27
2 x 3 lanes	349.84
2 x 4 lanes.....	40.90
No. of km in construction	12.30
Forecasts of opening motorways section	0
Annual toll revenue	1,623,826,287
Permanent staff	4,199
Average daily traffic (LV)	15,272
Average daily traffic (HV)	2,051
Average daily traffic (LV+HV)	17,324
Total number of accidents	4,887
No. of personal injury accidents	1,063
No. of dead	42
Km travelled (106 x km)	18,038
No. of toll plazas	238
No. of lanes	2,402
No. of ETC equipped lanes	1,896
No. of ETC subscribers	2,384,702
No. of rest areas (with stations services)	99
No. of rest areas	131
No. of restaurants	110
No. of hotels	7
No. of variable message signs	935