

**NATIONAL REPORT
TO BE PRESENTED BY ASFINAG
DURING THE ASECAP STUDY AND INFORMATION DAYS
LISBON, 27 - 29 MAY 2015**

Network length

In 2014 the total length of the motorway and express road network operated by ASFINAG in Austria amounted to 2.184 km. Also parts of the network are 5.204 bridges and 369 km of tunnels. The entire ASFINAG road network is subject to tolling.

Country: Austria	2014
Network length	2183.9 km
2 x 2 lanes	1689.0 km
2 x 3 lanes	315.8 km
2 x 4 lanes.....	29.3 km
others	149.8 km

Openings in 2015

Road	Project Description	Length	Start of Construction	Opened to traffic
S10 expressway "Mühlviertler Schnellstraße"	New expressway including tunnels and bridges	22 km	2011	2015

Construction sites as of 31st December 2014:

Road	Project Description	Length	Start of Construction	Opened to traffic
S10 expressway "Mühlviertler Schnellstraße"	Section Unterweikersdorf - Freistadt Süd; This new road section is located in the area of Upper Austria and will connect the Czech Republic with Austria	16 km	2009	2015
S36 expressway "Murtal Schnellstraße"	Section St. Georgen - Scheifling; The existing road is adapted to current traffic levels (e.g. by subsurface routes through villages).	7.5 km	2013	2018
A9 motorway "Pyhrn Autobahn"	Gleinalmtunnel: new second tube (followed by reconstruction of first tube)	8.4 km	2013	2019
A9 motorway "Pyhrn Autobahn"	Tunnelkette Klaus: second tube for a section of four consecutive tunnels with six intermediate bridges (followed by reconstruction of first tube)	6.5 km	2013 (bridges)	2019

New construction sites to be started in 2015 (new motorway/expressway sections or 2nd tunnel tubes only):

Road	Project Description	Length	Start of Construction
A5 motorway "Nord Autobahn"	Construction of section Schrick-Poysbrunn	25 km	2015
S7 expressway "Fürstenfelder Schnellstraße"	Construction of section Riegersdorf-Doberndorf	15 km	2015
A26 motorway "Linzer Autobahn"	Construction of section Linz/Hummelhof - exit Donau	5 km	2015
A11 Karawankentunnel new tunnel tube	Construction of second tunnel tube and bridge in the portal area	5 km	2015
S16 Perjontunnel second tunnel tube	Construction of second tunnel tube	6 km	2015

Investments

Total investment for 2014:	918 Million EURO
Forecast 2015*):	1.052 Million EURO
New constructions + expansions 2014:	374 Million EURO
New constructions + expansions 2015:	500 Million EURO
Renovation and repairs 2014:	472 Million EURO
Renovation and repairs 2015:	485 Million EURO
*) final forecast 2015 (actual costs not yet verified)	

Financing

ASFINAG's operational expenses are mainly covered by toll income. Funds for the refinancing of maturing financial debt are raised via the international capital markets. For that purpose, ASFINAG has set up a Medium Term Note Programme (EMTN) guaranteed by the Republic of Austria, which allows issuing bonds at favourable funding costs. In 2014 ASFINAG issued a EUR 750 million bond with a 7 year maturity and a coupon of 1.375%. For more detailed information please refer to our website www.asfinag.at – Investor Relations.

Traffic

In 2014, there was an increase in the number of kilometres travelled on the ASFINAG network (motorways and express ways) compared with 2013. The total number of km travelled by all vehicles on the ASFINAG network in the year 2014 amounts to approx. 28.976 billion km. Compared to the previous year this represents an increase of +4.5 % in the annual mileage covered (2013: 27.724 billion km).

Since 1995, the overall traffic volume on the ASFINAG network performed annual relative changes between -1.6 % and 7.3 %. While the lowest increase rate was registered in 2005, numbers started to pick up again in 2006, 2007, and 2008. In 2009, however, this positive trend was impacted by the knock-on effects of the financial and economic crisis. An increase starting in the year 2010 again and follow reflects the general economic recovery.

In line with the overall traffic volume there was also an increase in the number of km travelled by heavy goods vehicles (+2.8 %) compared to 2013.

Kilometres travelled on the ASFINAG network

Year	Km travelled in mill. Km/year (M+E*)			Km travelled growth in %			
	HV**	LV***	Total	Total traffic (M+E*)		HV** traffic (M+E*)	
2009	2,838.4	23,097	25,935	-1.6	08-09	-12.8	08-09
2010	3,026.5	23,431	26,458	+2.0	09-10	+6.6	09-10
2011	3,138.6	23,694	26,832	+1.4	10-11	+3.7	10-11
2012	3,139.7	24,068	27,198	+1.4	11-12	-0.3	11-12
2013	3,178.3	24,546	27,724	+1.9	12-13	+1.6	12-13
2014	3,267.6	25,708	28,976	+4.5	13-14	+2.8	13-14

* motorways + express roads

** heavy goods vehicles

*** light vehicles

Tolling system and tolling technologies used




The Austrian toll system consists of a time-related toll (toll sticker only for cars and motorcycles) and a distance-related (mileage-dependent) toll. The toll revenues belong to ASFINAG which is also responsible for toll collection. ASFINAG operates special toll sections in Austria's alpine regions charging a distance-related toll for all vehicles which is collected at manned toll booths (manual toll system). Tolls for vehicles with a maximum permissible gross vehicle weight exceeding 3.5 tons are collected electronically via a free flow multi-lane DSRC system.

Toll rates

Toll rates depend on the number of axles (three classes) and the EURO emission classes. The distance-related toll rates for vehicles over 3.5 tons as well as the tolls collected through the toll sticker system are generally subject to annual increases based on the annual consumer price index increase.

The following distance-related rates have been in effect since 1st January 2015:

Toll rates 2015

Tolling according to EURO emission classes Rates for vehicles with a max. permissible gross weight of more than 3.5 tonnes from 1-1-2015			
Rate group	Category 2 2 axle	Category 3 3 axle	Category 4+ 4 a. more axle
A EURO-emission class EURO VI	0,156	0,2184	0,3276
B EURO-emission class EURO EEV	0,170	0,2380	0,3570
C EURO-emission class EURO IV a. V	0,188	0,2632	0,3948
D EURO-emission class EURO 0 to III	0,211	0,2954	0,4431

Rates in EUR pro km, excl. 20% USt.

On 1st January 2015 new rates were introduced for vehicles under 3.5 tons (annual consumer price index increase):

Rates valid as December 1st 2015 (toll stickers):

	10-day toll sticker	2-month toll sticker	Annual toll sticker
Motorbike	5.00	12.70	33.60
Car (vehicle up to and including 3.5 tonnes MPW)	8.70	25.30	84.40

Revenues

	Million EUR		Deviation 2013/2014*)
	2013	2014*)	
Revenue from special toll sections:	147	155	5,16%
Toll sticker revenues	406	432	6,02%
Truck tolls	1.134	1.239	8,47%
Total	1687	1.826	7,61%

*) preliminary figures for the year 2014

Revenue from special toll sections refer to the toll charged for all vehicles and collected at manned toll booths in certain alpine regions. Toll sticker revenues refer to the toll charged through toll stickers for vehicles up to 3.5 tons. Truck toll refers to the electronic toll charged for vehicles exceeding 3.5 tons.

Safety

	Definition and method of calculation	In number for one billion kilometres travelled in 2014	Variation in % in 2013/2014
Personal injury rate		*)	*)
Fatal accident rate	basis are the numbers of 2013(=100%) and 2014	0.0016	+23%
Rate of dead	basis are the numbers of 2013(=100%) and 2014	48	+29%

*) no figures for 2014 available

In 2014, on the Austrian motorways and expressways 48 people were killed. This is the second lowest figure of fatalities on the ASFINAGs highway network and an excellent fatality rate - lower than 0.002. Thus, ASFINAG's roads are among the safest roads in Europe.

Long-term forecasts and tendencies

ASFINAG's Vision 2020

ASFINAG is one of Europe's leading motorway network operators with a special focus on

- Availability
- Traffic management
- Traffic Information
- Road safety and
- Technological innovations

We act internationally and interlink with public transport.

Significant actions already started (and/or to be achieved in 2014) and foreseen for 2015.

ASFINAG Fahrerblick – ASFINAG driver's perspective

The "ASFINAG driver's perspective" was introduced as a new mental concept in the daily work of ASFINAG's staff. The idea behind is to always have the following three aspects in mind in when it comes to taking decisions or doing the daily work: the perspective of ASFINAG's customers – the road users, safety and availability of the roads.

ASFINAG's managers and employees should ask themselves questions like: Would I do this if I were a driver? How can I optimize the road for drivers – how can I support or warn drivers? How can I make sure that all drivers benefit from optimal and well available infrastructure?

Interoperability

REETS-TEN (www.reets.eu)

The REETS-TEN project is intended to support the existing European Union's legislation on the interoperability of electronic road tolls' collection and, in this framework, the project aims at deploying EETS compliant services in a cross-border regional area.

The REETS-TEN consortium has appointed ASFINAG as the coordinator of the consortium.

The project itself includes the following seven Member States: Austria, Denmark, France, Germany, Italy, Poland and Spain, as well as Switzerland (the latter without EU co-financing).

- The objectives of the REETS-TEN project are the following: Reduce barriers for EETS deployment by reducing business uncertainty for EETS providers in order to prevent potential market failure of European Electronic Toll Collection services;
- Create a basis for easing the bilateral negotiations between Toll Chargers and EETS-Providers;
- Develop a common understanding of the service components provided by the different roles;
- Demonstrate in practice how EETS can be deployed and operated cross-border based on interfacing the different environments on the results from the work packages;
- Provide a REETS information/dissemination basis (return on experience);
- Provide an EETS information platform as a basis for rolling out EETS all across Europe (return on experience);
- Finding risk management rules mutually acceptable by the parties.

The first main step was the successful completion of the Analysis Phase of the REETS TEN project. With July 16th, 2014 the REETS TEN project completed its "Analysis Phase" which provides an analysis of contractual, procedural and technical topics, all planned documents have been blessed by the REETS TEN Steering Committee on July 16th, 2014.

All results and deliverables are published on the project's website: www.reets.eu.

The second main step was the start of the Monitoring Phase of the REETS TEN project, which started immediately after conclusion of the first phase.

The first task of the Monitoring Phase was the submission of an Evaluation Report which consists out of a cost benefit analysis on investments and possible testing/implementation steps. Based on

the results mentioned in the Evaluation Report the European Commission carried out an evaluation of the project REETS TEN and informed the REETS Consortium about the positive outcome of the said evaluation and herewith decided to continue the co-financing of the action.

The aim of the Monitoring Phase is the implementation of an open information platform on the experience gained (Activity 7 Information Platform) and monitoring and coordination of any pilot demonstrations of EETS compliant services (Activity 8 Monitoring of Testing / Implementation) started. The focus of the activities is in 2015.

EasyGo+ / GO International

In 2011 ASFINAG joined the EasyGo Consortium in order to introduce a one-contract interoperability solution for heavy goods vehicles both in Austria and the existing EasyGo toll domains (DK, SE, NO). The service to be established shall give drivers of heavy goods vehicles with 3.5 tons or more the possibility to only use one DSRC-OBUE (according to EN 15509), having one contract (which further results in only one batch of invoices, which may be paid together in one local currency) for driving in all 4 countries. One goal from the beginning was that this contractual interoperability is in line with the EETS requirements according to the EETS Decision 2009/750/EC to show how interoperability according to EETS rules can work.

In 2013 this new service called „EasyGo+” was implemented. Users who like to use the EasyGo+ service, must conclude a contract with a Toll Service Provider - either with BroBizz A/S (in Denmark) or with ASFINAG European Toll Service GmbH (from Austria). For this, ASFINAG European Toll Service GmbH offers GO International.

Tunnel safety

Technical innovations are one thing, proper behaviour another.

Tunnels are highly specialised constructions with specific features. Special risks apply here because tunnels are enclosed spaces. ASFINAG has set itself the goal of making Austria's motorways amongst the safest in Europe. Our customers should

feel and be safe when they drive through a tunnel: Around EUR 1.5 billion will be invested in tunnel safety in the ASFINAG network by 2018.

Acoustic tunnel monitoring - AKUT

The time between occurrence of an incident and alerting of the tunnel manager is essential in critical incidents, and the innovative safety system “Acoustic Tunnel Monitoring” aims to minimize this time. Critical incidents are often reported more or less quickly by the people involved in the incident or other road users, so that valuable time is often lost for immediate action. However, this time is essential for reducing the potential consequences. The sounds typical in the operation of tunnels are characterised by the engine, rolling and flow noises of the passing of vehicles. Any anomalies in the sound, such as e.g. a vehicle crashing into the tunnel wall, two vehicles crashing into each other, squealing tyres, voices (shouts), etc., as well as anomalies in the sound of individual vehicles can be detected by microphones placed in the tunnel.

With special detection algorithms, it is possible to identify these sounds automatically, and to allocate them to specific alarm classes. One big advantage of acoustic detection methods is the fact that accidents or critical incidents in tunnels are virtually always accompanied by a sound that is distinguishable from other sounds. These sounds occur right at the time of the incident and can thus be detected immediately.

Car2X Communication

European Corridor - Austrian Testbed for Cooperative Systems

In the future, cooperative systems between vehicles and their environment will be very important for communication, road safety and traffic information. Within the next years C-ITS will be developed for application in the Cooperative ITS Corridor Rotterdam – Frankfurt/M. – Wien. This happens in close cooperation between the EU-member states Netherlands, Germany and Austria, who have signed a Memorandum of Understanding.

The next steps towards pan-European deployment in a European corridor from the Netherlands via Germany to Austria will be

prepared and developed by the project ECo-AT (European Corridor – Austrian Testbed for Cooperative Systems) within the Austrian section of the ITS corridor. The project is led by ASFINAG and aims at creating harmonised and standardised cooperative ITS applications.

Automated driving

The topic of automated driving is very popular, but not only for the car industry. Also ASFINAG as a motorway operator is dealing with the new technologies. Consequently, ASFINAG works on research projects in this field in order to evaluate possible future developments and company strategies.

MAIN ASFINAG KEY FIGURES

Country: Austria	Indicate below how you calculate each figure provided in the “2014” column	2014 Figure
Network length (Km).....	Number according to list	2,184
2 x 2 lanes (Km).....		1,689
2 x 3 lanes (Km).....		316
2 x 4 lanes (Km).....		29
Others.....		149
Number of km in construction	Number according to list	20.292
Forecasts of opening motorways section	Number according to list	6.5
Annual toll revenues* (in millions of Euros)	Number according to list	1,826,730
Permanent staff	Number according to list	2,674
Average daily traffic (light vehicles)	Number according to distribution system	32,434
Average daily traffic (heavy vehicles)	Number according to distribution system	4,066
Average daily traffic (total = light + heavy vehicles)	Number according to distribution system	36,500
Total number of accidents		no figures for 2014 available
Number of personal injury accidents		no figures for 2014 available
Number of dead	Number according to list	48

Fatality rate		0.0016
Kilometres travelled (10 ⁶ x km)	Number according to list	28,976,000
	Indicate below how you calculate each figure provided in the “2014” column	2014
Number of toll transactions (Total)	Analysis of the toll system and the sellers of the special toll section	717,785,361
Number of toll transactions (light vehicles):		37,800,000
Number of toll transactions (heavy vehicles):		679,985,361
Number of toll stations	Number according to list	14
Number of toll lanes	Number according to list	123
Number of ETC lanes	Number according to list	105
Number of ETC subscribers (light vehicles):	Number according to distribution system	399,477
Number of Go-Boxes	Number according to distribution system	894,000
Number of service areas (equipped with petrol stations)	Number according to list	87
Number of rest areas	Number according to list	46
Number of restaurants	Number according to list	55
Number of hotels	Number according to list	19

*please provide the figure VAT and other taxes excluded.