

NATIONAL REPORT: SPAIN

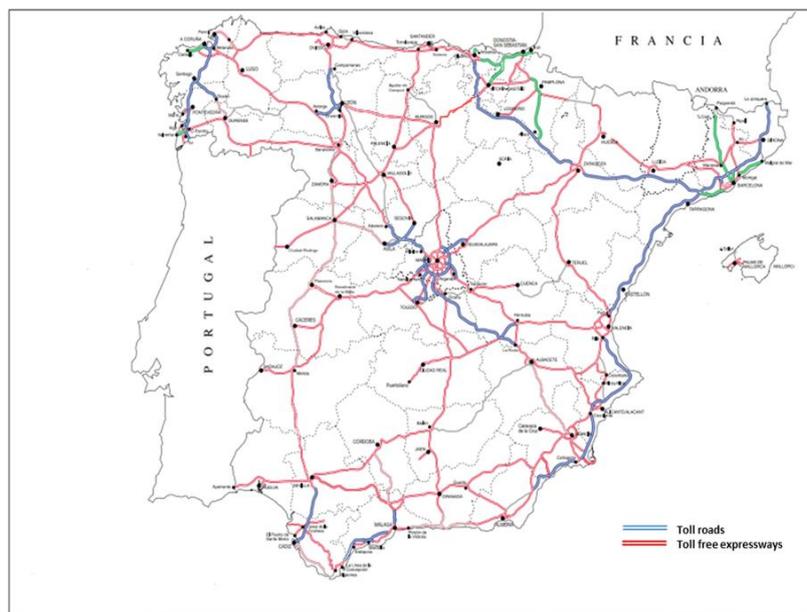
At 31/12/2018

Network length

By end of 2018, the total network under toll regime in Spain reaches 3,346.0 km¹, from which 2,674.7 km were granted by the central government and 671.3 km by some regional governments. The network managed by SEOPAN's members covers 2,347.0 km.

During 2018, the 84.3 km long concession named "AP-1 Europistas" ended its contract and the facility is now operated free of tolls for the users.

In the region of Guipúzcoa, a toll charging scheme for trucks over 3,5 tones was implemented in two existing motorways, the N-I and the A-15.



TOLL MOTORWAYS NETWORK (KM)		
	2017	2018
IN OPERATION	3,433.3	3,174.1
UNDER CONSTRUCTION	0	0
PLANNING STAGE	0	0
TOTAL NETWORK	3,433.3	3,174.1

¹ Without considering toll free stretches included in toll concession contracts.

Investments

The contribution of the toll sector to the whole society is huge: 8,504 million euros have been invested in the existing network and it is estimated that the fiscal return of the whole sector reached 42.9% of the incomes.

Financing

61% of the resources (5,204 million euros) comes from external financing. Bank financing is still the most extended mechanism to finance toll concessions, nevertheless, some companies have issued bonds to get additional financing. Secondary market is also increasing and some important corporate operations are in process.

Even though it is not very common, some companies profit of participative loans granted by the Central Administration.

Traffic

In 2018, the total average daily traffic in SEOPAN's toll concessionaire network increased by 3.35%. While light vehicles traffic only increased by 1.79%, heavy good vehicles traffic boomed by 13.53%.

Toll paying vehicles	2017	2018	VARIATION
ADT Light veh.	16,316	16,608	1.79%
ADT Heavy veh.	2,502	2,841	13.53%
ADT Total veh.	18.819	19.450	3.35%

Tolling system and tolling technologies used

a. Intelligent transport systems:

Toll concessionaires and SEOPAN are very active participating in different projects related to ITS as Arc Atlantique 2 & 3, MedTIS 2 & 3, the European ITS Platform, and more recently in the C-ROAD Spain project.

The development of connecting vehicles, autonomous car, the MaaS and cooperative economy are closely monitored.

b. Electronic toll collection

In Spain tolls are collected manually, by credit or debit cards or by an electronic toll system (ETC). The Spanish ETC system, VIA-T, reached 5.2 million subscribers in 2018, a 4.4% increase

compared to the previous year. 49% of the total transactions are performed with this system, while 33% are collected by cards and 18% by cash.

The ETC is based on CEN 278 DSRC 5.8 GHZ technology. It is an interoperable system in use in all motorways and also in many parking cars under the commercial name of VIA-T. This system is also accepted in Portugal and France (depending on the issuers).

Regarding the use of cards, most of concessions are performing on-line transactions and some of them are already adapted to EMV and PCI DSS standards.

Some concessionaires offer specific payment solutions based on cellular technology.

c. Free-flow

Despite the lack of regulation to guarantee a vast deployment of free flow systems, in Spain there are some experiences of implementation of such a system, as it is the case of the entry lanes in “La Roca” toll plaza or the toll charging scheme for trucks in the N-I and the A-15.

Toll rates

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. In 2018 toll tariff rates increased by 1.82%.

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.

Based on Law 2/2015, future toll concessions (and possible rebalances of current concessions) will not review their toll tariffs according to the current system. Instead of this, toll tariff will be reviewed based on a new formula that should be defined considering the real costs of the concession.

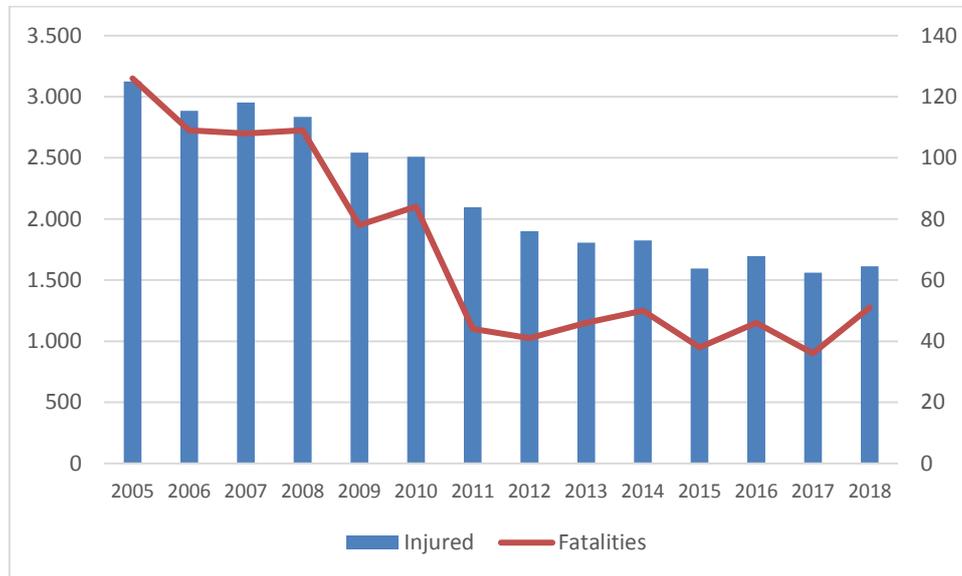
Revenues

Toll concessionaire companies belonging to SEOPAN reached a net amount of revenues of 1,826.23 million euros (after commercial discounts plus subsidies from different Administrations). This supposes an increase of 4.49% compared to 2017.

Safety

After a 13-years period of strong decrease of traffic casualties in the toll network managed by SEOPAN’s members, the number of fatalities and injured people has registered a peak in 2018:

51 people died in our network -15 more than the previous year- and 1,612 persons were injured, 3.3% more than in 2017.



Despite these bad results, road safety is always a key issue for Spanish toll roads concessionaries that are still implementing preventive and reactive plans, campaigns and developments on that field.

	Definition and method of calculation	In number for one billion kilometres travelled in 2018	Variation in % in 2018/2017
Personal injury rate	Seriously Injured : A person who remains hospitalized over 24 hours resulting from injuries caused by a traffic accident	1,612	+3.3 %
Fatal accident rate	Fatal accident: Accident in which one or more people are killed within the subsequent 24 hours.	43	34.4%

Rate of dead	Fatality: A person who dies on the spot or within the subsequent 30 days as a result of a traffic accident.	51	41,7%
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Long-term forecasts and tendencies

In 2018 the Spanish economy continued its positive economic trend, based to our dynamic export and tourism sectors and the good evolution of the internal demand. This has a direct impact on traffic that has recorded a positive path, especially for heavy good vehicles.

In Spain, only 16% of the high capacity is tolled. This supposes that the remaining high capacity roads (14,000 km) have to be financed by public resources that are scarce. In addition, there is an increasing deficit of maintenance on the whole road network that reaches 7 Billion euros.

Social expenses are growing year after year and Spain must control its public deficit. In the meanwhile, three toll concession contracts operating more than 914 km will expire by 2021. If the tolls are removed, as it has been the case of AP-1, their cost of maintenance will be supported by the scarce public resources.

The new government resulting from the general elections of April will have to face this reality and look for alternative sources of revenues and it should consider the introduction of tolls in the existing toll-free high capacity network.

Significant actions already started (and/or to be achieved in 2018) and foreseen for 2019.

The toll concession AP-1 Europistas finished its contract in November 2018 and the motorway is now controlled by the State with no tolls. Most of the traffic of the parallel national road N-1 is now circulating on the AP-1 motorway, with a clear damage of its service level.

The 8 toll concessionaires that went to bankruptcy -and finally in liquidation- are now getting managed by the public company SEITSA, that has a four-years mandate to operate these motorways.

The State government is working on a 1 billion euros Extraordinary Road Investment Scheme (PIC) under an availability payment system (free of toll). The first tenders are expected by mid of 2019.

MAIN ASECAP KEY FIGURES

Country: SPAIN	Indicate below how you calculate each figure provided in the "2017" column	2018 Figure (Only toll network managed by SEOPAN members)
Network length (Km)..... 2 x 2 lanes (Km)..... 2 x 3 lanes (Km)..... 2 x 4 lanes (Km).....	Km financed by toll (includes non-tolled stretches financed by tolls collected in other toll roads)	2,347 1,788.4 492.5 66.1
Number of km in construction		0
Forecasts of opening motorways section		0
Annual toll revenues* (in millions of Euros)		1,826.23
VAT % (Indicate the VAT % percentage to the toll revenues)		21%
Permanent staff		2,679
Average daily traffic (light vehicles)		16,608
Average daily traffic (heavy vehicles)		2,841
Average daily traffic (total = light + heavy vehicles)		19,450
Total number of accidents		5,340
Number of personal injury accidents		1,058
Number of dead		51
Fatality rate	Fatal accident rate: Accident in which one or more people are killed within the subsequent 24 hours. Fatality rate: A person who dies on the spot or within the subsequent 30 days as a result of a traffic accident	0.05

Kilometres travelled (10 ⁶ x km)		20,509
Number of toll transactions (Total)	Total	447,6 million
Number of toll transactions (light vehicles):		N/A
Number of toll transactions (heavy vehicles):		N/A
Number of toll stations		198
Number of toll lanes		2,132
Number of ETC lanes		1,779
Number of ETC subscribers (Total):		5.6 million
Number of ETC subscribers (light vehicles):	Not applicable in Spain: On Board Units are interchangeable between vehicles. No distinction is made between light and heavy vehicles.	
Number of ETC subscribers (heavy vehicles):		
Number of service areas (equipped with petrol stations)		78
Number of rest areas		123
Number of restaurants		83
Number of hotels		4