

**TEMPLATE OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS
LJUBLJANA, 06-08 JUNE 2018**

Network length

In 2017 the total length of the motorway and express road network operated by ASFINAG in Austria amounted to 2.223 km. Also parts of the network are 5.192 bridges and 399 km of tunnels. The entire ASFINAG road network is subject to tolling.

Country: Austria	2017
Network length	2223 km
2 x 2 lanes	1727 km
2 x 3 lanes	322 km
2 x 4 lanes.....	29 km
others	145 km

Openings in 2018

ASFINAG currently runs an intensive tunnel safety programme, which also covers the construction of second tunnel tubes according to EU legislation. In 2018 the second tube of the Perjentunnel in the West of Austria will be opened.

Investments

Total investment for 2017*):	1.017 Million EURO
Forecast 2018*):	1.097 Million EURO
New constructions + expansions 2017:	554 Million EURO
New constructions + expansions 2018:	597 Million EURO
Renovation and repairs 2017:	464 Million EURO
Renovation and repairs 2018:	500 Million EURO
*) final forecast 2017 and 2018 (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 2017 ASFINAG had redemptions for outstanding debt, therefore a bond was issued in October 2017. For more detailed information please refer to our website www.asfinag.at – Investor Relations.

Traffic

In 2017, there was an increase in the number of kilometres travelled on the ASFINAG network (motorways and express ways) compared with 2016. The total number of km travelled by all vehicles on the ASFINAG network in the year 2017 amounts to approx. 31.608 billion km. Compared to the previous year this represents an increase of +2.7 %.

In line with the overall traffic volume there was also an increase in the number of km travelled by heavy goods vehicles (+3.4 %) compared to 2016.

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 reflects the general economic recovery.

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
2015	3,335.0	26,432	29,767	+2.7	14-15	+2.1	14-15
2016	3,495.5	27,274	30,770	+3.4	15-16	+4.8	15-16
2017	3,616.0	27,992	31,608	+2.7	16-17	+3.4	16-17

* 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/vignette only for vehicles under/equal to 3.5 tonnes and motorcycles) and a distance-related (mileage-dependent) toll for vehicles over 3.5 tonnes. 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 toll booths. 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.

For cars and motorcycles ASFINAG introduced a digital vignette (vehicle licence plate numbers are registered in a database) by the end of 2017 in addition to the toll sticker. This product is available online <https://shop.asfinag.at/> and directly linked to a vehicle's number plate.

Toll rates

Beginning of 2017 the tariff system for heavy vehicles was changed. The distance-related toll now includes surcharges for external costs, namely air and noise pollution.

The current toll rates (2018) for HGV can be found on www.go-maut.at:

Distance-related toll						
including surcharges for air and noise pollution						
for motor vehicles with a maximum permissible weight of over 3.5 tonnes						
from 1 January 2018						
						
Rate groups	Category 2		Category 3		Category 4+	
	2 axles		3 axles		4 axles and more	
	Day	Night*	Day	Night*	Day	Night*
A EURO emission class EURO VI	0,1810	0,1814	0,2540	0,2549	0,3806	0,3818
B EURO emission classes EURO V and EEV	0,1984	0,1988	0,2784	0,2793	0,4103	0,4115
C EURO emission class EURO IV	0,2047	0,2051	0,2872	0,2881	0,4204	0,4216
D EURO emission classes EURO 0 to III	0,2247	0,2251	0,3152	0,3161	0,4524	0,4536

Rates in EUR per km, excl. 20 % VAT.

* The night rates apply between 10 p.m. and 5 a.m.

On 1st December 2017 new rates for light vehicles were introduced for 2018 (annual consumer price index increase):

Rates valid as of December 1st 2017 (toll stickers):

	10-day toll sticker	2-month toll sticker	Annual toll sticker
Motorbike	5,20	13,10	34,70
Car (vehicle up to and including 3.5 tonnes MPW)	9,0	26,20	87,30

Revenues

	2016	2016*	Deviation
Revenue from special toll sections	173	173	+0,00%
Toll sticker revenues	472	492	+4,24%
Truck tolls	1.257	1.354	+7,72%
Toll revenues	1.902	2.019	+6,15%

* Values as of 3rd Forecast 2017

Safety

	Definition and method of calculation	Rate	Variation in % 2016/2017
Personal injury rate		*)	*)
Fatal accident rate	Number of fatal accidents per million kilometers driven	0.0015	+12%
Rate of dead	Number of fatalities per million kilometers driven	0.0017	+18%

*) no figures for 2017 available

In 2017, 56 people were killed on Austrian motorways and expressways. This poses an increase compared to 2016 but still reflects a very low fatality rate – lower than 0.002. ASFINAG’s roads are still 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 2017) and foreseen for 2018.

Interoperability in tolling

ASFINAG has contracted 6 external Toll Service Providers (so called REETS Providers), three of which are already in real operation. The other three are still in pilot operation. In order to pass the pilot operation in the Austrian Toll Domain successfully, 100.000 transactions per OBE type are necessary. These 100.000 transactions need to be done within at least 2 months and in an adequate quality according to the contract between the Provider and ASFINAG as the Toll Charger.

In addition, ASFINAG started acceptance procedures with two further REETS Providers.

Next generation of the GO-Maut system

The implementation of the new GO-Maut System (GO-Maut 2.0) is currently ongoing. During 2016 two contracts have been awarded – one to T-Systems Austria for the new Central System and another one to Kapsch Traffic Com for the Road Side Equipment. The contracts have a duration of 10 years and implementation will be finalized mid-2018.

Digital vignette

ASFINAG plans an upgrade of its toll sticker system for vehicles below 3.5t. In addition to the existing physical sticker, a so called “digital vignette” (buying the vignette via registration of the vehicle’s license plate number in a database) was implemented by end of 2017.

ASFINAG Project: E-Mobility

ASFINAG set the following goals in order to support the national climate strategy:

- Share of e-cars in the ASFINAG car fleet (20 % by 2020)
- in this regard the equipment of selected office locations with e-charging infrastructure, as well as
- network-wide e-charging infrastructure for customers on the motorway and expressway network
(emobility@ASFINAG)

Cooperative ITS (C-ITS)

The activities in the C-ITS domain in Europe and especially in the Netherlands, Germany, and Austria are moving towards the first implementation steps. In order to achieve this goal the year 2017 was dedicated to interoperability tests among the countries always under the involvement of the automotive industry. This will lead to a common understanding on the technical details how C-ITS can be used and which benefits can be expected from it. ASFINAG is strongly involved in the interoperability tests.

Automated driving

The involvement of ASFINAG as the Austrian motorway operator in test-fields of automated driving on public roads in real traffic conditions is essential for the professional preparation of the introduction of use-cases on the level conditional (Level 3) or highly (Level 4) automated driving that are being tested currently by the automotive industry. Motorways will presumably be one of the first deployment scenarios within the next years and the role and contribution of the responsible road operators have to be defined and prepared. Therefore we consider the active involvement in tests an important contribution in order to avoid being surprised by the development and allow experiments on public roads.

Tunnel safety

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 (second tubes and upgrading) in the ASFINAG network by 2018.

MAIN ASECAP KEY FIGURES

see COPER IV Table as agreed at the COPER IV Meeting in January 2018