ITALIAN MOTORWAY SYSTEM
AS FOR 31.12.2011

XL ASECAP Study and Information Days

Turin - Italy

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2011 again confirmed the fundamental role played by the tolled motorway sector in the effort to strengthen and modernise the road network.
With overall expenditure for new constructions and maintenance of 2.7 billion euro in 2010 (an increase compared to the 2.6 billion Euro recorded in 2009), and which the latest data projections – currently being finalised – seem to confirm for 2011 as well, motorway concessionaire companies are once again the driving force of infrastructure growth and development, respecting, or, in certain cases, even exceeding, the investment plans contained in the concessions' agreements.

The construction of new motorway trunk roads has moved forward, as have extension and adjustment works on existing motorway sections. Barriers located at strategic nodes have been strengthened, new slip roads have been opened, and new interconnections and third lanes have been built along major traffic arteries. All these works have led to an undeniable improvement in the fluidity of traffic circulation.

Moreover, one has to highlight the efforts of the sector in terms of day-to-day operations and technological innovations. These efforts ensure that the highest levels of service and safety are always provided to the users.

1. The Italian motorway network as of 31.12.2011

LENGHT OF NETWORK

	km in service	km under construction	scheduled km	Total
In concession	5.738,0	150,5	520,6	6.409,1
A.N.A.S.	904,6	0,0	0,0	904,6
Alpine Tunnels	25,4	0,0	0,0	25,4
Total	6.668,0	150,5	520,6	7.339,1

NETWORK UNDER CONSTRUCTION

	CONCESSIONAIRE COMPANY	SECTION AFFECTED	KM
NEW SECTIONS	**Autostrada Asti-Cuneo S.p.A.** A33 Asti-Cuneo	Cuneo-Castelletto Stura-Consovero Cuneo-S.S. 231 Isola d'Asti-Rocca Schiavino	10,2 3,8 2,3
	Autostrada Brescia-Padova S.p.A. A31Trento-Valdastico-Vicenza-Riviera Berica-Rovigo	Vicenza-Rovigo (SS. 434 Transpolesana)	**54,1**
	Società di Progetto Brebemi SpA 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 Milano)	**62,1**
	Autostrada Pedemontana Lombarda S.p.A. Dalmine-Como-Varese-Valico del Gaggiolo (con dir. per A8 e Tang.le est di Milano)	Cassano Magnago-A8 - Turate-A9	**15,0**
	Società Autostrada Tirrenica S.p.A. A12 Livorno-Civitavecchia	Rosignano-S. Pietro in Palazzi	**3,0**
	TOTAL NEW SECTIONS		**150,5**

EXSTENSIONS	**Autostrade per l'Italia S.p.A.** A1 Milano-Napoli potenziamento fuori sede A9 Lainate-Como Grandate 3a corsia A14 Bologna-Taranto 3ª corsia	La Quercia- Barberino Lainate-Como (Grandate) Rimini Nord-P.to S. Elpidio	**39,3** **23,2** **90,3**
	Autove Venete S.p.A. A4 Venezia-Trieste 3ª corsia	Quarto d'Altino-S. Donà di Piave	**18,6**
	Strada dei Parchi S.p.A. A24 Roma.-L'Aquila-Teramo potenziamento fuori sede	Lunghezza - via P. Togliatti	**12,0**
	Autostrade Meridionali S.p.A. A3 Napoli-Salerno 3 ª corsia	Napoli sud - Ercolano Ercolano-Torre del Greco Torre del Greco- Torre Annunziata sud Torre Annunziata nord - Torre Annunziata sud	**5,0** **2,6** **5,1** **1,6**
	TOTAL EXTENSIONS		**197,7**

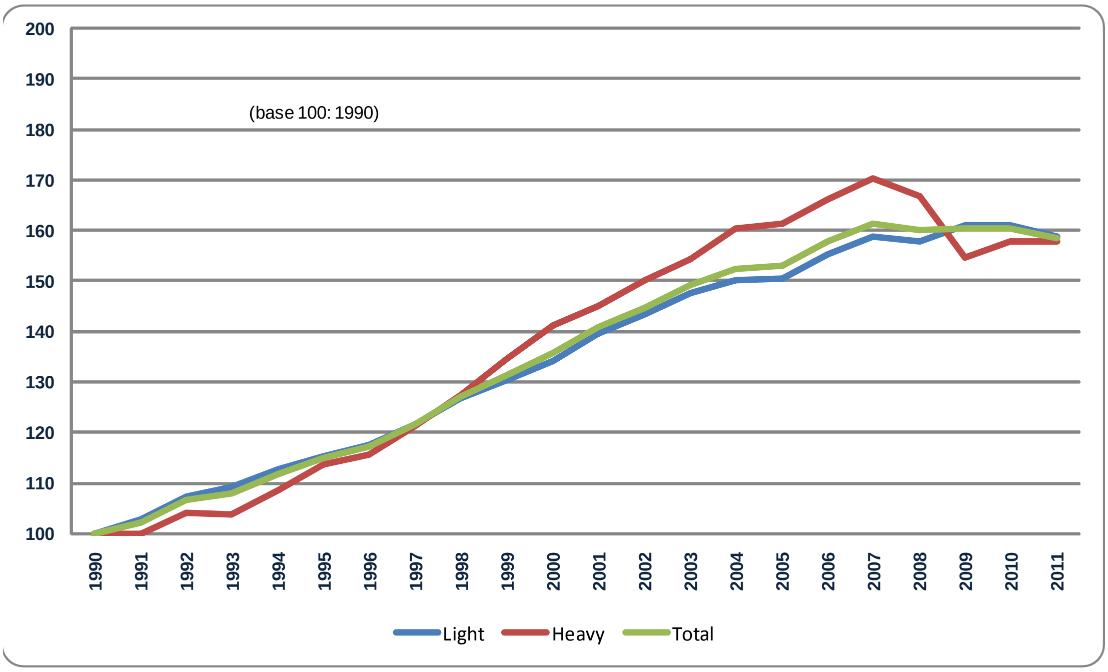
2. Traffic flow

Traffic flow in 2011 reflects the ongoing conditions of national and international economic downturn, and it is suffering the effects of the difficult socio-economic scenario. As we have seen, this context is characterised by significant contraction in the demand for goods and services and in the relative production supply.

Also, starting from the last months of 2011, the effects of the progressive and continuous increase in fuel prices, especially due to increases in VAT and excise duties, have been felt.
The consequence has been a decrease, albeit somewhat contained, in overall traffic volumes along the motorway network compared to 2010.
More specifically, this decrease has been caused by lower LV traffic vis-à-vis an unchanged level of HL traffic.

Traffic: annual percentage increases and index values 1990 – 2011

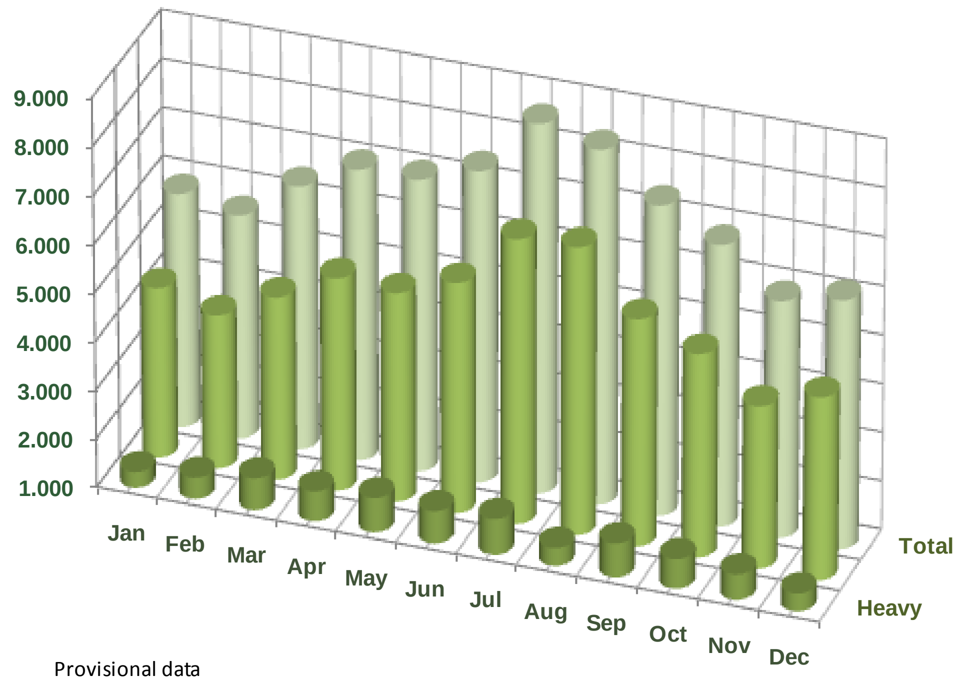
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Light	+2,8	+3,0	+4,2	+1,9	+3,0	+2,5	+1,8	+3,6	+4,2	+2,6	+2,9	+4,1	+2,7	+2,9	+1,7	+0,2	+3,2	+2,3	-0,5	+2,0	-0,1	-1,4
	100	**103**	**107**	**109**	**113**	**115**	**118**	**122**	**127**	**130**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



Trend in motorway mobility over the last 10 years

YEARS	TOTAL JOURNEYING LENGHT (billions of vehicle-km)	ADDITIONAL JOURNEYNG (billions of vehicle-km)
2002	75,2	2,1
2003	77,4	2,2
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

Monthly traffic in 2011 (millions of vehicle-km)



Provisional data

3. Safety

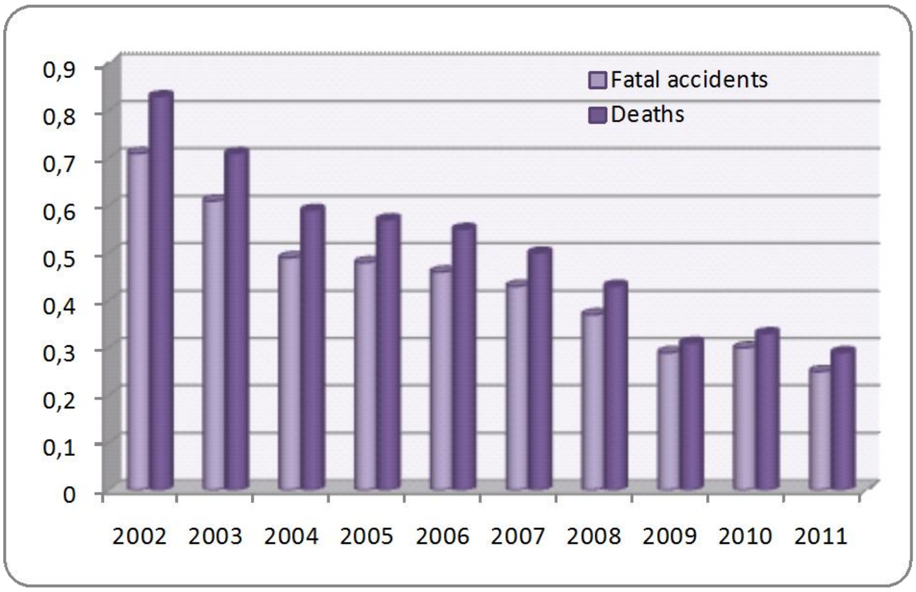
In 2011 the motorway network operated under concession once again confirmed its safety characteristics, recording yet a further improvement in accident levels.
After having registered an overall drop of -54% in the number of deaths over the 2001-2010 decade (the only road system in Italy to have met the EC road safety objectives), improvements continued in 2011 (as may be seen in the graphs hereunder) with 242 road accident victims (or 0.29 deaths per 100 million vehicle kilometres), which is the best historical value ever achieved along the tolled motorway network.

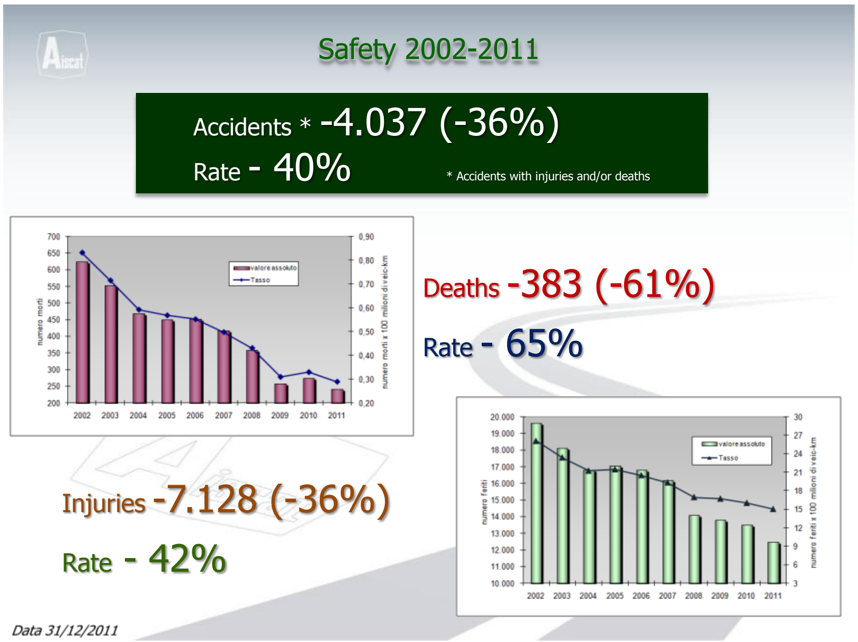
This is a concrete and important result achieved by the constant deployment of means and resources (human, technological and financial) to raise the safety standards that concessionaire companies are actively seeking through research and implementation of procedures and activities to protect lives.

ACCIDENT RATES
(per 100 million vehicle-km)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Accidents (1)	15	14	12	13	12	11	10	10	10	9
Fatal accidents	0,71	0,61	0,49	0,48	0,46	0,43	0,37	0,29	0,30	0,25
Deaths	0,83	0,71	0,59	0,57	0,55	0,50	0,43	0,31	0,33	0,29

(1) - Accidents with injuries and/or deaths





4. Toll revenues

Overall gross revenues in 2011 amount to 6,747 million Euro.

Of this amount, 4,971 million is toll revenue pertaining to Companies, an increase of 2.8% compared to 2010; this is also the result of the annual tariff adjustment – in terms of mean weighted traffic value – amounting to 3.3%, which is directly due to concessionaires.

To this amount one must then add 644 million Euro of additional operating fees due to ANAS[1] (pursuant to Law no. 102/2009). As of 1st January 2011 these operating fees are subject to a further increase of 2 thousandths of a Euro per kilometre for classes A and B[2] and 6 thousandths/km for classes 3, 4 and 5[3], as provided for by Law no. 122/2010.

Lastly, in terms of the VAT related element amounting to 1,132 million Euro, it should be noted that effective 17 September 2011 (Law Decree 13.8.2011 no. 138) the VAT rate increased from 20% to 21%, with obvious consequences on final toll tariffs.

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1 Azienda Nazionale Autonoma delle Strade/Italian National Road Agency

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

3 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.