CANVAS OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS
DUBROVNIK, 26 - 28 MAY 2013

Network length

Indicate the length of the tolled Motorways network in 2012, as well as the growth of the network in 2012 compared with 2011. Eventually, please precise the length of the non-tolled network in 2012 and its foreseen growth in 2013. 42km

Openings in 2013

Indicate the foreseen openings for 2013 (beginning, end and number of kilometres of each section). Nil

Investments

Indicate the amount of the investments in Euros for 2012; give the foreseeable amount for 2013, also indicating, if possible:

- new sections Nil
- investments on the motorways in service (expansion, rest areas, new facilities, etc.) Nil

Indicate the number of kilometres of the building sites in operation as for the 31.12.2012 as well as the number of kilometres of the **new** building sites to be opened in 2013. Nil

Financing

Indicate the origin of the financing system (loans, State and local authorities grants, self-financing).

Traffic

Indicate the GDP (gross domestic product) growth in 2012 (in comparison to 2011) in your country, to be compared with the traffic growth on the motorways during the year 2012 (in comparison to 2011).

Average daily traffic

2011	35,716
2012	35,699

In order to calculate the traffic growth, you should take into account the average kilometric intensity registered over a "stable network", i.e. on the motorways network in service (as for the 31.12.2012) since more than 3 years.

If another *ratio* is indicated, you will precise which ratio we are talking about (either average kilometric intensity on the existing network, either all the travels expressed in km/vehicles).

Tolls

Indicate the value of the average tariff per kilometre in Euro as for the 31.12.2012:

- for light vehicles commercially sensitive information
- for heavy loads of 5 axles and more commercially sensitive information

Indicate, for each of the above mentioned categories, the toll growth, during the year 2012, in percentage, in comparison with the toll previously in force (indicating as well since when that toll was in force at the moment of its rise) and in which period of the year this rise occurred.

Toll rate (date rate)	1/3/10	1/3/11	1/3/12	growth 2012
Light vehicles	£5.00	£5.30	£5.50	3.77%
Heavy vehicles	£10.00	£10.60	£11.00	3.77%

Indicate also the cost of living growth (variation of the price index) in 2012.

Increase in RPI = 3.2%

Revenues

Indicate the revenue received in 2012, in Euro (or national currency if your country does not belong to Euroland, indicating the exchange rate with the Euro) providing just the main revenue, i.e. the toll product, all taxes deducted.

	2011	2012
GBP	55,899,000	58,051,000
Rate	1.1525	1.2337
Euro	64,400,000	71,600,000

Indicate the increasing percentage in the national currency of this revenue between 2011 and 2012.

Lower traffic volumes due to:

1. Weak economic conditions in the UK, and
2. Improvements made to reduce congestion on the competing M6 motorway, have driven additional traffic to the M6toll. This is expected to continue until the year end.

Safety

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2012	Variation in % in 2011/2012
Personal injury rate	**25.68**	**-13.31%**
Fatal accident rate	**0**	**0%**
Rate of dead	**0**	**0%**

Eventually comment the registered trend.

Long-term forecasts and tendencies

There is little likelihood of additional toll roads in the UK. The current plans are to utilize the hard shoulder on the majority of motorways. More managed motorways schemes are envisaged to be completed and commenced in 2013.

The UK plan to alleviate congestion by revitalising the rail network and are promoting a hybrid bill for the development of high speed rail between London and Birmingham. This is to be developed by 2026. Current plans are to link this to Birmingham airport and Heathrow.

The opportunity then exists to extend the rail network to Manchester.

This and competing measures introduced by the Government will effect long term traffic flows on the M6toll.

UK Government are considering further measures to tax the motorist and charge for the use of motorways.

The Government is looking at providing an access to motorway solution as a one off payment similar to the "vignette" as we see in Austria. I expect there to be some consultation on this with the public. They seem to have moved away from a charge per kilometre and favour this solution.

New roads are likely to be toll road opportunities.

Significant actions already started (and/or to be achieved in 2012) and foreseen for 2013.

We are focused on action to relinquish the need to develop on extension to the M54 corridor.

Pictogram signs are completed and will now be improved with the introduction of clearly defined message sets to assist the public.

Contactless card technology has been fully introduced achieving excellent results of 8.9% of overall transactions, saving the customer time and the business money.

MAIN ASECAP KEY FIGURES

Country:	2012
Network length .... 2 x 2 lanes .... 2 x 3 lanes .... 2 x 4 lanes.............................. 2 x 5 lanes.............................. 2 x 6 lanes..............................	42km 05.km 38km 3km 0,5km 0.15km
No. of km in construction	Nil
Forecasts of opening motorways section	Nil
Annual toll revenue	€71,600,000
Permanent staff	131
Average daily traffic (LV)	32,946
Average daily traffic (HV)	2,753
Average daily traffic (LV+HV)	35,699
Total number of accidents	109
No. of personal injury accidents	13
No. of dead	0
Km travelled (10^6 x km)	506.22
No. of toll plazas	6
No. of lanes	45
No. of teletoll equipped lanes	40
No. of teletoll subscribers	41,565
No. of rest areas (with stations services)	1
No. of rest areas	1
No. of restaurants	1
No. of hotels	1