

**CANVAS OF THE GENERAL REPORT TO BE
PRESENTED BY EACH DELEGATION DURING THE
ASECAP STUDY AND INFORMATION DAYS
KRAKOW 24 – 27 MAY 2009**

A modern infrastructure is an essential component for facing the steadily increasing traffic volume, for promoting the mobility and for strengthening Austria's position as business location. ASFINAG has the responsibility for a capable primary road network and delivers an important contribution for the sound development of the Austrian economy.. To be an even more reliable and efficient partner for the customers and the Austrian republic a reorganisation of the ASFINAG group took place. Similar tasks shall be bundled in a productive way, core competences and clear responsibilities shall be assigned with the goal to generate synergetic effects.

1. Network length

In 2008, ASFINAG operated a road network of 2104 kilometres of motorways and expressways in Austria. Currently there are about 81 additional km of motorways and expressways under construction.

2. Openings in 2009:

Road	Project description	Start of construction	Released for traffic	Total costs in Million €	Total No. of kilometres
A12	Roppener Tunnel (2 nd tube)	Sept. 2006	Sept. 2009	130,0	5,0
S1	Süßenbrunn - Kn.Eibesbrunn	Feb. 2008	End 2009	230,0	10,0
S2	Wr. Nordrand Street Breitenleer Straße	Oct. 2007	Dec. 2009	47	1,8
S2	Wr. Nordrand Street Breitenleer Straße	Oct. 2007	Dec. 2009	47	1,8
S35	Stausee Zlatten - Mautstatt North section	Sept. 2005	May 2009	203	7,0
A12	Roppener Tunnel (2 nd tube)	Sept. 2006	Sept. 2009	130,0	5,0

Under construction in 2009:

3. Investments

Total investment for 2008*):	1.247 Million EURO
Forecast 2009:	1.250 Million EURO
New constructions + expansions 2008:	857 Million EURO
New constructions + expansions 2009:	840 Million EURO
Renovation and repairs 2008:	310 Million EURO
Renovation and repairs 2009:	334 Million EURO

*) last forecast 2008, actual costs are not verified yet

4. Financing

ASFINAG is mainly financed by operative income primarily from motorway tolls and to a minor extent by rental income from rest areas. Long periods of planning and building motorways and the late returns from a new highway demand for financial sources with a very long duration. ASFINAG has implemented a EUR 10 bn Medium Term Note programme (EMTN) to cover the financial needs for the capital expenditure program to close several motorway gaps within Austria as well as to its neighbouring countries. This EMTN programme benefits from the support of the Republic of Austria in the form of a financial guarantee, which allows ASFINAG to issue long term bonds at AAA funding costs.

More detailed information about the financing structure and opportunities of ASFINAG could be found at www.asfinag.at "Investor Relations".

5. Traffic

The total km travelled by all vehicles on the ASFINAG network in the year 2008 amounts to approx. 26,8 bill. km., which is an increase +1,6% of the annual mileage.

km travelled on the ASFINAG network

Year	Km travelled in mill. km/year (M+E*)			Km travelled growth in %			
	> 3.5 tons**	< 3.5 tons***	Total	Total traffic (M+E*)		HV** traffic (M+E*)	
					year		year
2006	2.929,4	21.146,4	24.075,80				
2007	3.261****	22.589,0****	25.850,0****	+ 4,3%****	2006-2007	10,9%****	2006-2007
2008	3.253,8	23.100,7	26.354,5	+ 2,0%	2007-2008	-0,2%	2007-2008

* motorways + expressways

** Heavy vehicles

*** Light vehicles

**** Figures from the official Annual Report 2007; due to different calculation methods these figures might differ from former ASECAP statistics

For the last months of 2008 due to the beginning of the economic crisis a decrease in heavy goods vehicle mileage on motorways and expressways can be noted.

6. Tolls

The Austrian toll system consists of a time-related toll (vignette only for cars and motorcycles) and a distance-related toll. Recipient of the toll revenues is ASFINAG, also responsible for toll collection. ASFINAG is operating the special toll sections in alpine regions by charging a distance-related toll for all vehicles via a manual toll system, while toll for vehicles above 3.5 tons is charged electronically via a free flow multi lane DSRC system.

The toll rates are charged according to the number of axles (three classes). They were originally fixed in November 2002 and updated in June 2007 by a decree from the Minister of Transport given on the basis of the law concerned. Furthermore it was decided to start within 2008 adapting the tariffs for the distance-related toll for vehicles above 3.5 tons as well as for the vignette system based on the yearly consumer price index.

Since 1st of May 2008 the tariffs for vehicles with two axles is 0.158 €/km (2007: 0.155 €/km), with three axles 0.2212 €/km (2007: 0.217 €/km) and with four or more axles is 0.3318 €/km (2007: 0.3255 €/km) excluding VAT.

There are new rates for vehicles below 3.5 tons since 1st of January 2008. The price for the vignette for cars up to 3.5 tons is € 73.80 for a year, € 22.20 for two months and € 7.70 for ten days including VAT. The prices for the vignettes for motorcycles for 2008 are: € 29.50 for a year, € 11.10 for two-months and € 4.40 for ten days including VAT.

7. Revenues

	2007	2008*	Deviation 2007/2008
Special toll revenue	119	118	-0,85%
Vignette revenues	322	336	4,16%
"Truck toll"	984	1.062	7,96%
Total of all toll revenues	1.435	1.516	6,37%

* preliminary values for the year 2008

Special toll revenues refer to the manual toll charged for all vehicles in certain alpine regions. Vignette revenues refer to the vignette toll charged only for vehicles up to 3.5 tons. Truck toll refers to the electronic toll charged for vehicles above 3.5 tons.

Due to the increase in tariffs, the revenues for the vignette and the truck toll rose disproportionately to the increase of the traffic volume.

8. **Safety*****

	In number for one billion kilometres travelled in 2008*	Variation in % in 2007/2008
Personal injury rate	127,5	-1,5%
Accident rate**	79,4	-8,7%
Mortality rate	3,01	-5,1 %

* preliminary value for 2008 based on a forecast for 2008

** only accidents with personal injuries are registered in Austria

*** accident rates and personal injuries rates in previous years were given in mn km travelled. Since 2006 onwards all figures are given in bn km travelled

9. **Long-term forecasts and tendencies**

The reliable motorway – ASFINAG as reliable partner

The major goal of ASFINAG is to guarantee the reliability of the primary road network. The mobility of all road users ensures Austria its reputation as business location and represents a high socio-economic factor.

To reach this goal the three focuses of ASFINAG were defined in October 2007:

- “Building up a useful network”
 - Closing the gaps in the motorway network especially to neighbouring countries, ring roads around Vienna and important connections throughout Austria
 - Acceleration of completion of actual road network, including the completion of lane extensions or construction of 2nd tunnel tubes.

- “To connect usefully”

- Systematic analysis of tunnel accidents and their storage in a tunnel accident data base to ensure, that the right measurements will be taken to improve safety in the tunnels on our network.
 - Installation of guard rails for sections of express ways without guard rails
 - Construction of 3rd traffic lanes on highways which are subject of heavy maintenance to increase the safety on the motorway network and to consider increasing traffic volumes.
 - Traffic security at construction sites by using standardised construction site management tools
 - Increasing the number of vehicle inspection areas on the motorway and expressways to detect and enforce badly equipped vehicles
 - Construction of 2nd tunnel tubes to increase the safety on the motorway network and in particular in tunnels
 - Development of telematic applications on the Austrian high level road network
 - Expansion of intelligent traffic management methods and cooperation with the Austrian Federal Railways ÖBB as well as other operators of infrastructure and public traffic services in the future
- “Efficient management”
 - As user financed road operator, ASFINAG feels constrained to efficient management and to optimisation of the assignment of our financial resources.
 - Continuation of the internal restructuring process of ASFINAG
 - Cost reduction of 10%, especially for investments
 - Increasing outsourcing within the field of maintenance and operation, e.g. to cover peaks especially during the winter period through private operators
 - Selling and disposition from ASFINAG real estates, which are not necessary for the core business
 - Coordination of all management activities taking into account environmental aspects to guarantee ASFINAGs defined goal of ecological responsibility.

10. Significant actions already started (and/or to be achieved in 2008) and foreseen for 2009

Major activities in 2008:

- Restructuring of the ASFINAG Group (aggregation of construction, routine maintenance and telematic activities)
- Adopting the new international financial reporting standards (IFRS)
- Completion of the motorway between Vienna and Bratislava
- Construction of 2nd tunnel tubes to increase the safety on the motorway network and in particular in tunnels
- First step abroad by becoming a joint partner in the highway operation company for the M6 motorway in Hungary

Major activities foreseen in 2009:

- Completion of the restructuring of the ASFINAG Group
- Activities in preparation for the implementation of the tolling based on the EURO emission classes which will be in force from 1 January 2010 on.
- Implementation of a Road Safety Programme; ASFINAG will create a structured approach to traffic safety work and represent a framework for safety packages and defined priorities in the next decade.
- Enhanced activities of ASFINAG Group on international markets
- Support of European processes regarding the ongoing decision concerning the Directive 2004/52/EC – Interoperability of tolling systems
- Intensification of benchmarking in all fields of operation of ASFINAG

MAIN ASECAP KEY FIGURES

Country: Austria	2008
Network length in km.....	2.103,7
2 x 2 lanes	1.602,607
2 x 3 lanes	313,398
2 x 4 lanes.....	23,102
Others (e.g. 2 x 3 lanes, ...)	164,595
No. of km in construction	64,64
Forecasts of opening motorways section	16,8 km
Annual toll revenue	1.516 Mil. €****
Permanent staff (headcount per 31.12.2008)	2.645
Average daily traffic (LV)	30.584
Average daily traffic (HV)	4.214
Average daily traffic (LV+HV)	34.798
Total number of accidents	***
No. of personal injury accidents	2.137
No. of fatalities	81
Km travelled	26,8 bill. km
No. of toll plazas	14
No. of lanes	111
No. of teletoll equipped lanes	95*
No. of teletoll subscribers	344.558**
No. of rest areas (with stations services)	89
No. of rest areas	227
No. of restaurants	57
No. of hotels	19

* Only the video toll equipped lanes are included. The lanes with DSRC beacons for heavy goods vehicles are not included.

** Number of teletoll subscribers with yearly ticket

*** Only accidents with personal injuries are registered in Austria; number of injured people: 3.432

**** Preliminary values for the year 2008

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