

**CANVAS OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS**

ATHENS, 26 – 28 MAY 2014

Network length

In 2013 the total length of the motorway and express road network operated by ASFINAG in Austria amounted to 2,177.4 km. The entire ASFINAG road network is subject to tolling.

Country: Austria	2013
Network length	2177,4 km
2 x 2 lanes	1683,5 km
2 x 3 lanes	306,3 km
2 x 4 lanes.....	29,3 km
others	158,4 km

Openings in 2014

Road	Project Description	Length	Start of Construction	Opened to traffic
S10 Mühlviertler expressway	Bypass Section Freistadt Süd – Freistadt Nord” This new road section is located in the area of Upper Austria and will connect the Czech Republic with Austria	6 km	2009	2014

Construction sites as of 31st December 2013

Road	Project Description	Length	Start of Construction	Opened to traffic
S10 Mühlviertler expressway	Section “Unterweikersdorf – Freistadt Süd” This new road section is located in the area of Upper Austria and will connect the Czech Republic with Austria.	16 km	2009	2015

S36 Murtal expressway	Section "St. Georgen – Scheifling" The existing road is adapted to current traffic levels (e.g. by subsurface routes through villages).	7,5 km	2013	2018
A9 Pyhrn motorway	Gleinalmtunnel: new second tube (followed by reconstruction of first tube)	8,4 km	2013	2019
A9 Pyhrn motorway	Tunnelkette Klaus: second tubes for a section of four consecutive tunnels with six intermediate bridge (followed by reconstruction of 1 st tube)	6,4km	2013 (bridges)	2019

New construction sites to be started in 2014 (new motorway sections or 2nd tunnel tubes only):

Road	Project Description	Length	Start of Construction
A5 Nord motorway	Section "Schrick – Poysbrunn"	25 km	2014/2015

Investments

Total investment for 2013:	729 Million EURO
Forecast 2014*):	1.009 Million EURO
New constructions + expansions 2013:	350 Million EURO
New constructions + expansions 2014:	482 Million EURO
Renovation and repairs 2013:	343 Million EURO
Renovation and repairs 2014:	459 Million EURO
*) final forecast 2014 (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 2013 ASFINAG issued a EUR 750 million bond with a 20 year maturity and a coupon of 2,75% as well as a EUR 1 billion bond with a 7 year maturity and a coupon of 1,75%. Furthermore a loan agreement with the

European Investment Bank was concluded to finance tunnel safety measures (including the construction of second tubes) on the A9 motorway.

For more detailed information please refer to our website www.asfinag.at – Investor Relations.

Traffic

In 2013, there was an increase in the number of kilometres travelled on the ASFINAG network (motorways and express ways) compared with 2012. The total number of km travelled by all vehicles on the ASFINAG network in the year 2013 amounts to approx. 27,724,3 billion km. Compared to the previous year this represents an increase of +1,9 % in the annual mileage covered (2012: 27.198 billion km).

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 again in 2010, 2011 and 2012 reflects the general economic recovery.

In line with the overall traffic volume there was also an increase in the number of km travelled by heavy goods vehicles (+1,6 %) compared to 2012.

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

* motorways + express roads

** heavy goods vehicles

*** light vehicles

Tolls

The Austrian toll system consists of a time-related toll (toll sticker only for cars and motorcycles) and a distance-related (mileage-dependent) toll. 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 manned toll booths (manual toll system). 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.

Toll rates depend on the number of axles (three classes) and the EURO emission classes. The distance-related toll rates for vehicles over 3.5 tons as well as the tolls collected through the toll sticker system are generally subject to annual increases based on the annual consumer price index increase.

The following distance-related rates have been in effect since 1st January 2014:

Tolling after EURO emission classes Rates for motor vehicles about 3.5 t MPW from 1-1-2014			
Rate group	Category 2 2 axis	Category 3 3 axis	Category 4+ 4 a. more axis
A EURO-emission class EURO VI	0,162	0,2268	0,3402
B EURO-emission class EURO EEV	0,167	0,2338	0,3507
C EURO-emission class EURO IV a. V	0,185	0,2590	0,3885
D EURO-emission class EURO 0 to III	0,208	0,2912	0,4368

Rates in EUR pro km, excl. 20% USt.

On 1st January 2014 new rates were introduced for vehicles under 3.5 tons (annual consumer price index increase):

Rates valid as December 1st 2014 (toll stickers):

	10-day toll sticker	2-month toll sticker	Annual toll sticker
Motorbike	4,90	12,40	32,90
Car (vehicle up to and including 3.5 tonnes MPW)	8,50	24,80	82,70

Revenues

	Million EUR		Deviation
	2012	2013*)	2012/2013*)
Revenue from special toll sections	136	147	7,48%
Toll sticker revenues	383	406	5,67%
Truck tolls	1103	1134	2,73%
Total	1622	1687	3,85%

*) preliminary figures for the year 2013

Revenue from special toll sections refer to the toll charged for all vehicles and collected at manned toll booths in certain alpine regions. Toll sticker revenues refer to the toll charged through toll stickers for vehicles up to 3.5 tons. Truck toll refers to the electronic toll charged for vehicles exceeding 3.5 tons.

Safety

Indicate the following main *ratios*:

	2013	Variation in % in 2012/2013
Personal injury rate	*)	*)
Fatal accident rate	0,0013	-43%
Fatalities	37 (2012: 63)	-42%

*) no figures for 2013 available

In 2013, on the Austrian motorways and expressways 37 people were killed. This is the strongest decrease ever from 63 fatalities in 2012 by minus 42 per cent and follows the low figures of fatalities on the ASFINAGs highway network.

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 2013) and foreseen for 2014.

ASFINAG Road Charging System

2014: 10 years GO-Box for HGV and bus

The new GO toll system for vehicles over 3.5 tonnes started in 2004. Back then it was a significant development in terms of user-friendliness, safety and cost-effectiveness: no loss, no use of special lanes and without reducing the speed for toll collection. The microwave technology used to work flawlessly from the beginning - the nationwide "free flow toll system" had been constructed in a record time of just 18 months and allows a fully electronic toll calculation for vehicles over 3.5 tonnes gross vehicle weight since then. The result: liquid transport for all participants at the highest possible security.

Evaluation of the current Road Charging System for HGV and bus

The operation contracts with the suppliers of the GO toll system for vehicles over 3.5 tonnes expire at the latest in 2018. ASFINAG already started with a project to evaluate the possibilities for a smooth toll operation after the year 2018.

The project will be finished around mid of 2014 and will provide clear suggestions about the possibilities and options to support the decision finding processes about the further scenarios.

Interoperability

REETS-TEN (www.reets.eu)

The REETS-TEN project is intended to support the existing European Union's legislation on the interoperability of electronic road tolls' collection and, in this framework, the project aims at deploying EETS compliant services in a cross-border regional area.

The REETS-TEN consortium has appointed Autobahnen- und Schnellstraßen- Finanzierungs- Aktiengesellschaft (ASFINAG), Rotenturmstraße 5-9, 1011 Vienna, Austria as the coordinator of the consortium.

The project itself includes the following seven Member States: Austria, Denmark, France, Germany, Italy, Poland and Spain, as well as Switzerland (the latter without EU co-financing).

- The objectives of the REETS-TEN project are the following: Reduce barriers for EETS deployment by reducing business uncertainty for EETS providers in order to prevent potential market failure of European Electronic Toll Collection services;
- Create a basis for easing the bilateral negotiations between Toll Chargers and EETS-Providers;
- Develop a common understanding of the service components provided by the different roles;
- Demonstrate in practice how EETS can be deployed and operated cross-border based on interfacing the different environments on the results from the work packages;
- Provide a REETS information/dissemination basis (return on experience);
- Provide an EETS information platform as a basis for rolling out EETS all across Europe (return on experience);
- Finding risk management rules mutually acceptable by the parties.

Basically REETS project will be deployed in two main phases:

- an analytical phase (September 2013 until June 2014), in which contractual, procedural and technical issues will be dealt with, with the objective of developing recommendations and solution able to ease the future introduction of EETS for a prospective full EU coverage;
- a monitoring phase (Mid 2014 until End 2015), with the implementation of an open information platform on the gained experience, accompanied with the monitoring and the coordination of pilot demonstrations related to EETS compliant services covering several participating Member States.

Implementation of EasyGo+

In 2011 ASFINAG joined the EasyGo Consortium in order to introduce a one-contract interoperability solution for heavy goods vehicles both in Austria and the existing EasyGo toll domains (DK, SE, NO). The service to be established shall give drivers of heavy goods vehicles with 3.5 tons or more the possibility to only use one DSRC-OBU (according to EN 15509), having one contract (which further results in only one batch of invoices, which may be paid together in one local currency) for driving in all 4 countries. One goal from the beginning was that this contractual interoperability is in line with the EETS requirements according to the EETS Decision 2009/750/EC to show how interoperability according to EETS rules can work.

In 2013 the implementation of this new service called „EasyGo+“ was finished and started operation with BroBizz (DK) as Service Provider. Within 2014 ASFINAG European Toll Service GmbH will follow as Service Provider offering the EasyGo+ Service to its customers.

Integrated traffic data platform “Traffic Information Austria”

The goal of the integrated traffic data platform “Traffic Information Austria” was the implementation of an Austria-wide multimodal information for individual traffic, public transport, cycling and pedestrian traffic.

The users receive for the first time traffic information and routing all over Austria and for all transport modes with the highest

quality available. This innovation is a milestone on the road to more efficient, greener, safer and more comfortable journeys in Austria. The service is available since December 2013. (www.asfinag.at/routenplaner).

Further improved safety standards of the existing network

Road Safety Campaigns

ASFINAG continuously improves road safety standards at the existing network. The focus in 2013 for instance was on road safety campaigns. Below are some examples:

Say yes to emergency corridor

Since 2012 the emergency corridor on Austrian motorways and expressways must be formed. The following applies: In case of congestion EMERGENCY CORRIDOR!

New survey results show, motorists accept the traffic regulations: 98 percent know the emergency corridor - 94 percent know how it is formed. For 82 percent the emergency corridor makes sense.

Driving safe in winter

Driving conditions in winter time are a special challenge for many car drivers. But with correct driving behaviour and corresponding car equipment the journey by car is to be well done also on snow and ice.

Luggage loaded properly

Vacation starts, so you pack up and take off. For essential travel utensils every little gap in the car will be used. But be careful: You quickly exceed the permissible total weight, and then the handling of the car changes dramatically!

Tunnel Safety - A 14 Pfändertunnel

Technical innovations are one thing, proper behaviour another. The safety equipment used in the tunnels in the ASFINAG road network are based on the EU directive for minimum requirements on road tunnels and the derived Road Tunnel Safety Act (STSG).

Around EUR 1.5 billion will be invested in tunnel safety in the ASFINAG network by 2018.

A couple of tunnel safety requirements like the construction of second tunnel tubes or evacuation routes are already implemented.

E.g. for the tunnel “Pfändertunnel” on the highway A 14, the second tunnel tube as well as the refurbishment of the existing tube have been completed in 2013. The “Pfändertunnel” was opened to traffic on July 4th 2013.

MAIN ASECAP KEY FIGURES 2013

Country:	2013
Network length	2177,4 km
2 x 2 lanes	1683,5 km
2 x 3 lanes	306,3 km
2 x 4 lanes.....	29,3 km
others	158,4 km
No. of km in construction	38,3 km
Forecasts of opening motorways section	6 km
Annual toll revenue*	1.687 Million EUR
Permanent staff	2.654
Average daily traffic (LV)	30.933
Average daily traffic (HV)	3.967
Average daily traffic (LV+HV)	34.900
Total number of accidents	n.a.*)
No. of personal injury accidents	n.a.*)
No. of dead	37
Km travelled (10 ⁶ x km)	3.178,3
No. of toll plazas	14
No. of lanes	122
No. of teletoll equipped lanes	104
No. of teletoll subscribers	403.970
No. of rest areas (with stations services)	87
No. of rest areas	42
No. of restaurants	51
No. of hotels	18

*) no figures available yet