

PORTUGAL
GENERAL REPORT
ASECAP STUDY AND INFORMATION DAYS
MARRAKECH – 18-21 MAY 2008

Network length

In 2007, the length of the Portuguese motorways network under operation grew by 54,9 km, reaching a total of 1.556 km (1.384 km tolled and 173 km non-tolled).

The total length of the Portuguese motorway network, including the State owned network and the shadow-toll operated network, is 2.623 km.

Openings in 2008

In 2008, 65 km of toll motorways will be opened.

Investments

The investments in 2007 reached an amount of € 453,5 million. This total includes € 344,6 million in new sections and € 108,9 million allocated to motorways in service (expansion works, rest areas and new facilities).

In 2008, an investment of € 304,4 million is foreseen as follows:

- € 125,8 million in new sections
- € 178,6 million in motorways in service

Financing

2007 resources are broken down as follows:

Bank loans	(72%)	€ 1595,5 million
State (including UE)	(8%)	€ 188,1 million
Self-financing	(20%)	€ 447,1 million

Traffic

On the total network, the 2007 Average Annual Daily Traffic of 21.640 vehicles was distributed as follows:

Light vehicles: 20.505 (95%)

Heavy vehicles: 1.135 (5%)

The circulation was 12.323×10^6 vehicles x km. The GDP growth in 2007 was 1,9 %.

Tolls

Annual readjustments of toll tariffs take into account the growth of the domestic price index. In 2007 the average of toll tariffs was € 0.063 for light vehicles and € 0.159 for heavy vehicles. The earning average tariff HV/tariff LV was 2,53.

Revenues

In 2007, the product of tolls has reached € 713,9 million, which means a 7,4% increase from 2006, mainly due to the new motorway sections opened to the traffic.

In a total of 145 toll plazas there are 1.093 lanes with 360 teletoll equipped lanes. On the 31.12.2007, there were 2.151.168 teletoll subscribers.

Safety

In 2007, 5.874 accidents occurred, including 1.521 personal injury accidents.

	Number/ 10^9 veh x km 2007	2007/2006 (%)
Personal injury accident rate	123,4	-13
Fatal accident rate	4,7	15
Rate of dead	5,3	26

Long-term forecasts and tendencies

Three SCUTs (shadow-toll) concessions, out of seven that actually operate in Portugal, are expected to become real-toll schemes during 2008.

The first of a series of availability-payments type of concession regime was launched in 2007 and is expected to enter into operation by 2008.

The expansion of the Via Verde System to other areas have progressed beyond the best expectations, such as Parking Lots, Street Parking, Gas Stations and Access Control to Historical Areas, pointing towards a continuous development and innovation future scenario of new service benefits.

The MIGRAR project, responsible for achieving a full interoperability between the Via Verde System and the CEN/TC 278 has already assured the grounds for interoperability between Portuguese and Spanish operators, being that expected to be completed during 2008.

Parallel to the effective achievement of interoperability under the CEN/TC 278, there is a natural tendency (i) to discuss interoperability between DSRC and GPS (presently without an international standard) and (ii) to evaluate the adherence to the 5.9 GHz tech in order to broad the spectrum of communications with other sectors than toll operators.

Significant actions already started and foreseen for 2008

BRISAL opened the first stretch (32 km) of Litoral Centro Concession in 2007 and will complete its network (92 km) by 2008.

The Concession Grande Lisboa was awarded in 2007 to LUSOLISBOA. The object of the concession is the design, construction, financing, operation and maintenance of about 25 km of new road along with the maintenance and operation of a further 64 km of existing road in the Lisbon Metropolitan Area.

BRISA won the mandate to construct the Douro Litoral Concession in 2007 through its consortium Auto-Estradas do Douro Litoral (AEDL). Douro Litoral will build 113 km of road around the Porto Metropolitan Area, 65 km of which will be tolled.

A new toll concession, Marão Tunnel, in Tamega and Douro districts will be awarded in 2008. The contract is for the design, construction, widening, financing, operation and maintenance of the A4/IP4 connection between Amarante and Vila Real (30 km).

In 2007, the Government decided to launch international public tenders for the design, construction and operation of seven new road concessions: AE Transmontana, Douro Interior, Baixo Alentejo, Baixo Tejo, AE Centro, Litoral Oeste and Alto Alentejo.

This decision results from the commitment to provide the necessary conditions to build a road network that contributes to national economy competitiveness and regional development. This programme expects to increase the execution of the National Highway Plan up to 16% and to substitute 5% of existing alignments with deficient operating conditions and low levels of safety.

These concessions materialize one of the objectives of the new management and financing model of the national road sector reinforcing the public/private partnerships (PPP).

MAIN ASECAP KEY FIGURES

Country : PORTUGAL	2007
Network length (km)	1.556,2
2 x 2 lanes (km)	1.207,2
2 x 3 lanes (km)	337,3
2 x 4 lanes (km)	11,7
No. of km in construction	65,0
Forecasts of opening motorway sections in 2008	65,0
Annual toll revenue	€ 713.878.678
Permanent staff	2.284
Average daily traffic (LV) ^(a)	20.505
Average daily traffic (HV) ^(a)	1.135
Average daily traffic (LV+HV) ^(a)	21.640
Total number of accidents ^(a)	5.874
No. of personal injury accidents ^(a)	1.521
No. of dead ^(a)	65
Km travelled (10 ⁶ x km) ^(a)	12.323
No. of toll plazas	145
No. of lanes	1.093
No. of teletoll equipped lanes	360
No. of teletoll subscribers	2.151.168
No. of services areas	32
No. of rest areas	2
No. of restaurants	64
No. of hotels	7

^(a) Not available for LUSOLISBOA