

**CANVAS OF THE GENERAL REPORT TO BE
PRESENTED BY EACH DELEGATION DURING THE
ASECAP STUDY AND INFORMATION DAYS
MARRAKESH 18 – 21 MAY 2008**

1. Network length

In 2007, ASFINAG operates a road network of 2103,7 kilometres of motorways and expressways in Austria. The number of km in construction in 2007 amounts to 63,85 km. About 335,83 additional km of motorways and expressways are currently under planning.

2. Openings in 2008

Road	Project description	Start of construction	Released for traffic	Total costs in Million €	Total No. of kilometres
S6	Ganzstein tunnel (2 nd tube)	Dec. 2005	2008	72,0	3,0
A9	Lainberg tunnel (2 nd tube)	April 2005	2008	49,0	2,1
A10	Katschberg tunnel (2 nd tube)	Dec. 2004	2008	112,0	5,5

Under construction in 2008:

Road	Project description	Start of construction	Released for traffic	Total costs in Million €	Total No. of km
S2	Süßenbrunn Wr. Nordrand Street	2006	2009	130,0	4,5
S35	Stausee Zlatten - Mautstatt North section	Sept. 2005	2009	196,0	7,0
S5	Donaubrücke Traismauer	Dec. 2006	2010	170,0	7,0
A12	Roppener Tunnel (2 nd tube)	Sept. 2006	2010	116,5	5,0
A14	Pfändertunnel (2 nd tube)	Sept. 2007	2011	192,0	7,5
S1	Süßenbrunn -Kn.Eibesbrunn	Feb. 2007	2009	230,0	10,0

S1/A5	Kn.Eibesbrunn - A 22 Kn. Korneuburg	Feb. 2007	2010	450,0	13,5
A5	Kn.Eibesbrunn – Schrick	Feb. 2007	2010	255	23,5
A10	Tauerntunnel (2 nd tube)	May 2006	2010	216,0	6,5

3. *Investments*

Total investment for 2007*):	1.260 Million EURO
Forecast 2008:	1.300 Million EURO
New constructions + expansions 2007:	921 Million EURO
Renovation and repairs 2007:	339 Million EURO
New constructions + expansions 2008:	980 Million EURO
Renovation and repairs 2008:	320 Million EURO

*) last forecast 2007, 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 (MTN) 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 MTN 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 2007 amounts to approx. 25,3 bill. km. Compared to the previous year this means a clear increase (+5,3%) of the annual mileage (2006: 24,1 bill. km).km 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*)	
2006	2.929,4****	21.146,4*****	24.075,80		year		year
2007	3.260,6****	22.100,2*****	25.360,80	5,3	2006-2007	11,3	2006-2007

* Motorways + Expressways

** Heavy vehicles

*** Light vehicles

**** Adjustment of figures to the calculation method in accordance with the toll transactions from the electronic toll system for HV

***** Figures from the automatic metering points

For motorways and expressways a significant increase in heavy goods vehicle mileage can be noted for the year 2007 due to the economic growth in Eastern Europe. That underlines the importance of the ASFINAG road network.

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.

The tariffs for vehicles above 3.5 tons were increased during the year 2007. Since 1st of July 2007 the rate for vehicles with two axles is 0,155 €/km (2006: 0,13 €/km), with three axles 0,217 €/km (2006: 0,182 €/km) and with four or more axles is 0,3255 €/km (2006: 0,273 €/km) excluding VAT.

The rates for vehicles below 3.5 tons in the year 2007 sticks to the same since 2001, but with 1st of January 2008 new prices are valid. The vignette for cars up to 3.5 tons cost in the year 2007: € 72,60 for a year (2008: € 73,80), € 21,80 for two months (2008: € 22,20) and € 7,60 for ten days (2008: € 7,70) including VAT. The vignette for motorcycles cost in the year 2007: € 29 for a year (2008: € 29,50), € 10,9 for two-months (2008: € 11,10) and € 4,3 for ten days (2008: € 4,40) including VAT.

7. Revenues

	2006	2007*	Deviation 2006/2007
Special toll revenue	115	119	3,34 %
Vignette revenues	310	332	3,95 %
"Truck toll"	825	984	19,20 %
Total of all toll revenues	1.250.	1.435	13,56 %

* preliminary values for the year 2007

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. As can be seen in the table above there is a certain increase in all toll revenues, but especially in truck toll due to the increase of the tariffs and due to more traffic of heavy vehicles, compared to the years before.

8. **Safety*****

	In number for one billion kilometres travelled in 2007*	Variation in % in 2006/2007
Personal injury rate	137,3	-10,1%
Accident rate**	88,9	-10,2%
Rate of dead	3,24	-16 %

* preliminary value for 2007 based on a forecast for 2007

** 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”
 - Construction of 2nd tunnel tubes to increase the safety on the motorway network and in particular in tunnels

- Installation of guard rails for sections of express ways without guard rails
 - 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
 - Development of telematic applications on the entire Austrian primary 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”
 - 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

10. Significant actions already started (and/or to be achieved in 2007) and foreseen for 2008

Major activities in 2007:

- Changing over to the new international financial reporting standards (IFRS)
- Completion of Vienna- Bratislava motorway

Major activities foreseen in 2008:

- Restructuring of the ASFINAG Group (aggregation of all construction activities and aggregation of operational maintenance companies)
- Consulting activities of ASFINAG Group
- Opening of second tubes of Austrian tunnels (Ganzstein- , Leinberg- , Katschbergtunnel)
- Support of European processes regarding the ongoing decision concerning the Directive 2004/52/EC – Interoperability of tolling systems
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MAIN ASECAP KEY FIGURES

Country: Austria	2007
Network length in km.....	2103,7
2 x 2 lanes	1548,9
2 x 3 lanes	244,2
2 x 4 lanes.....	15,2
Others (e.g. 2 x 3 lanes, ...)	295,4
No. of km in construction	63,9
Forecasts of opening motorways section	3 x 2 nd tubes of tunnels
Annual toll revenue	1435 Mil. €****
Permanent staff (headcount per 31.12.2007)	2.646
Average daily traffic (LV)	42.085
Average daily traffic (HV)	5.759
Average daily traffic (LV+HV)	47.844
Total number of accidents	***
No. of personal injury accidents	2.248****
No. of dead	82****
Km travelled	25.3 bill. km
No. of toll plazas	14
No. of lanes	110
No. of teletoll equipped lanes	77*
No. of teletoll subscribers	347.947**
No. of rest areas (with stations services)	89
No. of rest areas	224
No. of restaurants	56
No. of hotels	19

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

** The number of video toll tickets sold amounting to 807.625 was not included therein. The number of different plate numbers is not defined as this information is not stored.

*** Only accidents with personal injuries are registered in Austria

**** Preliminary values for the year 2007