

**MACQUARIE MOTORWAY GROUP**  
**CANVAS OF THE NATIONAL REPORT**  
**TO BE PRESENTED BY EACH DELEGATION**  
**DURING THE ASECAP STUDY AND INFORMATION DAYS**  
**OSLO, 30 MAY – 2 JUNE 2010**

***Network length***

Indicate the length of the tolled Motorways network in 2009, as well as the growth of the network in 2009 compared with 2008. Eventually precise the length of the non-tolled network in 2009 and its foreseen growth in 2010. **42km**

***Openings in 2010***

Indicate the foreseen openings for 2010 (beginning, end and number of kilometres of each section). **Nil**

***Investments***

Indicate the amount of the investments in Euros for 2009; give the foreseeable amount for 2010, also indicating, if possible:

- new sections **Nil**
- investments on the motorways in service (expansion, rest areas, new facilities, etc.) **consideration to expending MSA cost £2.8 million**

Indicate the number of kilometres of the building sites in operation as for the 31.12.2009 as well as the number of kilometres of the **new** building sites to be opened in 2010. **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 2009 (in comparison to 2008) in your country, to be compared with the traffic growth on the motorways during the year 2009 (in comparison to 2008).

### **Average daily traffic**

<b>2008</b>	<b>2009</b>
<b>40,512</b>	<b>38,541</b>

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 31.12.2009) since more than three 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 31.12.2009:

- 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 2009, 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.

<b>Toll Rate (date from)</b>	<b>1/1/08</b>	<b>1/1/09</b>	<b>1/3/10</b>	<b>Growth 2009</b>
<b>Light vehicle</b>	<b>£4.50</b>	<b>£4.70</b>	<b>£5.00</b>	<b>4.4%</b>
<b>Heavy vehicle</b>	<b>£9.00</b>	<b>£9.40</b>	<b>£10.00</b>	<b>4.4%</b>

Indicate also the cost of living growth (variation of the price index) in 2009.

**Increase in RPI = 2.4%**

### ***Revenues***

Indicate the revenue received in 2009, 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.

	<b>2008</b>	<b>2009</b>
<b>GBP</b>	<b>60 million</b>	<b>58.5 million</b>
<b>Rate</b>	<b>1.24 (average 2008)</b>	<b>1.17</b>
<b>Euro</b>	<b>74 million</b>	<b>68.7 million</b>

Indicate the increasing percentage in the national currency of this revenue between 2008 and 2009.

**Nil increase.**

Comment the registered trend.

### ***Safety***

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2009	Variation in % in 2008/2009
Personal injury rate	<b>33.67</b>	<b>-32.61%</b>
Fatal accident rate	<b>1.87</b>	<b>+5.06%</b>
Rate of dead	<b>3.74</b>	<b>+11.11%</b>

Eventually comment the registered trend.

### ***Long-term forecasts and tendencies***

Indicate the official long-term forecasts (within 15 years) for the development of the motorways tolled and non-tolled network.

**The UK government have all but abandoned motorway expansion. The plans evolve around the extension of the use of the hard shoulder running across the motorway network.**

**The improvements will add more than 837 lane kilometres to the strategic road network of which more than 547 lane kilometres will be added via hard shoulder running schemes.**

**Other improvements included widening, but in conjunction with hard shoulder running specifically on**

**the M1, M25, M6, M62, M3 and M4 approaching the capital city. No plans for additional tolling. Possible extension of the M6 toll to be a link to the M54 is under consideration.**

Indicate the actual tendencies concerning the above mentioned development, expressing also the relations with the other transport modes (namely the rail transport).

**The government are now converted to plan for a high speed rail link between London and Birmingham.**

***Significant actions already started (and/or to be achieved in 2009) and foreseen for 2010.***

Indicate the two or three main elements on which the motorways action has been focused in 2009 (or will focus in 2010), (for instance: teletoll collection, tariff's liberalisation, urban motorways, public and decisions makers sensibilization, environment, etc...).

**Road pricing is unlikely to be considered within the next Parliament.**

## MAIN ASECAP KEY FIGURES

Country: .....	2009
Network length .....	<b>42km</b>
2 x 2 lanes .....	<b>0.5km</b>
2 x 3 lanes .....	<b>38km</b>
2 x 4 lanes.....	<b>3km</b>
2 x 5 lanes .....	<b>0.5km</b>
2 x 6 lanes .....	<b>0.15km</b>
No. of km in construction	<b>Nil</b>
Forecasts of opening motorways section	<b>Nil</b>
Annual toll revenue	<b>€68,700,000</b>
Permanent staff	<b>136</b>
Average daily traffic (LV)	<b>35,570</b>
Average daily traffic (HV)	<b>2,971</b>
Average daily traffic (LV+HV)	<b>83,541</b>
Total number of accidents	<b>110</b>
No. of personal injury accidents	<b>18</b>
No. of dead	<b>2</b>
Km travelled (10 <sup>6</sup> x km)	<b>534.56</b>
No. of toll plazas	<b>6</b>
No. of lanes	<b>45</b>
No. of teletoll equipped lanes	<b>40</b>
No. of teletoll subscribers	<b>36,435</b>
No. of rest areas (with stations services)	<b>1</b>
No. of rest areas	<b>1</b>
No. of restaurants	<b>1</b>
No. of hotels	<b>1</b>