

MACQUARIE MOTORWAY GROUP

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

Network length

Indicate the length of the tolled Motorways network in 2007, as well as the growth of the network in 2007 compared with 2006. Eventually precise the length of the non-tolled network in 2007 and its foreseen growth in 2008. **42km**

Openings in 2008

Indicate the foreseen openings for 2008 (beginning, end and number of kilometres of each section). **Nil**

Investments

Indicate the amount of the investments in Euros for 2007; give the foreseeable amount for 2008, also indicating, if possible:

- new sections **Nil**
- investments on the motorways in service (expansion, rest areas, new facilities, etc.) **An investment of 10 million euros in increasing the capacity along a 2km diverge from the M6 Toll to M42.**

Indicate the number of kilometres of the building sites in operation as for the 31.12.2007 as well as the number of kilometres of the **new** building sites to be opened in 2008. **Nil**

Financing

Indicate the origin of the financing system (loans, State and local authorities grants, self-financing). **Loans – refinanced in November 2006**

Traffic

Indicate the GDP (gross domestic product) growth in 2007 (in comparison to 2006) in your country, to be compared with the traffic growth on the motorways during the year 2007 (in comparison to 2006).

Average daily traffic

2005	2006	2007
44,779	48,261	45,790

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 31.12.2007) 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 31.12.2007:

- 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 2007, 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.

Toll Rate	2006	2007	Growth
Light vehicle	£3.50	£4.00	14.3%
Heavy vehicle	£7.00	£8.00	14.3%

Indicate also the cost of living growth (variation of the price index) in 2007. **Increase in RPI = 4.0%**

Revenues

Indicate the revenue received in 2007, 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.

	2006	2007
GBP	55 million	60 million
RATE	1.437	1.305
Euro	81 million	78 million

Indicate the increasing percentage in the national currency of this revenue between 2006 and 2007. **Decrease in GBP rate = 11.4%**

Comment the registered trend.

Safety

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2007	Variation in % in 2006/2007
Personal injury rate	50.55	Not applicable
Fatal accident rate	Nil	Nil
Rate of dead	Nil	Nil

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. **Government policy is to work with local authorities to develop pilot schemes to assess how a national road pricing scheme might work in practice. We anticipate this taking up to 15 years.**

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 committed to expansion of rail network and improved a west coast mainline. The Eddington report outlines expansion required on road, rail and airports.**

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

Indicate the two or three main elements on which the motorways action has been focused in 2007 (or will focus in 2008), (for instance: teletoll collection, tariff's liberalisation, urban motorways, public and decisions makers sensibilization, environment, etc....). **We will focus in 2008 on completing the diverge with the M42. More importantly, we will pursue our ambition to build a link to the M54.**

We will also seek the co-operation of the Highways Agency in piloting a trial for advertising rights on the M6 Toll.

MAIN ASECAP KEY FIGURES

Country:	2007
Network length	42km
2 x 2 lanes	0.5km
2 x 3 lanes	38km
2 x 4 lanes.....	3km
2 x 5 lanes	0.5km
2 x 6 lanes	0.15km
No. of km in construction	Nil
Forecasts of opening motorways section	Nil
Annual toll revenue	€78 million
Permanent staff	145
Average daily traffic (LV)	42,228
Average daily traffic (HV)	3,562
Average daily traffic (LV+HV)	45,790
Total number of accidents	175
No. of personal injury accidents	32
No. of dead	Nil
Km travelled (10 ⁶ x km)	633.25
No. of toll plazas	6
No. of lanes	45
No. of teletoll equipped lanes	40
No. of teletoll subscribers	31,500
No. of rest areas (with stations services)	1
No. of rest areas	1
No. of restaurants	1
No. of hotels	1