MACQUARIE MOTORWAY GROUP

CANVAS OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS
TURIN, 27 - 30 MAY 2012

Network length

Indicate the length of the tolled Motorways network in 2011, as well as the growth of the network in 2011 compared with 2010. Eventually, please precise the length of the non-tolled network in 2011 and its foreseen growth in 2012. 42km

Openings in 2012

Indicate the foreseen openings for 2012 (beginning, end and number of kilometres of each section). Nil

Investments

Indicate the amount of the investments in Euros for 2011; give the foreseeable amount for 2012, also indicating, if possible:

- new sections Nil
- investments on the motorways in service (expansion, rest areas, new facilities, etc.) Nil

Indicate the number of kilometres of the building sites in operation as for the 31.12.2011 as well as the number of kilometres of the **new** building sites to be opened in 2012. 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 2011 (in comparison to 2010) in your country, to be compared with the traffic growth on the motorways during the year 2011 (in comparison to 2010).

Average daily traffic

2010	39,791
2011	35,716

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 31.12.2011) since more than 3 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 31.12.2011:

- 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 2011, 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 (date from)	1/3/10	1/3/11	1/3/12	growth 2011
Light vehicles	£5.00	£5.30	£5.50	+3.77%
Heavy vehicles	£10.00	£10.60	£11.00	+3.77%

Indicate also the cost of living growth (variation of the price index) in 2011.

Increase in RPI = 4.8%

Revenues

Indicate the revenue received in 2011, 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.

	2010	2011
GBP	60,097,000	55,899,000
Rate	1.1663	1.1525
Euro	70,100,000	64,400,000

Indicate the increasing percentage in the national currency of this revenue between 2010 and 2011. -6.99%

Comment the registered trend.

Lower traffic volumes due to:

1. Weak economic conditions in the United Kingdom, and
2. Improvements made to reduce congestion on the competing M6 motorway.

Safety

Indicate the following main *ratios*:

	In number for one billion kilometres travelled in 2011	Variation in % in 2010/2011
Personal injury rate	**29.62**	**-24.32%**
Fatal accident rate	**0**	**-100%**
Rate of dead	**0**	**-100%**

Eventually comment the registered trend.

Long-term forecasts and tendencies

There is little likelihood of additional toll roads in the UK. The current plans are to utilize the hard shoulder on the majority of motorways.

The UK plan to alleviate congestion by revitalising the rail network and are promoting a hybrid bill for the development of high speed rail between London and Birmingham. This is to be developed by 2026. Current plans are to link this to Birmingham airport and Heathrow.

The opportunity then exists to extend the rail network to Manchester.

Significant actions already started (and/or to be achieved in 2011) and foreseen for 2012.

On the M6Toll we will focus on introducing contactless card technology which will be available as from May 2012.

Also planned is an upgrade to all the signage pictograms and those at the diverges to seek to alleviate ongoing competition from the free competing routes.

It is also apparent that there will be some liberalisation of advertising regimes on the network and the likelihood that alcohol will be allowed for sale on the motorway service stations should local authorities approve the same in furtherance of the government stance now on promoting Localism.

MAIN ASECAP KEY FIGURES

Country: ……………………………….	2011
Network length ……………… 2 x 2 lanes …………………………. 2 x 3 lanes …………………………. 2 x 4 lanes…………………………. 2 x 5 lanes …………………………. 2 x 6 lanes ………………………….	42km 0.5km 38km 3km 0.5km 0.15km
No. of km in construction	Nil
Forecasts of opening motorways section	Nil
Annual toll revenue	€64,400,000
Permanent staff	131
Average daily traffic (LV)	32,615
Average daily traffic (HV)	3,101
Average daily traffic (LV+HV)	35,716
Total number of accidents	95
No. of personal injury accidents	15
No. of dead	0
Km travelled (10^6 x km)	506.46
No. of toll plazas	6
No. of lanes	45
No. of teletoll equipped lanes	40
No. of teletoll subscribers	40,156
No. of rest areas (with stations services)	1
No. of rest areas	1
No. of restaurants	1
No. of hotels	1