

SPAIN NATIONAL REPORT

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XL ASECAP Study and Information Days

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Network length

In September 2011, the "Variante Sur Metropolitana de Bilbao" (South Bilbao Ring Road), a 14 km stretch was **opened** and in October, the "Autopista del Guadalmedina, AP-46" between Alto de las Pedrizas and Torremolinos, a 24.5 km motorway was inaugurated. As a consequence, the Spanish motorway network financed through toll system reached a length of 3,404.01 km.

"Autopista M-203 Alcalá- O'Donnell", a 12.30 km. section belonging to the Regional Government of Madrid is currently **under construction**:

In addition to that, there are some other projects **in planning stage** proposed by Regional Governments, among them, an alternative to the "Autopista R-1" Northern Madrid area access with a length of 24.60 km. All of them account for 205 km.

TOLL MOTORWAYS NETWORK (KM)		
	2010	2011
IN OPERATION	3,365.51	3,404.01
UNDER CONSTRUCTION	50.80	12.30
PLANNING STAGE	350.90	350.90
TOTAL NETWORK	3,767.21	3,767.21
AWARDED TOLLROADS	0	0
SECTIONS UNDER CONSTRUCTION (31 December 2011)		
SECTION	Km	CONCES.
M-203	12.30	To be determined
TOTAL	12.30	

Openings in 2012

No motorway is expected to be opened in 2012.

Traffic Levels

In 2011 the Average Daily Traffic, of those vehicles paying a toll, was 16,740, a -6.76% decrease; greater than the reduction in 2010.

Toll paying vehicles	2010	2011	VARIATION
ADT Light veh.	15,887	14,802	-6.83%
ADT Heavy veh.	2,067	1,938	-6.23%
ADT Total veh.	17,954	16,740	-6.76%

For the first time, the fall in cars ADT is bigger than the one in trucks. However, the ratio of trucks that used the toll motorway network remained around 11.5%.

This is the 4th year in a row that ADT has fallen; as a consequence the accumulated decrease in toll paying vehicles traffic reached a -23.8% since 2008.

N.B. ADT data shown on the key figures sheet refer to total vehicles, including those not paying a toll, as usual.

Toll Rates

The Government's Central Administration, which awards most of the toll motorways in Spain, applies the system included in Law 14/2000 of December 28th. This system takes into account the average Cost of Living Index as well as the traffic levels recorded on the motorways. As a result of that, toll fees increased by 1.45% during 2011.

The rest of the awarding Governments, establish other tariffs review policies by solely taking into account a certain percentage of the Average Cost Living Index, except Catalonia that includes a correction factor to compensate previous discounts.

Revenues

ASETA's members' toll revenues reached a net amount, after commercial discounts plus subsidies from different Administrations of 1,808.7 million euros, a -0.7% yearly decrease.

This turnover reduction was due to continuous traffic levels decline caused by a general downturn in the Spanish economy, though it was less than expected thanks to the positive impact of the yearly tariffs review and the subsidies awarded by the Ministry of Public Works to certain motorways.

Safety

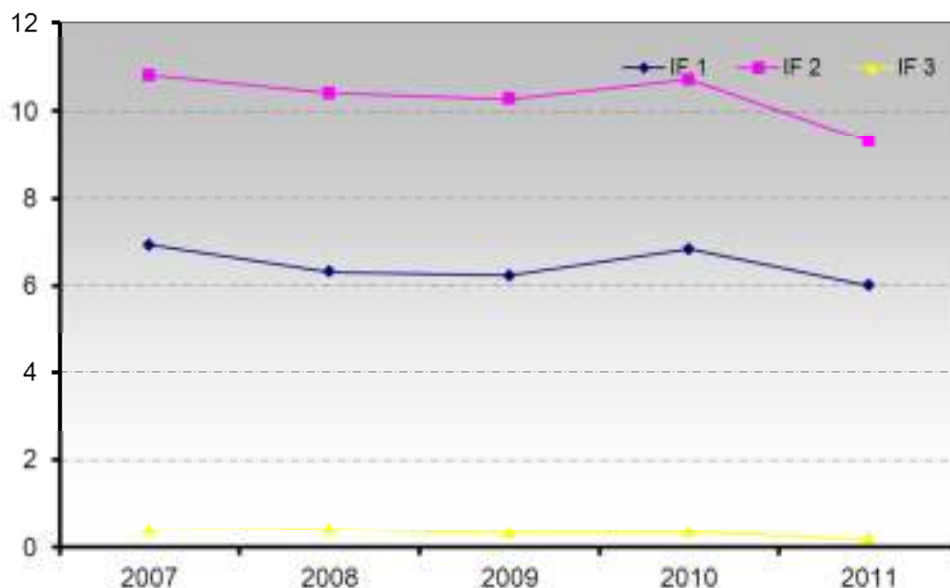
Like in previous years, **toll motorways** continue to be **the safest roads in Spain**.

	2009	2010	2011
Total number of Accidents	4,818	5,668	5,644
Number of Accidents with injuries	1,379	1,430	1,199
Number of deaths	75	76	36
IF 1 (acc. with inj. per 100M./vh.km)	6.2	6.8	6.0
IF 2 (injuries per 100 M./vh.km)	10.3	10.7	9.3
IF 3 (deaths per 100 M./vh.km)	0.34	0.36	0.18

It needs to be pinpointed the fact that this year the number of deaths and accidents with injuries figures have decreased both in absolute and relative terms. In particular there have been 36 deaths and 1,199 accidents with casualties, resulting in a decrease of 53% and 16% respectively. Therefore, accident indexes IF1, IF2 and IF3 have also decreased by -11.9%, -13.1% and -50.2% respectively.

All those data prove that Spanish tolled motorways are on the right track to fulfill the goal of reducing deaths by half established on the European Road Safety Program.

5 year trend on safety



Long term forecast and trends

In February 2012 it was announced the launch of a new **Infrastructure, Transportation and Housing Plan**, known as PITVI (Plan de Infraestructuras, Transportes y Vivienda) that will have a time horizon up to 2024 and will deal with investment stemming from budgetary contributions, European funds and private sector participation. Its final approval will take place in July after a thorough analysis and valuation of society needs and priorities.

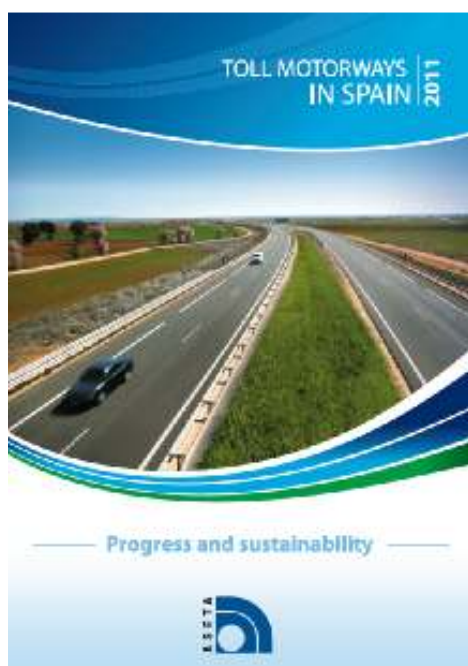
Within the field of roads 52,403 million € will be allocated for the period 2012-2024, that is to say **4,367 million € as a yearly average**, of which, **50%** will be assigned to **high capacity roads** and widening of existing lanes, 25% to maintenance and the rest to ordinary roads and accesses to cities.

Infrastructure **private financing will be fostered** by promoting the participation of agents in capital markets **through PPPs**, such as investment funds.

It is expected a **modification in tolled roads regulation** in order to establish a **new concession model** that turns feasible the current system, in order to regulate when to proceed **to restore concessionaries' financial balance**, to clarify **property rights to expropriated land** or when to initiate the **rescission of concessions**.

The political debate about the need to generalize **the user pays principle** in road financing is getting more intense. Previously used financing models, such as availability payments and shadow tolling are not sustainable in the long run, as both systems worsen public deficit and are not able to either compensate for externalities or to regulate traffic demand.

ASETA is planning to present to the Government an **Investment Plan in Mature Motorways** with improvement initiatives regarding safety, environment, customer service and quality.

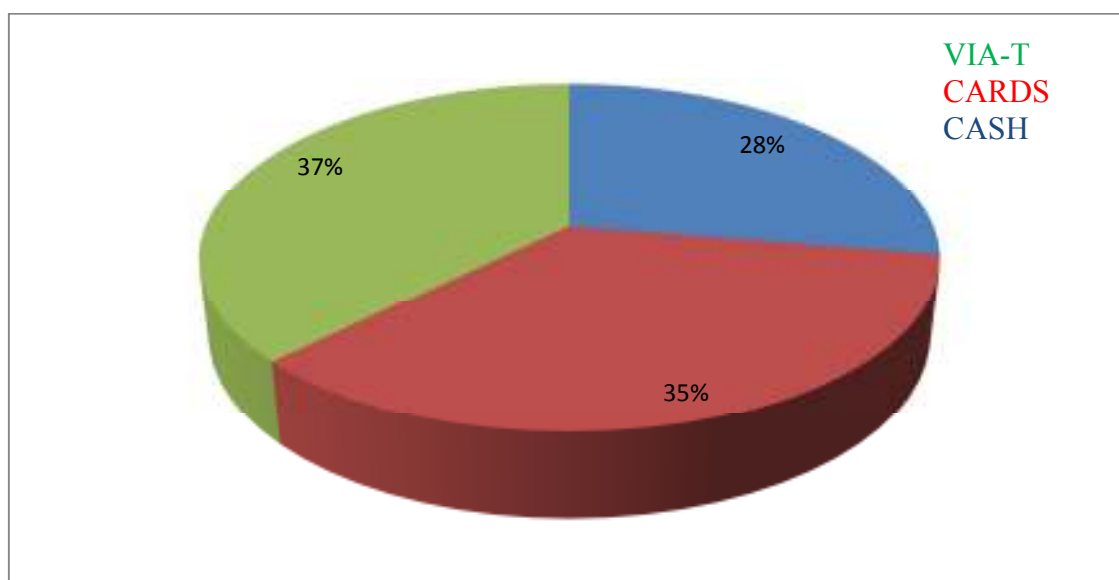


Relevant Actions

Via-T, the Spanish interoperable Electronic Fee Collection (EFC) system, reached **a two million one hundred and twenty thousand OBUs** in December 2011, a 13.7% yearly increase.

As a consequence of such a rise, **Via-T payments gained ground against cash**, with 37% and 28% of total, respectively. The percentage of credit cards payments slightly decreased at 35%.

Via-T has become **the most used means of payment** and its number of **issuers keeps growing**.



Spanish toll motorways watch closely European Commission actions regarding the **European Electronic Toll Service (EETS)**, to comply with its implementation deadline in October 2012. Furthermore, a new generation of Via-T, **"Via-T2"**, OBUs compatible with the EN 15509 standard was launched.

With the aim to contribute to **sustainable mobility**, some concessionary companies have started to apply **discounts to less polluting vehicles**, thus fostering its use. Moreover, some others have begun to give

discounts to high occupancy vehicles, therefore reducing underutilized cars.

Spanish toll roads implemented Environmental Management Systems to **protect and contribute the nature and the environment's sustainability**, thus a 90% power consumption reduction has been achieved in certain facilities. As an example of that, low consumption variable message signs have been designed.

The first two **secure truck parking areas** were inaugurated. Both of them provide a safe and secure environment with adequate rest facilities for drivers and their cargo. They have also an exclusive building with toilets and showers, laundry service, resting rooms, Wi-Fi connection, vending machines and a private cafeteria.

Concessionary companies which, cooperated closely with the Spanish traffic authorities, in order to draw up an effective and reliable **enforcement procedure** to **enforce violators while using ETC lanes**, are **progressively implementing** them.



In order to restore the financial balance of those toll roads suffering from a weak financial situation, the central government gave **subordinated loans** under especial conditions, to afford higher than expected land **expropriation** costs and it also created a **"Compensation Account"** to temporarily mitigate imbalances between real and forecast traffic data at the awarding time.

KEY FIGURES

Spain	2011
Network length	3,404.01
2 x 2 lanes	3,013.27
2 x 3 lanes	349.84
2 x 4 lanes.....	40.90
No. of km in construction	12.30
Forecasts of opening motorways section	0
Annual toll revenue	1,808,679,045
Permanent staff	4,306
Average daily traffic (LV)	16,910
Average daily traffic (HV)	2,274
Average daily traffic (LV+HV)	19,185
Total number of accidents	5,644
No. of personal injury accidents	1,199
No. of dead	36
Km travelled (106 x km)	19,972
No. of toll plazas	239
No. of lanes	2,402
No. of ETC equipped lanes	1,863
No. of ETC subscribers	2,122,932
No. of rest areas (with stations services)	110
No. of rest areas	152
No. of restaurants	108
No. of hotels	8
No. of variable message signs	925