

ANNUAL REPORT

2016



Preface by Federal Minister Jörg Leichtfried

A modern, reliable infrastructure is a job motor and Austria's lifeline as a business location. As one of Europe's leading motorway operators, ASFINAG carries special responsibility, which it has fulfilled once again in the past year to the highest degree: It has made a total of 2,200 kilometres of safe and well-kept motorways and expressways available. The clear goals in doing so: make affordable individual mobility possible, avoid accidents or severe accident consequences by means of a modern infrastructure, and connect economic regions within Austria and abroad.

As the Minister for Transport, all mobility options and therefore a balanced mix of investments in road and rail are very important to me. We are expanding the public transportation offerings and investing heavily in rail transport. At the same time, ASFINAG with its infrastructure programme is guaranteeing the indispensable high-capacity network of motorways and expressways.

Wherever necessary, we construct new routes and shift traffic to the high-level network. By doing so, we relieve the load within towns and improve the quality of life for local residents. Already for quite some time, road construction and the protection of humans and nature have no longer been at odds with one another.

ASFINAG is also a pacesetter in terms of new technologies and traffic trends of the future. It provides reliable information services and is setting new standards regarding the framework conditions for automated driving or the promotion of e-mobility. Investments of more than one billion euros per year not only improve the infrastructure, but also secure and create jobs, attract companies to settle, and promote the further development of industrial parks. ASFINAG ensures that Austria as a business location will remain on the fast track tomorrow as well.

At the same time, ASFINAG always operates extremely efficiently: It is purely user-financed and receives no tax revenues. Therefore, numerous European countries are showing an ever-increasing interest in creating their "own" ASFINAG – even across the borders, it has long since been considered a showcase model for a successful motorway operator. This, too, is a clear sign that with ASFINAG, Austria is on the best path for heading into the future.

The necessary drive is provided not least by the approximately 2,700 employees. To them I express my thanks for their commitment, for their knowledge, and for their willingness to ensure more safety and a "clear run" around the clock. They play an essential part in keeping Austria in motion.



Jörg Leichtfried

Federal Minister for Transport, Innovation, and Technology

Preface by Supervisory Board Chairperson Claudia Kahr

The equality of women and men, support for young people and the diversity of employees are not just catchwords in our company, but a special concern of everyone. Outdated traditional differentiations and classifications by gender, origin, age or religion emphatically need to be overcome. These are often associated with injustices which were never able to serve the greater good and of course will not in the future either. So achieving a cooperation with equal opportunities for all must be our goal – and here we are on a very good path.

The survey of all ASFINAG employees brought the clear result that there is development potential in these areas, and that embracing diversity within the company is very important to all employees. In 2016 we already implemented or launched numerous measures. A Diversity Management Concept was developed which will be implemented step by step in the coming months and years, and will constantly be adapted. The increased focus on gender-oriented recruiting, the pilot project "Home Office" and especially the personnel boost for the topic of diversity by means of a special diversity and apprentice manager are a clear expression of this positive development. Because diversity is not a static condition, but rather a living process which needs to be guided and developed further.

Reliability, openness for new ideas, transparency and consistent further development continue to be our values for the well-being of our customers and also for our dedicated and excellently trained employees. And diversity brings the company additional strength to successfully meet the numerous challenges of the future.

I would like to express my thanks to all employees for their hard work and efforts, and for the "diversity" of steps implemented in 2016.



Claudia Kahr

Chairperson of the Supervisory Board

Preface by the ASFINAG Boards

2016 was once again a successful year for ASFINAG. The company continues to exhibit a positive economic development, even unusual challenges were mastered, and strategic initiatives for the future were advanced. Here the focus is on our customers, whose safety, satisfaction and information are decisive for us.

In 2016, ASFINAG generated a further increase in the annual net profit. It operated by reinvesting revenues from the truck toll and the toll sticker in the Austrian motorways and expressways, with no government financing, and this in addition to a dividend payment of 100 million euros.

Our investment programme in 2016 once again targeted the greatest possible traffic safety and performance on the network, for example regarding the continuing full upgrading of many tunnels, continuation of construction on the A 5 North motorway in Lower Austria, or the further implementation of the rest area concept.

Thanks to optimal planning, construction at tricky locations was concluded in the shortest possible time, such as rejuvenation of the Knoten Prater intersection along Vienna's Südosttangente (southeast bypass) or renovation of the Lieferinger Tunnel along the Salzburg Stadtautobahn motorway. When an incident occurred, we reacted immediately and correctly: During the height of the summer travel season, the Gleinalm Tunnel along the Pyhrn route was severely damaged by a fire, and with our rapid intervention, it was opened to traffic again in record time.

Last year ASFINAG also ensured that the truck and bus toll system will continue to provide a maximum of quality and service in coming years as well. Concerning the future topic automated driving, we are an innovative partner for the economy in the sector of research and development. Since the end of 2016 we have been making a section of the A 2 South motorway with customised and high-tech standards available for testing vehicles of the new generation.

What we have jointly achieved is mainly thanks to the efforts of our committed and motivated employees. Our ambitious goal is to secure a ranking among Europe's very best motorway operators – and we are convinced that in 2016, ASFINAG has made a decisive leap forward on the path to this goal.



Klaus Schierhackl and Alois Schedl

ASFINAG Executive Directors

ASFINAG finances, builds, operates, maintains and collects tolls on 2,200 kilometres of motorways and expressways. As one of the country's main infrastructure service providers, ASFINAG makes an important contribution to the maintenance and further development of Austria as a business location, provides impetus for the job market and economy by means of the annual investment of more than one billion euros and facilitates individual mobility for every single person.

ASFINAG's course is clear: 2020 should see the company ranking among Europe's leading motorway operators. To this end, 2016 saw the individual goals of ASFINAG – such as road safety, traffic information and toll systems – becoming intensified, focussed and clearly and quantifiably specified within the strategy.



An overview of the key goals:

Finances: The central targets are stable annual surpluses, a smooth transition to the new generation of truck and bus toll technology (GO Maut 2.0.), an increased availment of EU grants, as well as a cost-effective and efficient implementation of the infrastructure investment programme.

Road safety/customers: The goals are still fewer serious accidents involving injuries or fatalities by means of awareness raising, more inspections of heavy goods traffic as well as structural improvements to counter dangerous tailbacks at intersections.

Availability: Accidents and worksites should cause as few traffic jams as possible. This particularly applies to the conurbation areas of Vienna and Linz.

Toll systems: The goal is the utmost satisfaction of toll customers. For this reason, preparations began in 2016 for the introduction of the digital toll sticker – this new product will be introduced in the toll sticker year 2018.

Targeted traffic information: ASFINAG wishes – especially via Traffic Information Austria (VAO) – to make optimal intermodal transport information available, comprehensively extend the truck parking information and to further expand the webcam offer.

Interlinking with public transport: ASFINAG is creating a networking platform with ÖBB-Infrastruktur AG and capitalising on continual exchange and increased cooperation, such as in the planning and coordination of construction sites.

Even better service: In future, the company will communicate information on traffic incidents even more strongly and precisely, especially via the ASFINAG app.

Automated driving:

The future begins now

Self-driving cars are by now no longer a utopian concept. However, testing will not initially take place on country roads or in towns, but rather on motorways. Thanks to the rapid succession of standard traffic situations, motorways represent the logical test environment for automated driving. In the process, the digital infrastructure is able to support the automated vehicle by means of an integrated supply of multiple data in relation to traffic volume (traffic jams, obstructions etc.) and road conditions (weather, worksites etc.). An initial test section from Lassnitzhöhe through to Graz West on the A 2 south motorway has been in operation since the end of 2016. ASFINAG assumes that by the 2020 so-called highly automated driving will be possible for our customers on Austrian motorways.



A modern digital infrastructure on the motorway and needs-based test possibilities that include mixed traffic are our contribution to the introduction of automated driving. With this, we are preparing ourselves for the future already today. The long-term benefits of these technologies for our customers: greater safety and fewer traffic jams.

Bernd Datler

Managing Director ASFINAG Maut Service GmbH



AVAILABILITY

An infrastructure that is durable and built for traffic safety is the central goal of ASFINAG construction management. Essential for this: the minimum possible obstruction and delays, the greatest possible construction site safety and tailor-made information for customers and residents. Traffic volume is increasing on Austria's motorways and expressways. This is a bright prospect for the economic development of ASFINAG, as well as for Austria as a business location. On the other hand, this also demands intelligent, sustainable and economically sound mobility solutions. ASFINAG employees are working on such solutions every day.

An ambitious infrastructure programme 2016 under the banner of availability

A clear run as often as possible and for as long as possible – this aspiration was a central theme of the infrastructure investment programme in 2016.

An investment focus was therefore 24 large-scale tunnel projects throughout Austria. In order to ensure greater safety, ASFINAG is expanding many tunnels with twin tubes. The Vienna motorway network has been renewed with a total of six large-scale projects on the A 23 Südosttangente and the A 22 Donauufer motorway. In terms of new route construction, the focus was placed on the continued construction of the A 5 North motorway in Lower Austria's Weinviertel.

When road conditions permit, the emphasis in long-term planning is placed on the most evenly possible distribution of construction activity on main thoroughways. Projects occurring in close proximity to one another – such as legally required tunnel innovations and age-related structural repairs – are consolidated. In this way, ASFINAG keeps the construction period as short as possible from the drivers' perspective.

New bypasses:

an efficient infrastructure for a modern Vienna

The highlight of the Vienna construction sites in 2016: In November, twelve months ahead of schedule, ASFINAG completed the modifications to the Prater intersection on the A 23 Südosttangente. This was made possible through the use of a special ship, with the help of which the rubble could be rapidly removed via the Danube canal. It was thus possible to conclude one of the most complex bypass projects in a record time of just two years. In the years ahead, the hotspot of the Vienna construction sites will continue to be on the A 23. Work on the four current large-scale construction sites is going ahead while keeping all lanes open. Here, it's a case of smoothly directing some 200,000 vehicles through the construction sites on a daily basis.



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Construction on busy motorways such as the A 23 poses a special challenge – both for us at ASFINAG and for the motorists. As a result, each worksite-free day comes as an enormous relief. From our point of view, and naturally also from that of our customers, the reduced construction time at the Prater intersection was extremely gratifying.

Arno Piko

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Manager, East Construction Division, ASFINAG

Bau Management GmbH

Paramount tunnel safety for Salzburg in record speed

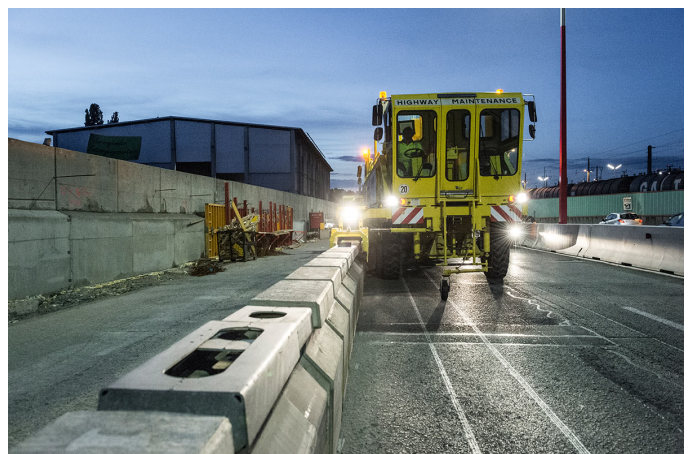
Drivers' nerves can be tested due to construction-related delays in congested areas. In order to keep the renovation period for the Liefering tunnel on the A 1 West motorway in the middle of Salzburg as short as possible, a rapid construction process was already a criteria in the selection of the executing firms. Contracts were awarded to companies that could guarantee a tight schedule already prior to the start of construction. This was also realised: In the second half of 2016, the Liefering tunnel was upgraded in just a little more than five months to being one of Europe's most modern and safest tunnels.

Demolition ship, Road Zipper and colour coding on roadwork signage:

2016 was the year of construction innovation

ASFINAG is adopting innovative approaches in order to reduce construction times and make construction sites even safer. Following use of the demolition ship at the Prater intersection, since 2016 the company has been backing a further Austrian premiere – the "Road Zipper". In just ten minutes, it moves one kilometre of extremely heavy concrete road barriers without hindering traffic in the process. The Quick Moveable Barrier (QMB) is being used on the A 23 construction site between Stadlau and Hirschstetten.

Modified lanes at construction sites unsettle drivers and can lead to dangerous situations, such as sudden lane changes. To enable motorists to better orient themselves when driving through worksites, 2016 saw ASFINAG relying on colour coding on roadwork signage for the first time. The various directions are given different colours – one glance is sufficient to find one's bearings. This system has proven successful at the renovation of the Graz north entrance (A 9 Pyhrn motorway) and at the Kaisermühlen tunnel in Vienna (A 22 Donauufer motorway).





Our mission is to provide the best service for our customers. This is of course especially true for construction sites. For us, it is therefore important that we are able to offer a high level of availability, safety and clarity here. We therefore view the implementation of new ideas as a matter of course, and the positive results prove that we are justified in doing so. We are convinced that the application of innovations is decisive for a future-oriented motorway operator.

Alexander Walcher

Managing Director, ASFINAG Bau Management GmbH

Winter service 2.0: with high tech through the cold season

Winter service is one of the most important core services of the 43 motorway maintenance agencies. At no other time is ASFINAG so frequently in the spotlight. In order to ensure a clear run even in the face of heavy snowfall and low temperatures, the company is investing in high-tech hard- and software. The spectrum ranges from combi-spreaders, in order to either distribute dry or damp salt, through to GPS-controlled operational planning and special vehicles with extendable front ploughs. With these, ASFINAG is able to clear two lanes and even part of the hard shoulder in just one operation. A new addition to the winter service: a unique, pan-European system to forecast slippery frost. Hoarfrost is not visible on the road with the naked eye and therefore entails an increased risk of accidents. This system has been developed in collaboration with the Central Institution for Meteorology and Geodynamics.



The utmost safety and availability, and in every weather condition – this is our goal. At the same time, we do not lose sight of the economic aspect either. We rely on research and development to enable us to combine both. Because especially in the area of winter service, not only has there been a significant development in demands, but also in standards. We therefore view it as only natural to continuously be at the cutting edge of technology with our deployment methods and planning tools

Josef Fiala

Managing Director, ASFINAG Service GmbH

ASFINAG and ÖBB:

Info-linkage of roads and rails for optimised mode of transport selection

The mutual exchange of traffic information on the Vienna - Vienna Airport route is the subject of a new collaborative project between ASFINAG and ÖBB. The reciprocal sharing of information about incidents which hinder motor or rail traffic occurs in real time. The pilot section for this innovative info-linkage currently extends to the Prater intersection, Vienna Central Station and Wien Mitte railway station – in the direction of the airport in each case. The goal of the collaboration: In the event of disruptions on the A 4 East motorway, customers receive additional information about rail connections, and in the event of incidents on the rail network, information is provided about availability on the A 4. The information sharing takes place via the respective traffic information services. With this, ASFINAG is expanding its service to help customers make the optimal choice for their journey, route and means of transport.



Our goal is to continually make the information service more comprehensive for motorists. We are able to achieve this through close collaboration with other infrastructure providers such as ÖBB and also Vienna Airport. Because there, too, we are providing up-to-date traffic information already at the car parks about the A 4 East motorway. We view the addition of train connections as a further optimum customer service.

Christian Ebner

Manager, Traffic Management, ASFINAG

Service GmbH



Expansion between Matzleinsdorf and Pöchlarn

The final stage for a continuous three-lane West motorway

In August 2016, ASFINAG began work in Lower Austria on the three-lane expansion of the A 1 West motorway between Matzleinsdorf and Pöchlarn. In the course of this, the final remaining narrow section on the A 1 is being widened. The West motorway is one of the most important transit routes in Austria. As of 2018, when the currently on-going expansion will have been opened for traffic, the A 1 will have three continuously accessible lanes over a stretch of 166 kilometres, from the Steinhäusl intersection in Lower Austria right through to Voralpenkreuz in Upper Austria.

Superb handling of the fire in Gleinalm tunnel

4 August 2016: In the early hours of the evening a touring coach which had been converted into a camper went up in flames in the Gleinalm tunnel on the A 9 Pyhrn motorway. Thanks to the tunnel's safety facilities, nobody was hurt. Just three hours after the extinction of the fire, ASFINAG began to put protective measures in place in the tunnel. The damage – especially to the tunnel ceiling – was tremendous. The first prognosis was a total closure for four to six weeks. Existing worksites were immediately dismantled and alternative routes opened for the upcoming major events in this period, such as the MotoGP and the AirPower air show in Zeltweg.

Thanks to the simultaneous work-in-progress in the new tube construction for the tunnel, it was possible to withdraw experts from there and rapidly and unbureaucratically develop and execute a renovation plan.

As it turned out, ASFINAG was able to conclude the renovation in just three weeks and reopen the tunnel to traffic in time for the final heavy travel weekend in August.



The fire in the Gleinalm tunnel very clearly demonstrated the importance of state-of-the-art safety technology. Furthermore, this major incident is an outstanding example for the perfect collaboration of our experts. It is thanks to their rapid and unbureaucratic engagement that we, in our capacity as ASFINAG, were able to take all necessary precautions within the shortest space of time. We kept traffic flowing and, last but not least, rapidly reopened the Gleinalm tunnel to motorists.

Rainer Kienreich

Managing Director, ASFINAG Service GmbH

Availability is paramount in roadwork planning

For several years now, ASFINAG has been taking unusual measures to ensure that destinations are rapidly reached – even in the event of worksites in critical sections. Already long tested and with proven success in Vienna, the "flyover-like" construction model as a temporary bridge is now also being used in Innsbruck. Of particular importance here: the construction site management. In order to obstruct traffic as little as possible, the bulk of the work in the Bergisel tunnel was carried out during the night. This versatile temporary bridge was put to use for the first time in the renovation of the Sill bridge in Tyrol. It was assembled early every morning and dismantled again in the evening. This ensured that, despite the construction site, traffic could continue to flow over the bridge without lane closure.

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Our criteria for customers at worksites are very important to us. We place great value on the fact that availability – in other words, as many lanes as possible – is maintained during the construction period and that the average delay amounts to a maximum of five minutes for 100 kilometres. This of course necessitates appropriate measures and distinguishes us as a future-oriented motorway operator.

Wilhelm Lorber

Manager, Bau West, ASFINAG Bau
Management GmbH

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Working today to ensure availability for tomorrow

With its asset management employees, ASFINAG ensures the safety and availability of roads, bridges, tunnels and retaining walls, among other things. The condition of these structures is constantly being checked and the well-trained ASFINAG engineers are required to plan the appropriate and necessary renovations in a timely manner. The additional measurement campaign occurring every five years, to determine the road condition, was successfully concluded in 2016. Furthermore, within ASFINAG asset management, the focus was very much on further development and the application of innovation for inspection of structures. Among other things, a system is now being used in which the data registered on-site is immediately loaded onto a database. Manual records and subsequent lengthy electronic registration can therefore be omitted. A special innovation to provide support at inspections: the use of drones.

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The guarantee of cost-efficient and sustainable maintenance in terms of road safety and availability is our top priority. A future-oriented conservation strategy, modern processes and work equipment, as well as innovative approaches in structural inspection help us to achieve this goal.

Christian Honeger

Manager, Asset Management, ASFINAG Service
GmbH

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Total commitment to our customers every day

For ASFINAG this is not just a motto, but rather a living reality. The best road network, the best possible service and tailor-made traffic information around the clock: The company is continually expanding services for its customers. The 2016 highlights: an even better route planner, real-time information about border waiting times, more than 1000 webcams for customers, a service check via Smartphone at the ASFINAG service areas and the abbreviated number *200 for a direct link to the service centre.

ASFINAG knows that customers are very satisfied with the services. But the company is not resting on its laurels. ASFINAG is already working today on the range of services for tomorrow.

New route planner design:

Even clearer and more sophisticated

Three years after its launch, ASFINAG is presenting the 2016 route planner in a new design which is even more user-friendly for customers. Under routenplaner.asfinag.at (<http://routenplaner.asfinag.at/index.html>) or via the ASFINAG app anyone can obtain real-time information about traffic events on the planned route. At the same time, it is possible to factor in all modes of transport – car, public transport, bicycle or walking. It no longer matters which device is being used, since the graphics are always optimally adapted. The route suggestions are also clearer and displayed side by side, thereby enabling a faster detection of the best variant. Furthermore, ASFINAG has considerably accelerated the route planner's loading time.



In order to be able to design the route planner in an even more user-friendly way, we have relied on the latest technical achievements, on the one hand, and on customer feedback, on the other. This combination enables us to offer our customers a high level of quality.

Martin Müllner



Programme Manager, Traffic Information,

ASFINAG Maut Service GmbH

ASFINAG service at Vienna Airport:

Current traffic information

Since October 2016, ASFINAG has been offering an additional service at Vienna Airport. Via monitors on the way to "Parkhaus 4", passengers can obtain information about the travel time indicators in the direction of the Prater and Vösendorf intersections, as well as towards the city centre. The connected webcams and up-to-date ASFINAG traffic news provide a complete overview of the traffic volume.

ASFINAG app:

Your constant companion – even on your personally selected route

One of the new developments of the ASFINAG app is especially beneficial for commuters. They can enter into the app which route they are travelling and when. In the event of a delay on this route, during the defined period, a corresponding message will immediately be sent directly to their Smartphone.

Further additional functions: At the border to Germany, the app now displays the precise delay to the journey time resulting from border controls.

Time is especially of essence in an emergency. To ensure that drivers are able to precisely specify their own location on the motorway and expressway network in the event of an emergency, this is displayed in the "important telephone numbers" area of the app.

> [More Information](http://www.asfinag.at/on-the-way/on-the-way-app) (http://www.asfinag.at/on-the-way/on-the-way-app)



With the expansion of our range of services in relation to the ASFINAG app, we are offering our customers individual service in the planning of their route and the current traffic information. In doing so, we not only wish to increase our customers' satisfaction, but above all their safety and driving comfort on our network of motorways and expressways.

DI Manfred Harrer



Telematic Services Manager, ASFINAG Maut

Service GmbH

Doubling the number of webcams

Customers can now have access to "foreign" cameras

ASFINAG webcams have already been accessed more than 500 million times by customers. This makes the webcams the most popular and frequently visited content of ASFINAG's traffic information services. ASFINAG has further expanded its offer as a result. More than 1,000 webcams have been available since the end of 2016. Customers now have an even better understanding of the transit routes and conurbations, in particular.

Additional service: Via the ASFINAG app or the internet, customers can also access 450 partner cameras beyond the country's borders in Germany, Hungary and Slovenia.



The ASFINAG Info Point brings us even closer to our customers

Summer 2016 saw ASFINAG opening its first Info Point in the foyer of ASFINAG's city office in Innsbruck. The Info Point is equipped with a touchscreen, which holds a great deal of information e.g. on the motorway toll sticker, special toll and HGV toll. In the event of additional queries, a service telephone is available to immediately connect customers to an ASFINAG expert. Furthermore, it is possible to print applications and forms directly on-site.



We try to react to our customers' needs in the best way possible. By means of the contact point in Innsbruck, we have created a further possibility to make it easier for our customers to contact ASFINAG. This Info Point will not be an isolated example. Adapted versions may well be realised at other locations.

Gabriele Lutter

Managing Director, ASFINAG Maut Service GmbH

Augmented Reality:

Greater information opportunities through additional interactive content

More images, videos and additional information are being offered by ASFINAG with the new "Augmented Reality" function in the ASFINAG app. This was launched by ASFINAG with the 2017 motorway toll sticker. Simply click the "AR+" function in the app and hold the mobile phone over the toll sticker. A special film then provides answers to the most frequently asked toll sticker questions.

But this is only the start. In 2017, ASFINAG is also going to incorporate AR+ within its flyers and brochures, thus ensuring even more interactivity in its communication.



New communication for residents:

Early information is key

ASFINAG builds and redevelops to enable drivers to reach their destination in comfort and safety. However, for residents and for drivers, worksites frequently mean obstructions, congestion, noise or dirt. Even the best planning cannot avoid this. By means of targeted information via folders or flyers or, since 2016, also increasingly via social media channels, ASFINAG wishes to provide residents and customers with information prior to - and during - construction measures and, when possible, to indicate public transport connections as well.



Despite all efforts, worksites often mean restrictions and hassle. However, when given early and good information, drivers certainly show understanding for the obstructions and use our recommended detours. Timely, honest and personal information, provided at information events, for example, makes a significant contribution to a high level of acceptance on the part of the residents concerned.

Thomas Kozakow




Project Manager, ASFINAG Bau Management

GmbH

ASFINAG service check

Smart, rapid and anonymous quality evaluation at ASFINAG service stations


Since spring 2016, customers at ASFINAG service stations have had access to a unique, pan-European quality measurement system with real-time feedback. Via Smartphone, customers are able to provide ASFINAG with feedback about the cleanliness of the toilets on-site. This is carried out directly by means of the service check poster in the entrance area of the sanitary facilities. The check works very simply: activate the near-field communication (NFC) function on the mobile phone, place the mobile phone on the poster, and the evaluation is already complete. Good news: nearly 85 per cent of the evaluations were positive.




SERVICE-CHECK

Ihr Feedback ist uns wichtig! Bewerten Sie die Sauberkeit der WCs auf diesem Rastplatz – in wenigen Sekunden mit der NFC-Funktion* Ihres Smartphones oder per SMS!**

NFC-Feedback: So einfach funktioniert es:




NFC in den Einstellungen aktivieren (geräteabhängig)




Smartphone mit der Rückseite auf den markierten Bereich halten, bis sich der Browser öffnet (evtl. Bestätigung erforderlich)

Your feedback is important to us! Rate the cleanliness of the toilets in this rest area, it takes you just a few seconds. Use the NFC function of your smartphone or send us a text message.


NFC-Feedback quick and easy:



Enable NFC in settings (device dependent)




Place the backside of your smartphone on the marked area until browser opens (confirmation may be required)



TOPI

Vielen Dank, dass Sie uns helfen, unseren Service zu verbessern!


Thank you for helping us to improve our service!



FLOP!

Kein NFC? Schicken Sie eine SMS mit dem Kürzel Top99 an die Nummer +43 (0) 664 660 000 636

Haven't got NFC? Send Top99 as a text message to the number: +43 (0) 664 660 000 636



Kein NFC? Schicken Sie eine SMS mit dem Kürzel Flop99 an die Nummer +43 (0) 664 660 000 636

Haven't got NFC? Send Flop99 as a text message to the number: +43 (0) 664 660 000 636

*NFC (Near Field Communication (NFC)) wird nicht überall aufgeführt – so wird Ihr Feedback automatisch möglich. Zu keinem Zeitpunkt werden persönliche Daten abgefragt, gespeichert oder an Dritte weitergegeben. Die Infos für den Datenanbieter, die Ihren Namen und Ihre Adresse enthalten, sind jederzeit und ohne Zustimmung zu entfernen. **Kosten des Internets an die empfangende Rufnummer nach Ihrem gültigen Handtarif für SMS innerhalb Deutschlands.

* A website is accessed by using near-field communication (NFC). This is the automated way your feedback is recorded. No personal data will be asked for, stored or passed on to third parties at any time. The data comes along when accessing the website on board of your device's usual flow. Where available, consent to the (NFC) is shown through a green check or warning code. ** Costs per message to the stated phone number are based on your carrier's cell phone plan standard pricing for text messages within Austria.

Nothing could be faster:

*200 – the direct line to ASFINAG

This new service means that customers can reach ASFINAG even faster. There is no options menu – the abbreviated number *200 connects directly to the ASFINAG service centre. The new telephone number can be accessed from the Austrian mobile network via mobile phone or Smartphone. Our ASFINAG service centre hotline 0800 400 12 400 continues to be valid.



Every second counts in an emergency. Information about objects on the driving lane or other dangerous situations, observed or personally encountered by drivers, demand our immediate intervention. This enables us to assist more rapidly.

Werner Fritz



Manager, Customer Management, ASFINAG

Maut Service GmbH

Road safety is ASFINAG's top priority. In 2016 the company therefore invested some 500 million euros in road safety. The motto: Arriving safely together. The goal: As few accidents as possible, as few injured persons as possible, aiming for no traffic fatalities. ASFINAG is thus consistently continuing its course: In construction, for example through the building of second tunnel tubes; with the consistent application of innovation and high tech; with modern and inviting service facilities; and by means of information campaigns designed to make drivers aware of how important they are as traffic safety partners.

A glimpse into the future of the ASFINAG road safety programme

Through the implementation of the "road safety programme 2020" it was possible to reduce the number of fatalities on the ASFINAG network to 46 in 2016, despite greater traffic volume. Nevertheless: every individual who dies on a motorway is one too many. ASFINAG will continue to do its utmost to ensure that there are fewer accidents, fewer injuries and fatalities and that everyone arrives safely at their destination. It is therefore already paving the way for the next decade – namely with the creation of a so-called system landscape: The vehicle, the responsibility of the person behind the steering wheel and the road condition are three components that have a significant impact on road safety. The goal is therefore the inclusion of all players in the road safety system.

> [More information](http://www.asfinag.at/on-the-way/road-traffic-safety) (http://www.asfinag.at/on-the-way/road-traffic-safety)

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Starting in 2020, the second edition of ASFINAG's road safety programme will help to make an important social contribution. Our customers have a right to reliable and safe motorways and expressways.

Bernhard Lautner

Traffic Management Expert,
ASFINAG Service GmbH

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300 million euros for greater tunnel safety in 2016

Greater road safety in general and tunnel safety in particular is of utmost priority for ASFINAG. By 2019, ASFINAG will have invested around 1.5 billion euros in increasing tunnel safety. The largest share of which is going towards new construction of second tubes.

In 2016, the hotspots of the tunnel projects were on the A 9 Pyhrn motorway. Here, the Klaus tunnel chain in Upper Austria (four tunnels) and the Gleinalm tunnel in Styria were each equipped with a second tube. Together this involved some 14 kilometres of tunnel construction. Furthermore, several sites along the A 9 underwent a general renovation and technical overhaul, such as the Wald, Pretallerkogel and Selzthal tunnels.

Rapid progress was also made in 2016 on the twin-tube expansion of the Perjen tunnel and in the renovation in the Arlberg tunnel on the S 16 Arlberg expressway. The latter will receive, among other things, 37 additional escape routes by 2017 and a further eight breakdown bays. What all tunnel projects have in common is the application of innovative technology: AKUT, "acoustic tunnel monitoring", recognises atypical noises such as squealing tyres or human voices and automatically sets off an alarm. High-pressure water sprinkling systems, of the kind installed in Liefering tunnel on the A 1 West motorway in Salzburg in 2016, ensure rapid and efficient fire-fighting. After the city tunnel in Bregenz, this is the second water sprinkling system in Austria. Others are set to follow.

> [More information](http://www.asfinag.at/on-the-way/road-traffic-safety/road-tunnel-safety) (<http://www.asfinag.at/on-the-way/road-traffic-safety/road-tunnel-safety>)



With the application of innovative technologies we are consistently pursuing our offensive for greater tunnel safety. AKUT or high-pressure water sprinkling systems will also be used in the future. We want drivers to feel safe and to be safe when driving through our tunnels.

Gernot Brandtner

Managing Director, ASFINAG Bau Management GmbH

Final spurt in safety development on the A 8 Innkreis motorway

The expansion of the A 8 in Upper Austria went into the end phase in 2016. The final narrow section between Haag and Ried has been tackled and successively widened from 24 metres to 30 metres. Upon completion of this safety development in summer 2017, drivers will have access to two lanes, each with a width of 3.75 metres, and a fully-functioning hard shoulder with a width of 3.5 metres. This means greater safety for customers, but also for employees in the area of operational maintenance. In the past years, ASFINAG has invested around 123 million euros in the widening and reinforcing of the A 8 between Pichl bei Wels and Ried.

Efficiently linked via intersections

Intersections from the secondary network to the ASFINAG network take the strain away from state roads. In addition, existing intersections are regularly inspected in terms of performance and road safety. If ASFINAG finds traffic bottlenecks, it takes remedial action. In 2016, it was possible to significantly improve the performance and therewith the road safety at the Gratkorn South intersection on the A 2 South motorway by means of a set of traffic lights. Planning was continued in 2016 for further reconstruction measures at the intersections of Klagenfurt East, Villach-Faaker Lake, Graz-Raaba (A 2 South motorway) as well as the intersections of Leibnitz, Lebring, Seiersberg and Graz-Webling (A 9 Pyhrn motorway). In summer 2016, inspections were concluded in the north (Salzburg, Upper Austria). It became apparent that ASFINAG must take action at five intersections in order to improve performance.

“

Intersections and their evaluations in terms of performance and road safety are an important area of ASFINAG network planning. We continuously observe the traffic situation – especially increased traffic volume in urban areas – and include the necessary improvement measures at intersections in the infrastructure investment programme.

Gerlinde Mattanovich ”

Network Planning Manager ASFINAG Service
GmbH

Multi-section control systems provide increased safety

The application of new multi-section control systems provides increased safety. This new technology also enables an efficient surveillance of roadwork sections with several entrances and exits. For example, the construction site on the A 2 South motorway in the area of Wiener Neustadt-Grimmenstein and on Vienna's A 23 Südosttangente bypass at the Inzersdorf elevated highway showed the first very positive findings in 2016. The result: The majority of the drivers adhere to the prescribed speed limit, and overtaking manoeuvres occur much less frequently. The positive development: The number and above all the seriousness of the accidents are significantly reduced.



"Flying" safety checks:

4,825 trucks closely scrutinised

2016 was the first year in which ASFINAG conducted "technical roadside inspections" (German: TUK) for heavy goods traffic – always in tried-and-tested cooperation with the police. A total of 4,825 vehicles were inspected over 478 days of operation in five federal states. Imminent danger was determined in 1,355 of these, a further 1,683 vehicles demonstrated serious defects and 1,627 vehicles revealed minor shortcomings. These figures clearly prove the importance of these safety checks in order to remove defective trucks from service as a safety risk. ASFINAG Enforcement increased personnel in the TUK area to five inspection managers by the end of 2016. As a result, further Federal Traffic Agency duties can be undertaken in future, such as police technical training.



The technical roadside inspections in 2016 have shown us that vehicles from non-EU countries, in particular, often present problems from a safety aspect. As a result, some 37 per cent of the vehicles from third countries were travelling on our road network with defects considered an 'imminent danger'. In terms of traffic safety it is precisely in this area that our inspections are very important.

Walter Riepler



Enforcement Management, ASFINAG Maut

Service GmbH

Weigh in Motion:

Weighing in free-flowing traffic

With the application of so-called Weigh-in-Motion systems, ASFINAG took a further step towards greater road safety in 2016. The sensors of these weighing systems are built into the right traffic lane and measure the total and axle weight. An innovation here is that the determination of the weight is automatically executed in free-flowing traffic, and not on a stationary weighing system as was previously the case. Possible excesses in weight are signalled directly to the driver, on the one hand, and reported to the police via ASFINAG Enforcement, on the other.

Three Weigh-in-Motion systems are currently being used on the ASFINAG network (A 1, A 2, A 9), a further one is planned for 2017 on the A 2 South motorway in the area of the Ilztal checking station. These systems are an efficient addition to the weight checks that have already been conducted to date on special transport by ASFINAG's toll supervisory body. They also serve to protect against structural damage and thus contribute to road safety.

Safety campaigns 2016:

For greater fairness and consideration

"Fair lenken, an andere denken" (English: drive fairly, think of others) and "Rechts fahren, Stress sparen" (English: Drive on the right, avoid stress): With these campaigns, ASFINAG targeted greater fairness and consideration on the part of drivers in 2016.

Maintaining sufficient distance, allowing others to get into the lane, driving on the right, signalling turns in plenty of time: Both safety campaigns covered the spectrum on the subject – with posters, radio spots, advertisements and public relations. The central message of these awareness-raising campaigns: road safety is teamwork! Only with the participation of all road users can the major goals be reached: aiming for no fatalities on Austria's motorways and expressways.

“

We at ASFINAG want drivers to arrive safely. To this end, we are investing around 500 million euros every year. However, we also need every single driver as a road safety partner. This is precisely what we wish our information campaign to raise awareness about.

Christian Spitaler ”

Marketing and Communications Manager,

ASFINAG Holding



ECONOMIC EFFICIENCY

Stable revenues and reliable investments in the business location

With a total annual investment of more than one billion euros in Austria's motorways and expressways, ASFINAG is making a reliable and sustainable contribution to Austria as a business location. The credo: ASFINAG constructs what people and the business location need, and what the company can afford. For, as a purely user-financed company, ASFINAG pays attention to a consistently stable and sustainable economic course.

Some of the cornerstones of this course:

In 2016, ASFINAG generated a profit of 615 million euros, increasing the equity ratio to just under 28 percent. ASFINAG also takes care that borrowing is repayable within the lifespan of the infrastructure – this value currently lies at 17 years.

The good news: The current positive economic development in Austria and Europe is also apparent in an average 3.4 percent increase in the kilometre performance on Austria's motorways and expressways. This development shows: Well-developed motorways and expressways continue to be indispensable – both for individual mobility needs and for the transportation of goods and merchandise.



A solid and above all secure financial management is an important basis for investment in the future. The framework conditions for this are becoming increasingly complex – we take this challenge very seriously. As a user-financed company, we ultimately bear a great responsibility.

MSc Gabriele Csoklich

Head of Financing and Accounting, ASFINAG Holding,

Managing Director, ASFINAG European Toll Service GmbH

The best bidder principle works and delivers greater quality in construction contracts

Since September 2015, ASFINAG has been employing the best bidder principle in all construction tenders exceeding one million euros. The 2016 year-end balance sheet revealed: It works and delivers greater quality; the construction industry accepts the new awarding system and the criteria that we have developed.

The "best bidder principle" means: The price is no longer exclusively decisive for acceptance of a bid – we have developed 18 further quality criteria. If a company fulfils one or more of the criteria, it can also make an offer at a higher price. In accordance with this principle, some 100 award procedures amounting to 720 million euros were carried out in 2016.

ASFINAG therefore raised the various quality criteria to 31 at the end of the year. Until now the focus was on construction quality, with the goal of a more durable infrastructure. In future, companies will also have an advantage if they employ older people and apprentices or use an especially environmentally friendly construction method.



With the successful application and development of best bidder principles we are achieving even greater quality in our construction projects. This extends the lifespan of the road infrastructure and reduces maintenance costs – fewer construction sites in the network also means fewer obstructions for drivers. In our tenders, we now also wish to reward those companies employing older people or apprentices, as well as those that guarantee high environmental protection criteria.

Alois Schedl

ASFINAG Executive Director

The second generation of truck and bus tolls is coming

In 2016, the course was set for the second generation of toll systems in Austria for heavy traffic exceeding 3.5 tonnes. In a pan-European award procedure, ASFINAG secured the services of Kapsch TrafficCom and T-Systems Austria for "GO Maut 2.0".

ASFINAG set clear and objective criteria for contracting, which had to be met by a modern toll technology. With a transparent award procedure, we ensure the quality and simultaneously the best economic conditions for the truck toll system of the future.



A road operator with stable revenue and a top toll system is a good investment. ASFINAG is a reliable partner for the domestic economy and meets customers' individual mobility demands. We ensure greater safety and quality in the motorway network and simultaneously pay attention to a careful and consistently efficient economic course.

Dr. Klaus Schierhackl

ASFINAG Executive Director

40 million euros in EU funding for ASFINAG projects

ASFINAG established itself as a reliable and forward-looking partner on the EU level. This is proven, not least of all, by the successful conclusion of EU funding for the expansion of the A 5 North/Weinviertel motorway and the Karawanken tunnel, as well as for further rolling out of intelligent transport systems. This success story continued to be written in 2016. Within the framework of the European Union's funding programme "Connecting Europe Facility - CEF", ASFINAG was thus able to gain the following grants:

- more than three million euros for the expansion of secure truck parking spaces and for a truck parking space information system in Austria and Bavaria
- 9.1 million euros for the implementation of cooperative transport systems (C-Roads Austria)

The joint objective of all of these projects is to increase road safety and also to expand the service for our customers through the application of the latest technologies. In the coming years, the EU's financial support for ASFINAG projects will amount to some 40 million euros.



Our projects are taking a leading role and are also received favourably in Brussels. In a European comparison, the funding shows the great importance of these projects.

René Moser

Managing Director, ASFINAG Commercial Services GmbH

Networking on the European level:

Toll payment simplified across borders

Simplifying the HGV toll, and making it borderless from the start: This is the goal of the European Electronic Toll Service, EETS for short. ASFINAG is among the pioneers here and is playing a key role in its further development. Within the framework of the EETS Facilitation Platform, ASFINAG constitutes the General Secretariat in close cooperation with all participating European toll operators. The central concern: introducing the possibility for paying the toll simply with an on-board device and a contract in several countries. 2016 saw an important step being taken towards this goal. Telepass, the Italian toll operator, is the first EETS provider from a group of six, the systems of which are also compatible with the Austrian GO-Maut system. This means: It is no longer necessary to acquire the Austrian GO box. The Telepass box has been valid in Austria as well since February 2017.

> [More information](http://www.asfinag.at/toll#ap-inside-view-full) (<http://www.asfinag.at/toll#ap-inside-view-full>)



By means of interoperability we are putting the emphasis on the greatest possible customer service, no bureaucratic hurdles in the billing, and simple handling – thus no borders when paying the toll in Europe.

Dr. Hubert Resch

Managing Director, ASFINAG European Toll Service GmbH

Further development of user-friendly awarding platform PROVIA

As early as 2015, ÖBB and ASFINAG brought the user-friendly platform PROVIA online for the simplest possible processing of award procedures. The advantage: high quality, transparent processes, and with the utmost legal certainty. ASFINAG and ÖBB further developed PROVIA in 2016. Thus, it is now already possible for bidders to form bidding consortiums with other companies during the tender period. In PROVIA, the communication between the partners right through to the legally binding signatures can be simply and securely executed. All bidders, including the members of bidding consortiums, are able to continuously inform themselves of the award procedure status. This expanded structure in the platform saves valuable time; all activities are logged and are thereby fully transparent for all parties.

Design at the highest level and nevertheless efficient:

Architecture prize for Liefering motorway maintenance service

The Liefering motorway maintenance location was transformed within the framework of the design initiative for a more attractive motorway. An efficient and at the same time visually attractive design was successfully achieved for the building in the centre of Salzburg. This fact was also recognised by the federal state of Salzburg, which awarded the prestigious state architecture prize to ASFINAG, in its capacity as owner, in 2016.



Think local – act global:

We are making our know-how available in the international arena

Networking on the European level is important for recognising developments and trends on the market. ASFINAG has decades of experience in the areas of construction, operation and road tolls and is also making this experience available as part of international consulting projects. ASFINAG Commercial Services can thus draw on more than 50 experts. As a reliable partner in the context of consulting, 2016 saw the company make its know-how available to customers in Macedonia, Slovenia and Hungary as part of two projects in Romania as well as several projects in Austria.

> [More information](http://www.asfinag.at/about-us/responsibility/international-connections) (<http://www.asfinag.at/about-us/responsibility/international-connections>)



We perform as a reliable partner on the European market. Our strategy is to make valuable know-how available. This also benefits us in our own tasks in Austria.

Dr. Anton Sieber

Managing Director, ASFINAG Commercial Services GmbH

Right on trend with digitalisation:

More efficient, faster and safer during the ASFINAG working day

600 software products make the working day more efficient and simpler at ASFINAG. Digitalisation has long played a key role: The spectrum ranges from the geographic information system (GIS) and the awarding platform PROVIA right through to modern customer applications such as the ASFINAG app or the display of journey time delays at borders.

Just one example of many: More than 1,300 employees are already using our digital worksheets. Until now the recording of working hours and operating materials meant an enormous amount of time and a great deal of paperwork for employees. This is now in the past, since the data is registered securely and rapidly with mobile terminals.

The linking up of our road service vehicles enables an up-to-date, effective operational management. And the support provided by a digital system has become indispensable for the management of incidents or accidents – for instance for an overview of the current traffic events. The basis for all of these services is an efficient network, comprehensively widespread sensor technology and state-of-the-art IT systems, which are continuously monitored and improved.

More than 2,700 employees work at ASFINAG with commitment and passion for "their" customers. The company needs the dedication, knowledge and skills of each employee and takes its role as a responsible employer very seriously: Modern workplaces and operating facilities, a strong focus on employee protection, top further training opportunities and regular surveys are standard practice. New in 2016: Even greater social responsibility through the establishment of gender and diversity awareness, and the launch of the ASFINAG apprentice offensive.

Great importance is placed on gender and diversity

In 2016, the ASFINAG employee survey not only garnered a gratifyingly high degree of overall satisfaction, it also showed that the equality of women and men are major concerns, as is diversity in terms of cultural background and religion.

Following an analysis of sex and age distribution and the diverse lifestyles of the employees, among other things, a diversity management concept was developed. 2016 has already seen the implementation of countless measures targeted at equal opportunity, beginning with the reinforcement of gender-oriented personnel recruitment from the "home office" pilot project right through to the network event "Women's Talk". The importance of the issue as a whole is also underlined by a personnel addition in the form of a diversity and apprentice manager.



As diverse as the tasks of ASFINAG are, the employees are equally diverse in their needs and their approaches towards problem solving. We take this diversity into consideration in our diversity management concept.

Dr. Klaus Schierhackl

ASFINAG Executive Director



It is important to listen to employees, since it is only with satisfied employees that a company moves forward. These surveys also enable us to recognise areas of weakness and to further develop the company in the interests of everyone.

Alois Schedl

ASFINAG Executive Director

Measures to counter psychological stress among employees

Employee stress in the workplace can have many causes and diverse forms. At ASFINAG, protection of employees, their health care and measures to counter psychological work-related stress represent a special priority. It is for this reason that the company has conducted an evaluation with external specialist support. In workshops based on the various occupational groups (from manual labourers and toll keepers right through to administrative employees), in which almost one in three employees participated per occupational group, numerous fields of action were recognised and appropriate steps defined, such as an expansion of our internal training catalogue with thematically relevant courses.

“

Our goal is the continual improvement of our employees' working conditions. All measures are examined and adapted as necessary. This is not just a one-time project.

Heimo Maier-Farkas

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Manager Operations, ASFINAG Service GmbH

Standardised and simple:

The new ASFINAG time management

Standardised processes, transparency, safety – these were just some of the goals of the "new time management". 32 different time statement forms, 1,400 shift models and more than 100 works agreements were to be recorded in one single new system. By means of the new time management, it was possible to collect all of these different time statement and billing models, as well as works agreements, shift-work models and work scheduling regulations, enter them into the system in a transparent way, and assign them to the respective employees.

Introduced at the start of 2016, the system takes all the various current regulations into account which have an impact on time billing. Working hours, holidays, overtime, business trips and time off in lieu are all stored in an electronic system and are transparent, as well as being easy to use and to monitor.

“

The 'new time management' is a modern and stable foundation that allows us to comprehensibly, transparently and correctly present and process all matters relating to the topic of working hours.

Martina Hacker

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Manager Human Resources, ASFINAG Holding

Customised further training for all employees

Well-trained employees form the foundation of a successful company. ASFINAG therefore places great value on further training and is continually expanding the offering of seminars and courses. The subject areas include those of a general nature as well as some specially tailored to the different areas of activity – the further training catalogue has thus been expanded by presentation and public speaking skills; specialist training for traffic managers and route inspection services are also new.



ASFINAG places importance on employee protection

The safety of employees in their daily work is an especially great concern for ASFINAG. Employee safety is continually being developed – with success: compared with previous years, the number of days lost due to accidents at work significantly dropped to below 1,000. This corresponds to a value of 0.3 days per employee during the course of the year.

In addition to training and regular controls, employees also receive important information and tips via an internal ASFINAG app. This is valued by employees: The area of employee protection was rewarded with a good evaluation in the 2016 employee survey.

Powerful organisation structure for ASG

Fit for the future is the goal of the internal organisation of ASFINAG. ASG (Alpenstrassen GmbH), which is responsible for the federal states of Tyrol and Vorarlberg, has thus been repositioned.

The course for this new structure was set in 2016 and personnel have already been reallocated. Likewise newly filled is the position of Managing Director, on account of Klaus Fink's retirement at the end of 2016. From an intensive selection process with numerous internal and external candidates, Stefan Siegele, who also manages the "Operational Maintenance and Network Planning" department, emerged as successor.



Good collaboration with the federal states and authorities, as well as the continued satisfaction of employees, are the basis for the successful future of ASG.

Stefan Siegele

Managing Director, ASFINAG Alpenstraßen GmbH

Project cluster for complex construction projects

2016 saw ASFINAG expand its organisation structure by three 'clusters' for especially complex projects which together form a transport system or require a large number of official procedures and numerous interfaces.

Counting among these are Neubau Vienna/Lower Austria with the S 1 Vienna outer ring expressway and the S 8 Marchfeld expressway, the expansion and new construction in Greater Linz, especially with the A 7 Mühlkreis motorway and the A 26 Linz motorway, as well as the renovation in Vienna with the projects on Vienna's A 23 southeast bypass. The new cluster managements report directly to the department manager.



Transport challenges such as those in the past years on Vienna's A 23 southeast bypass will also be faced by Vienna and Linz in the coming years. The new project cluster structure ensures the best possible coordination and processing of these complex planning and construction projects.

Thomas Grünstäudl



Manager for Planning and Project Manager for
Organisation Development, ASFINAG Bau
Management GmbH

Driving safely for the benefit of customers

In diverse ways, ASFINAG ensures safety on the motorways and expressways. This also means safe driving for all those who are sitting behind the steering wheel of a truck or car on behalf of ASFINAG. For this reason, the company offers driving safety courses. Employees who drive heavy vehicles were already able to complete the relevant special courses in previous years. Nearly 550 employees have already taken advantage of this offer to date. 2016 saw the additional development of safe driving training courses specifically designed for users of company vehicles.



The safety of our employees, who are on the road a lot, is a major concern for us. This is why we offer these courses.

Alexander Dallinger



Fleet Management, ASFINAG Service GmbH



SUSTAINABILITY

For more than ten years, sustainability has been a key goal for ASFINAG – one that is becoming increasingly important. A comprehensive, independent sustainability report was therefore compiled for the reporting year 2016, in line with the Global Reporting Initiative (GRI) standard. It will be available as of summer 2017 at [asfinag.at](http://www.asfinag.at) (<http://www.asfinag.at>). The annual report provides a first insight into the selected highlights from 2016.

Roadmap for sustainable development

In 2015, ASFINAG identified and evaluated all aspects of sustainability in the company and brought them together in three work priorities:

- Creating and safeguarding jobs by means of a secure, available and customer-oriented road network, connecting Austria's economic regions.
- Developing resource-protecting and future-oriented traffic systems.
- Involving stakeholders in the shaping of sustainable mobility.

2016 saw the development of a 4-year plan arising from this foundation. It contains, among other things, concrete steps for the greater involvement of internal and external stakeholders, as well as the development of group-wide controlling of the non-financial figures. In addition, there was an even greater orientation towards key themes such as inclusion of the supply chains, personnel development including diversity management, as well as decarbonisation.

Connected with this is also further development of reporting. Starting from this year, ASFINAG will be publishing an independent sustainability report in line with the Global Reporting Initiative standard issued in 2016. The new online report – with details about ASFINAG's current CSR roadmap – will be available as of summer 2017 at [asfinag.at](http://www.asfinag.at).

> [More information](http://www.asfinag.at/about-us/responsibility/sustainability) (<http://www.asfinag.at/about-us/responsibility/sustainability>)



This CSR roadmap gives us access to a precise timetable for our future commitment to sustainable development: not only does construction and operation of the road infrastructure have an ecological dimension, but we view this as a social mandate and also bear social responsibility for our customers as well as our employees.

Thomas Steiner

Sustainability Manager, ASFINAG Holding



Targeting decarbonisation

Decarbonisation is a must for global climate protection, and it demands the long-term, complete avoidance of fossil fuels such as crude oil, natural gas and coal. This of course particularly affects private transport. ASFINAG is therefore supporting conversion to alternative drive systems.

Twelve electric filling stations were constructed by the end of 2016. It is intended that, by the end of 2018, quick charging stations will be available throughout the entire ASFINAG network in line with the development level of the vehicles (range). Furthermore, the past year saw the installation at three service stations of electrical connections for truck refrigeration units, which have hitherto been diesel-powered. This reduces both CO₂ and noise emissions. Evaluation is currently being carried out on how this service is being received by truck drivers.

Naturally, the company's own fleet is also being converted. By 2020, 20 per cent of some 500 company cars and pool cars – amounting to approx. 100 vehicles – ought to be fitted with an electrical drive. In addition, the necessary charging facilities are being established at the workplaces. 2016 saw the launch of the first tests with a hydrogen-powered vehicle, three electric cars and a light commercial truck.

Improved energy balance

Based on the 2015 energy audit, measures for enhanced efficiency and for the development of our own renewable energy were on last year's agenda. Furthermore, a complete switchover to green electricity took place at the start of the year.

The heaviest energy consumers are the tunnel systems. Energy for the lighting and ventilation is therefore already being generated on-site in several places, such as the Plabutsch tunnel in Graz. Photovoltaic installations or a small hydropower plant are currently being planned at a further eight tunnels. A smaller but clearly visible project is the "Smartflower". Since 6 December 2016, this flower-shaped photovoltaic installation has been supplying around 50 per cent of the green electricity for the lighting of the Hinterbrühl service station.

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With the freshly blossomed "Smartflower", ASFINAG is setting an example for new approaches in the generation of green electricity.

Gerhard Hudececk

Manager Electromechanical Maintenance,

ASFINAG Service GmbH

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A further 16 green bridges by 2027

Motorways and expressways impact the habitats of animals. These require assistance in crossing barriers. Smaller animals just need concrete strips at culverts, for example. But larger mammals, such as deer, require more space: green bridges are at least ten metres wide and offer coverage through copses and grassy vegetation. ASFINAG has so far constructed four green bridges; two further sites are being planned. The costs amount to approx. 4.5 million euros per object.

A total of 16 more green bridges are to be constructed by 2027. In order to optimally adapt the sites in line with the animals' habits, last year ASFINAG started a comprehensive observation programme. Supported by wildlife ecologist Horst Leitner, inspection was carried out at existing and planned sites, as well as the documented wildlife migration corridors. Many sites demonstrated a need for spatial planning action and the necessity to implement parallel measures in the railway and state road networks. A standardised concept has also been developed for wildlife observation – this will be rolled out in 2017. By means of thermal imaging cameras, tracking etc., ASFINAG wishes to systematically and uniformly evaluate which animals are actually using the green bridges. These findings will be incorporated into further planning.



Natur verbindet

A further project which links diverse natural habitats is "Natur verbindet" (Nature unites). This initiative from the Naturschutzbund (Nature Protection Society), Ministry of the Environment, Chamber of Agriculture and Federal Forestry Office is gathering square metres: colourful field edges, hedgerows or wildflower meadows. Every private individual, every company and also other organisations can present their own natural areas. In 2016, ASFINAG registered 40 hectares for the first time. In this way it is supporting the "Natur verbindet" goal of charting a map of preferably large, continuous and near-naturally cultivated areas in Austria.

Further developed stakeholder management

Open stakeholder dialogue is also part of ASFINAG's understanding of sustainability. In 2016, ASFINAG subjected its stakeholder management to a comprehensive review. In the process, three focal points were pursued:

- Fostering understanding for shareholder management in the company as a whole
- Updating the "stakeholder map"
- Detailed analysis of selected stakeholders in relation to mutual expectations and collaboration

In total, some 90 relevant external stakeholders were surveyed at the group level, 19 of which are considered to be key stakeholders. These represent the shareholder representatives, the most important customer groups and cooperation partners.

Furthermore, within the various ASFINAG companies, diverse employees are in contact with numerous further external stakeholders and are also confronted with numerous (at times contradictory) expectations in the process. Based on the 2016 review, progressive measures for increased inclusion of external stakeholders should be put in place, also in terms of sustainability management. To this end, in 2017 the focus should be on the defined key stakeholders.



Outlook

Sustainability report 2016

As of summer 2017, the sustainability report can be found on the new ASFINAG website www.asfinag.at (<http://www.asfinag.at>).

CONSOLIDATED BALANCE SHEET

| ASSETS | 31.12.2016 | 31.12.2015 |
|--|--------------------------|--------------------------|
| NON-CURRENT ASSETS | 15,697,055,967.47 | 15,323,685,490.35 |
| Intangible assets | 14,966,574,166.91 | 14,556,760,108.69 |
| Tangible assets | 519,467,696.36 | 531,120,303.22 |
| Real estate held as financial investment | 18,206,179.35 | 19,933,882.53 |
| Financial assets accounted for using the equity method | 379,382.70 | 390,030.98 |
| Other non-current assets | 143,975,592.22 | 169,677,734.51 |
| Future tax claims | 48,452,949.93 | 45,803,430.42 |
| CURRENT ASSETS | 499,748,521.65 | 326,424,766.03 |
| Inventories | 9,982,522.46 | 11,381,187.37 |
| Trade receivables | 230,345,824.57 | 208,948,395.08 |
| Other current assets | 80,768,672.87 | 88,065,856.17 |
| Income tax receivables | 0.00 | 1,067,935.48 |
| Cash and cash equivalents | 178,651,501.75 | 16,961,391.93 |
| ASSETS HELD FOR SALE | 641,936.85 | 0.00 |
| TOTAL ASSETS | 16,197,446,425.97 | 15,650,110,256.38 |

| EQUITY + LIABILITIES | | |
|---|--------------------------|--------------------------|
| EQUITY | 4,575,111,227.60 | 4,061,090,616.00 |
| Share capital | 392,433,304.51 | 392,433,304.51 |
| Capital reserves | 69,915,790.07 | 69,915,790.07 |
| Retained income | 6,318,012.97 | 6,318,012.97 |
| Accumulated consolidated earnings | 4,101,744,120.05 | 3,587,723,508.45 |
| Equity held by shareholders of the parent company | 4,570,411,227.60 | 4,056,390,616.00 |
| Non-controlling interests | 4,700,000.00 | 4,700,000.00 |
| NON-CURRENT LIABILITIES | 9,398,376,887.14 | 10,715,249,859.61 |
| Financial liabilities | 9,310,046,466.84 | 10,635,979,496.14 |
| Employee benefit obligations | 43,466,226.00 | 41,397,768.00 |
| Provisions | 18,566,839.34 | 11,717,926.02 |
| Non-current trade payables | 17,631,449.93 | 10,856,304.22 |
| Other non-current liabilities | 8,665,905.03 | 15,298,365.23 |
| CURRENT LIABILITIES | 2,223,958,311.23 | 873,769,780.77 |
| Financial liabilities | 1,430,118,257.62 | 221,159,373.17 |
| Trade payables | 322,446,284.48 | 238,387,020.81 |
| Other liabilities | 243,950,724.47 | 213,744,598.40 |
| Income tax liabilities | 22,314,097.61 | 0.00 |
| Provisions | 205,128,947.05 | 200,478,788.39 |
| TOTAL EQUITY + LIABILITIES | 16,197,446,425.97 | 15,650,110,256.38 |

CONSOLIDATED INCOME STATEMENT

| | 2016 | 2015 |
|--|-------------------------|-------------------------|
| REVENUES | 2,384,553,880.37 | 2,312,090,577.44 |
| Other revenue | 104,727,216.69 | 104,717,206.40 |
| Internally produced and capitalised assets | 5,075,844.07 | 5,585,014.08 |
| Cost of material and services received | -917,948,785.05 | -924,936,189.94 |
| Personnel expenses | -187,701,372.60 | -180,014,495.28 |
| Other expenses | -174,498,623.12 | -172,820,188.28 |
| EARNINGS BEFORE INTEREST, DEPRECIATION, APPRECIATION, TAXES, OTHER FINANCIAL RESULTS AND RESULTS FROM FINANCIAL ASSETS ACCOUNTED FOR USING THE EQUITY METHOD (EBITDA) | 1,214,208,160.36 | 1,144,621,924.42 |
| Amortisation, appreciation and depreciation of intangible assets, fixed assets and real estate held as financial investment | -70,215,450.92 | -68,300,586.64 |
| EARNINGS BEFORE INTEREST, TAXES, INCOME FROM SECURITIES AND EARNINGS FROM FINANCIAL ASSETS ACCOUNTED FOR USING THE EQUITY METHOD (EBIT) | 1,143,992,709.44 | 1,076,321,337.78 |
| Interest expenses | -330,389,143.89 | -368,883,723.98 |
| Other financial expenses | -27,902,428.13 | -64,855,432.39 |
| Interest income | 6,957,355.06 | 23,656,715.10 |
| Other financial income | 25,182,647.33 | 62,019,841.71 |
| Earnings from financial assets accounted for using the equity method | 42,074.70 | 24,966.19 |
| FINANCIAL RESULT AND EARNINGS FROM FINANCIAL ASSETS ACCOUNTED FOR USING THE EQUITY METHOD | -326,109,494.93 | -348,037,633.37 |
| EARNINGS BEFORE TAX (EBT) | 817,883,214.51 | 728,283,704.41 |
| Taxes on earnings and income | -202,739,084.30 | -179,243,884.07 |
| RESULT FOR THE PERIOD | 615,144,130.21 | 549,039,820.34 |
| Of which: | | |
| Parent company's shareholders | 615,144,130.21 | 549,039,820.34 |
| Non-controlling interests | 0.00 | 0.00 |

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

| | 2016 | 2015 |
|--|-----------------------|-----------------------|
| NET RESULT FOR THE PERIOD | 615,144,130.21 | 549,039,820.34 |
| Valuation of financial instruments available for sale | 44,470.60 | -43,393.84 |
| Deferred taxes related to these items | -11,117.65 | 10,848.54 |
| SUM TOTAL OF POSITIONS THAT ARE RECLASSIFIED SUBSEQUENTLY ("RECYCLED") TO P&L | 33,352.95 | -32,545.30 |
| Revaluation in accordance with IAS 19 | -1,542,495.41 | -934,253.79 |
| Deferred taxes related to these items | 385,623.85 | 233,564.43 |
| SUM TOTAL OF POSITIONS THAT ARE NOT RECLASSIFIED SUBSEQUENTLY ("RECYCLED") TO P&L | -1,156,871.56 | -700,689.36 |
| OTHER INCOME AND EARNINGS AFTER TAXES ON INCOME | -1,123,518.61 | -733,234.66 |
| TOTAL INCOME | 614,020,611.60 | 548,306,585.68 |
| Share held by parent company's shareholder | 614,020,611.60 | 548,306,585.68 |
| Share held by minority shareholders | 0.00 | 0.00 |

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

| | Share capital | Capital reserves | Retained earnings | Valuation reserve IAS 39 | Revaluation in accordance with IAS 19 | Profit carried forward | Accumulated consolidated earnings | Equity held by shareholder of the parent company | Non-controlling interests | Total equity |
|----------------------------|-----------------------|----------------------|---------------------|--------------------------|---------------------------------------|-------------------------|-----------------------------------|--|---------------------------|-------------------------|
| AS AT 1.1.2015 | 392,433,304.51 | 69,915,790.07 | 6,318,012.97 | -291,750.32 | -1,061,712.63 | 3,140,770,385.72 | 3,139,416,922.77 | 3,608,084,030.32 | 4,700,000.00 | 3,612,784,030.32 |
| Net result for the Period | | | | | | 549,039,820.34 | 549,039,820.34 | 549,039,820.34 | | 549,039,820.34 |
| Other comprehensive income | | | | -32,545.30 | -700,689.36 | | -733,234.66 | -733,234.66 | | -733,234.66 |
| OVERALL RESULT | 0.00 | 0.00 | 0.00 | -32,545.30 | -700,689.36 | 549,039,820.34 | 548,306,585.68 | 548,306,585.68 | 0.00 | 548,306,585.68 |
| Dividends paid out | | | | | | -100,000,000.00 | -100,000,000.00 | -100,000,000.00 | | -100,000,000.00 |
| AS AT 31.12.2015 | 392,433,304.51 | 69,915,790.07 | 6,318,012.97 | -324,295.62 | -1,762,401.99 | 3,589,810,206.06 | 3,587,723,508.45 | 4,056,390,616.00 | 4,700,000.00 | 4,061,090,616.00 |
| Net result for the Period | | | | | | 615,144,130.21 | 615,144,130.21 | 615,144,130.21 | | 615,144,130.21 |
| Other comprehensive income | | | | 33,352.95 | -1,156,871.56 | | -1,123,518.61 | -1,123,518.61 | | -1,123,518.61 |
| OVERALL RESULT | 0.00 | 0.00 | 0.00 | 33,352.95 | -1,156,871.56 | 615,144,130.21 | 614,020,611.60 | 614,020,611.60 | 0.00 | 614,020,611.60 |
| Dividends paid out | | | | | | -100,000,000.00 | -100,000,000.00 | -100,000,000.00 | | -100,000,000.00 |
| AS AT 31.12.2016 | 392,433,304.51 | 69,915,790.07 | 6,318,012.97 | -290,942.67 | -2,919,273.55 | 4,104,954,336.27 | 4,101,744,120.05 | 4,570,411,227.60 | 4,700,000.00 | 4,575,111,227.60 |

CONSOLIDATED CASH FLOW STATEMENT

| | 2016 | 2015 |
|--|------------------------|------------------------|
| EARNINGS BEFORE TAX (EBT) | 817,883,214.51 | 728,283,704.41 |
| Profit/loss from disposal of intangible assets, tangible assets and real estate held as financial investments | -2,618,302.31 | -15,307,488.56 |
| Write up/down of intangible assets, tangible assets and real estate held as financial investments | 70,215,450.92 | 68,300,586.64 |
| Earnings from financial assets accounted for using the equity method | -42,074.70 | -24,966.19 |
| Interest expenses | 330,389,143.89 | 368,883,723.98 |
| Interest income | -6,957,355.06 | -23,656,715.10 |
| Interest paid | -312,440,841.26 | -381,006,956.22 |
| Interest received | 7,138,859.69 | 27,386,085.82 |
| Other non-cash financial expenses/income | 2,715,411.69 | 2,825,277.79 |
| Other cash financial expenses/income | 4,369.11 | 10,312.89 |
| Change to inventories | 1,398,664.91 | -676,941.92 |
| Change to trade receivables | -21,397,429.49 | -8,786,446.64 |
| Change to current and non-current other assets excluding derivatives | 2,697,366.67 | -16,110,403.86 |
| Change to obligations to employees | 525,962.59 | 505,696.21 |
| Change to current and non-current provisions | 6,204,346.85 | -838,181.01 |
| Change to current and non-current trade payables | 33,738,511.83 | -5,910,131.60 |
| Change to current and non-current other liabilities excluding derivatives | 13,573,665.87 | 29,273,898.95 |
| CASH FLOW FROM CURRENT ACTIVITIES | 943,028,965.71 | 773,151,055.59 |
| Income taxes paid | -181,632,064.52 | -218,199,123.73 |
| CASH FLOW FROM OPERATIONAL ACTIVITIES | 761,396,901.19 | 554,951,931.86 |
| Receipts from disposal of intangible assets, tangible assets and real estate held as financial investments | 6,315,788.42 | 20,676,030.86 |
| Dividends from financial investments | 30,960.00 | 82,604.00 |
| Cash expenditure for the acquisition of usufructuary rights | -343,563,034.88 | -396,141,295.89 |
| Cash expenditure for the acquisition of intangible assets (except for usufructuary rights), tangible assets | -66,500,868.69 | -93,350,001.84 |
| Cash expenditure for the acquisition of shares and capital increases in associated companies and real estate held as financial investments | -353,346.99 | -1,663,003.24 |
| CASH FLOW FROM INVESTMENT ACTIVITY | -404,070,502.13 | -470,395,666.10 |
| Receipts from raising financial debt | 429,603,923.80 | 1,841,806,193.41 |
| Dividends paid out | -90,000,000.00 | -95,000,000.00 |
| Cash expenditure from repayment of financial debt | -535,240,213.04 | -1,837,135,256.47 |
| CASH FLOW FROM FINANCING ACTIVITY | -195,636,289.24 | -90,329,063.06 |
| OPENING BALANCE OF CASH AND CASH EQUIVALENTS | 16,961,391.93 | 22,734,189.23 |
| Cash flow from operational activities | 761,396,901.19 | 554,951,931.86 |
| Cash flow from investment activity | -404,070,502.13 | -470,395,666.10 |
| Cash flow from financing activity | -195,636,289.24 | -90,329,063.06 |
| CLOSING BALANCE OF CASH AND CASH EQUIVALENT | 178,651,501.75 | 16,961,391.93 |

ECONOMIC SITUATION

Assets

| | 31.12.2016 | | 31.12.2015 | | 31.12.2014 | |
|----------------------------------|------------|--------|------------|--------|------------|--------|
| | TSD € | % | TSD € | % | TSD € | % |
| Non-current assets | 15,697,056 | 96.91 | 15,323,685 | 97.91 | 14,909,064 | 97.98 |
| Current assets | 499,749 | 3.09 | 326,425 | 2.09 | 306,819 | 2.02 |
| Non-current assets held for sale | 642 | 0.00 | 0 | 0.00 | 1,070 | 0.01 |
| | 16,197,446 | 100.00 | 15,650,110 | 100.00 | 15,216,952 | 100.00 |

The non-current assets are mainly dominated by intangible assets, which essentially consist of the usufructuary right (new constructions) to the primary road network. The usufructuary right grows with the acquisition and manufacturing costs for the infrastructure. The value of the usufructuary right (incl. advance payments and assets under construction usufructuary rights) rose by EUR 405 million in 2016 (2015 EUR 393 million).

Tangible assets (EUR 519 million) primarily consist of tolling facilities, traffic control systems and investments in corporate network infrastructure as well as investments in IT infrastructure.

Current assets essentially include income from billing for toll stickers and receivables from HGV tolling with a remaining maturity of up to one year. Furthermore, the liquid funds, inventories, valuation of the short-term derivatives (see Notes point 4.21) and the receivables from Austrian and foreign tax authorities are also some of the items included here. The increase over the previous year of about EUR 173 million is mainly attributable to the increase in cash and cash equivalents of about EUR 161 million over the previous year.

Equity + Liabilities

| | 31.12.2016 | | 31.12.2015 | | 31.12.2014 | |
|-----------------------------|------------|--------|------------|--------|------------|--------|
| | TSD € | % | TSD € | % | TSD € | % |
| Internally generated equity | 4,108,062 | 25.36 | 3,594,042 | 22.96 | 3,145,735 | 20.67 |
| Externally generated equity | 467,049 | 2.88 | 467,049 | 2.98 | 467,049 | 3.07 |
| Equity | 4,575,111 | 28.25 | 4,061,091 | 25.95 | 3,612,784 | 23.74 |
| Non-current liabilities | 9,398,376 | 58.02 | 10,715,249 | 68.47 | 8,935,628 | 58.72 |
| Current liabilities | 2,223,959 | 13.73 | 873,770 | 5.58 | 2,668,540 | 17.54 |
| | 16,197,446 | 100.00 | 15,650,110 | 100.00 | 15,216,952 | 100.00 |

Equity (incl. profit carry forward) rose by the net profit for 2016, adjusted for the distribution of a dividend of EUR 100 million and other income (revaluation in accordance with IAS 19, valuation reserve in accordance with IAS 39). In the field of existing financial liabilities, a modification of due dates for outside capital resulted in a reclassification from current to long-term items. This resulted primarily from the fact that there were no redemptions of bonds in 2016; however there are redemptions of originally non-current financial liabilities in 2017 (excluding cash advances) amounting to around EUR 1.3 billion in total (nominal value).

There was no long-term financing carried out in 2016.

Sales and Result

| | 2016 TSD € | 2015 TSD € | 2014 TSD € |
|---|------------------|------------------|------------------|
| Sales revenues | 2,384,554 | 2,312,091 | 2,266,660 |
| Earnings before interest, taxes, depreciation and amortisation (EBITDA) | 1,214,208 | 1,144,622 | 1,114,792 |
| in % of sales | 50.92 | 49.51 | 49.18 |
| Appreciation, depreciation and amortisation | -70,215 | -68,301 | -62,532 |
| Earnings before interest and tax (EBIT) | 1,143,993 | 1,076,321 | 1,052,260 |
| in % of sales | 47.98 | 46.55 | 46.42 |
| Financial result | -326,109 | -348,038 | -360,007 |
| Earnings before tax on income (EBT) | 817,884 | 728,283 | 692,253 |
| in % of sales | 34.30 | 32.13 | 30.54 |
| NET PROFIT/LOSS FOR THE PERIOD | 615,144 | 549,040 | 519,181 |
| in % of sales | 25.80 | 24.22 | 22.91 |
| ACCUMULATED PROFIT/LOSS FOR THE GROUP | 4,101,744 | 3,587,724 | 3,139,417 |

Toll revenues increased on the whole by about EUR 59 million (3.2%) in 2016.

Expenses for materials and other purchased services that have an effect on the result for the period (hence, excluding usufructuary rights) dropped as compared with 2015 (-19 million).

The financial result improved by around EUR 22 million, which is basically attributable to a reduction in the interest level.

At EUR 818 million, the EBIT for 2016 is EUR 90 million above the previous year's level (EUR 728 million).

After deduction of taxes, the profit for the period 2016 (EUR 615 million) is around EUR 66 million (+12%) higher than in 2015.

Breakdown of revenues

| | 2016 TSD € | % | 2015 TSD € | % | 2014 TSD € | % |
|---------------------------------------|------------------|---------------|------------------|---------------|------------------|---------------|
| Revenue from special toll sections | 172,698 | 6.92 | 157,225 | 6.49 | 155,118 | 6.59 |
| Revenue from toll stickers | 472,218 | 18.93 | 449,271 | 18.55 | 428,198 | 18.19 |
| Revenue from truck tolls | 1,273,570 | 51.06 | 1,252,531 | 51.71 | 1,241,628 | 52.75 |
| Revenue from letting/leasing | 31,537 | 1.26 | 30,290 | 1.25 | 31,209 | 1.33 |
| Revenues from enforcement | 32,209 | 1.29 | 30,793 | 1.27 | 29,391 | 1.25 |
| Other sales revenues | 173 | 0.01 | 234 | 0.01 | 112 | 0.00 |
| Revenue from billing to third parties | 402,148 | 16.12 | 391,746 | 16.17 | 381,004 | 16.19 |
| SALES REVENUES | 2,384,554 | 95.60 | 2,312,091 | 95.45 | 2,266,660 | 96.30 |
| OWN WORK CAPITALISED | 5,076 | 0.20 | 5,585 | 0.23 | 4,879 | 0.21 |
| Income from disposal of fixed assets | 4,084 | 0.16 | 17,083 | 0.71 | 1,830 | 0.08 |
| Income from fines | 79,525 | 3.19 | 64,191 | 2.65 | 60,950 | 2.59 |
| Any other income | 21,118 | 0.85 | 23,443 | 0.97 | 19,482 | 0.83 |
| OTHER REVENUES | 104,727 | 4.20 | 104,717 | 4.32 | 82,261 | 3.49 |
| SALES REVENUES AND INCOME | 2,494,357 | 100.00 | 2,422,393 | 100.00 | 2,353,800 | 100.00 |

The increase in toll revenues from vehicles > 3.5 t maximum permissible weight is attributable to a mileage increase of 4.8% compared to 2015.

The increase in toll sticker revenues is attributable to a volume increase (4.3%) and statutory valorisation of the rates.

The increase in special toll revenues compared to 2015 is explained by the temporary closure of the Arlberg Tunnel in 2015.

Revenues from amounts invoiced to third parties essentially correspond to the expenses incurred for constructing and expanding the road infrastructure and rose by some EUR 10 million compared with 2015.

The drop in income from the disposal of assets is attributable to a special effect that occurred in 2015, i.e. the sale of the motorway maintenance centre Salzburg/Lieferung.

The considerably higher revenues from fines (+15 million) compared to 2015 are mainly explained by the EU-wide exchange of vehicle and driving license data (EUCARIS) introduced in 2016.

Breakdown of expenses

| | 2016 TSD € | % | 2015 TSD € | % | 2014 TSD € | % |
|---|------------------|---------------|------------------|---------------|------------------|---------------|
| Cost of materials and purchased services | 917,949 | 67.98 | 924,936 | 68.71 | 911,997 | 70.07 |
| Personnel expenses | 187,701 | 13.90 | 180,015 | 13.37 | 175,487 | 13.48 |
| Other expenses | 174,499 | 12.92 | 172,820 | 12.84 | 151,524 | 11.64 |
| Appreciation, depreciation, amortisation and impairment | 70,215 | 5.20 | 68,301 | 5.07 | 62,532 | 4.80 |
| EXPENSES | 1,350,364 | 100.00 | 1,346,071 | 100.00 | 1,301,540 | 100.00 |

At EUR 918 million, the cost of material and services received is slightly less than the previous year's level (-EUR 7 million). This includes (among others) the expenses for services received amounting to EUR 864 million, which dropped by about EUR 102 million compared to 2015, the cost of material (EUR 91 million) that increased over 2015 by EUR 64 million, as well as the increase of the allocation to reserves for maintenance obligations formed in line with IFRIC 12, whereby the difference to the 2015 value amounts to around EUR 14 million (see also Notes point 4.20 and 5.3).

Personnel expenses rose due to an increase under the collective pay agreement and the introduction of a new, standardised salary table for the entire company.

Cash flow statement

| | 2016 TSD € | 2015 TSD € | 2014 TSD € |
|---|----------------|---------------|----------------|
| Cash flow from operational activities | 761,397 | 554,952 | 596,022 |
| Cash flow from investment activities | -404,071 | -470,396 | -450,629 |
| Cash flow from financing activities | -195,636 | -90,329 | -183,347 |
| CHANGE IN CASH AND CASH EQUIVALENTS | 161,690 | -5,773 | -37,954 |
| Opening balance of cash and cash equivalents | 16,961 | 22,734 | 60,688 |
| CLOSING BALANCE OF CASH AND CASH EQUIVALENTS | 178,651 | 16,961 | 22,734 |

In 2016, cash flow from operational activities amounted to EUR 761 million and is thus around EUR 206 million above the previous year's figure. ASFINAG's decreased investment activity amounting to EUR 404 million results in an overall positive cash flow before financing (free cash flow) of EUR 357 million for 2016.

Cash flow from financing activities (EUR -196 million) shows a closing balance of funds of around EUR 179 million, calculated with due regard to the opening balance of cash and cash equivalents.

Profitability

| | | 2016 | 2015 | 2014 |
|-----------------------------|---|-------|-------|-------|
| Return on sales s.l. (%) | Operational result (EBIT) / Sales revenues | 47.98 | 46.55 | 46.42 |
| Return on sales s.s. (%) | Net profit/loss for the period / Sales revenues | 25.80 | 23.75 | 22.91 |
| Return on total capital (%) | Operational result (EBIT) / Ø Total assets | 7.18 | 6.97 | 7.01 |
| Return on equity (%) | Net profit/loss for the period / Ø Equity | 14.25 | 14.31 | 15.03 |

The return on sales, in the broader sense, increased compared to 2015, since growth for the EBIT was significantly stronger than for sales revenue. The return on sales also increased considerably, in the broader sense, due to the results for the period, which increased by about 12%.

The return on total capital increased slightly due to the EBITs, which increased more strongly compared to the higher balance sheet total. The return on equity remained almost unchanged compared to the previous year. Both the results for the period as well as that of the average equity capital increased by more than 12% compared to the previous year.

NON-FINANCIAL PERFORMANCE INDICATORS

Headcount as at 31.12.2016

| | Total 2016 | ASFINAG 2016 | Staff in provinces 2016 | Total 2015 | Total 2014 |
|-------------------------------------|--------------|--------------|-------------------------|--------------|--------------|
| ASFINAG-Holding | 141 | 141 | 0 | 145 | 138 |
| ASFINAG Service GmbH | 1,451 | 938 | 513 | 1,461 | 1,452 |
| ASFINAG Alpenstraßen GmbH | 250 | 250 | 0 | 246 | 242 |
| ASFINAG Bau Management GmbH | 284 | 271 | 13 | 265 | 256 |
| ASFINAG Maut Service GmbH | 608 | 608 | 0 | 593 | 586 |
| ASFINAG Commercial Services GmbH | 0 | 0 | 0 | 0 | 0 |
| ASFINAG European Toll Services GmbH | 0 | 0 | 0 | 0 | 0 |
| TOTAL HEADCOUNTS | 2,734 | 2,208 | 526 | 2,710 | 2,674 |

Total headcount as at the reference date of 31 December increased by 24 as compared with 2015. Out of a total staff headcount of 2,734, 29 are temporary staff employed to cover peaks in workload as of 31 December 2016.

At around 2%, employee turnover remained at a consistently low level in 2016. Seasonal workers, trainees, apprentices and staff employed by the federal provinces are not included in this figure.

As of the end of 2016, a total of 4 apprentices were undergoing training, and there are no trainees at present.

In 2016, a number of future-oriented projects and topics were addressed:

Salary table (ST) NEW / Collective agreement 2016

The new salary system negotiated in several rounds of workshops was finalised at the end of Q1 2016 and signed by the entire negotiating team.

Taking financial (financial feasibility) and practical (soundness, fairness) aspects into consideration, the objective of the project was to replace the existing salary tables with a single, modern salary table with development possibilities for everyone in which all employees of ASFINAG are covered.

The result – the new salary table based on newly created function and occupation groups – as well as the new content based on it were integrated in the collective agreement (CA) (version of 1 March 2016). The new salaries became valid retroactively as of 1 January 2016.

The overall process of rolling out the new salary table was supported through intensive communication measures in order to optimally guide the employees.

Employee survey 2016

Following intensive conceptual work, the 4th employee survey took place from 1 to 18 March 2016 at ASFINAG. The Group's return rate was an above-average 79%, and the overall satisfaction index was an encouraging 2.1 (scale 1-5). The results were communicated and extensively discussed in the entire company. Despite the positive results, the initiation of further development will be pursued through targeted measures at the Group, company and organisational unit levels.

The focus will be on the following subject areas Group-wide:

- reporting
- management
- corporate culture
- gender und diversity

Time management

The new time management system became productive on 1 January 2016.

The different policies developed over the years in ASFINAG for time recording and payroll accounting were redesigned and standardised in a complete system.

Diversity management, "living diversity"

"Do you have the impression that women and men are treated equally in the company as regards salary, career opportunities or management responsibility?" This question was asked in the employee survey for the first time in March 2016. Employees gave it a score of 2.4, on a scale of 1 to 5. Management took this as an impetus to further promote the already existing measures in this area and to make the topic of diversity management a priority.

Among others, ASFINAG pursues two objectives: On the one hand, gender parity is to be reached in work life. On the other hand, the company would also like to deal with new, general challenges, such as the demographic change, ageing of society and individualisation of concepts of living.

A diversity management concept was developed for structured processing of this subject area. The following measures were some of those already taken in 2016 as part of this:

- sound analysis of the status quo (gender distribution, age distribution, length of service with the company, and so on)
- creation and filling of a new female "Diversity and Trainee Manager" position
- establishment of "ASFINAG - Women's Talk", which is designed as a networking event for female ASFINAG managers
- decision to introduce a home office concept, the key points were defined, a pilot project will be carried out in 2017
- Adjustment of the wording for job ads, expressing that ASFINAG would be delighted to receive applications from women in order to increase the proportion of women.

SCCHEDULE OF FIXED ASSET TRANSACTIONS IFRS

Tangible assets

| Tangible assets | Land | Buildings | Plant and equipment | Operating and office equipment | Vehicles and moveable assets | Advance payments and construction in progress | Total |
|--|----------------------|-----------------------|-----------------------|--------------------------------|------------------------------|---|-------------------------|
| ACQUISITION COSTS | | | | | | | |
| As at 01.01.2016 | 19,338,636.59 | 234,032,684.75 | 625,426,080.27 | 28,815,660.63 | 143,809,517.15 | 28,020,139.79 | 1,079,442,719.18 |
| Additions | 313,101.20 | -281,630.37 | 17,085,693.52 | 2,838,508.19 | 13,123,828.52 | 20,387,751.90 | 53,467,252.96 |
| Reclassifications | 18.52 | 597,026.37 | 13,062,316.76 | 129,234.36 | -2,066,267.17 | -14,824,353.48 | -3,102,024.64 |
| Disposals | -480,445.16 | -2,067,978.88 | -2,860,085.60 | -2,193,928.53 | -7,655,820.30 | -2,054,933.63 | -17,313,192.10 |
| AS AT 31 DEC. 2016 | 19,171,311.15 | 232,280,101.87 | 652,714,004.95 | 29,589,474.65 | 147,211,258.20 | 31,528,604.58 | 1,112,494,755.40 |
| DEPRECIATION AND IMPAIRMENT OF VALUE | | | | | | | |
| As at 01 Jan. 2016 | 0.00 | 125,742,123.75 | 325,357,110.27 | 19,284,953.13 | 75,843,458.55 | 2,094,770.26 | 548,322,415.96 |
| Depreciation | 0.00 | 6,911,080.00 | 38,446,291.20 | 3,162,816.59 | 11,272,484.32 | | 59,792,672.11 |
| Impairment of value | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 102,419.23 | 102,419.23 |
| Disposals | 0.00 | -1,896,471.88 | -2,755,578.09 | -2,144,234.53 | -6,768,023.30 | -1,626,140.46 | -15,190,448.26 |
| Reclassifications (allowance for depreciation) | 0.00 | 0.00 | 1,066,685.97 | 0.00 | -944,902.37 | -121,783.60 | 0.00 |
| AS AT 31 DEC. 2016 | 0,00 | 130,756,731.87 | 362,114,509.35 | 20,303,535.19 | 79,403,017.20 | 449,265.43 | 593,027,059.04 |
| BOOK VALUE AT 31 DEC. 2016 | 19,171,311.15 | 101,523,370.00 | 290,599,495.60 | 9,285,939.46 | 67,808,241.00 | 31,079,339.15 | 519,467,696.36 |
| BOOK VALUE AT 31 DEC. 2015 | 19,338,636.59 | 108,290,561.00 | 300,068,970.00 | 9,530,707.50 | 67,966,058.60 | 25,925,369.53 | 531,120,303.22 |

Intangible assets

| Intangible assets | Usufructuary rights | Advance payment usufructuary rights | Rights and licenses | Goodwill | Advance payments intangible assets | Total |
|-----------------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|------------------------------------|--------------------------|
| ACQUISITION COSTS | | | | | | |
| As at 01.01.2016 | 13,606,592,158.13 | 770,340,820.99 | 99,980,237.92 | 153,032,137.39 | 4,001,325.71 | 14,633,946,680.14 |
| Additions | 131,995,562.66 | 272,921,827.43 | 5,159,701.77 | 0.00 | 7,553,137.63 | 417,630,229.49 |
| Reclassifications | 44,428,675.10 | -44,435,101.54 | 3,858,142.11 | 0.00 | -756,098.95 | 3,095,616.72 |
| Disposals | 0.00 | 0.00 | -124,387.25 | 0.00 | -37,398.11 | -161,785.36 |
| AS AT 31.12.2016 | 13,783,016,395.89 | 998,827,546.88 | 108,873,694.55 | 153,032,137.39 | 10,760,966.28 | 15,054,510,740.99 |
| DEPRECIATION | | | | | | |
| As at 01.01.2016 | 0.00 | 0.00 | 77,186,571.45 | 0.00 | 0.00 | 77,186,571.45 |
| Depreciation | 0.00 | 0.00 | 10,874,389.88 | 0.00 | 0.00 | 10,874,389.88 |
| Disposals | 0.00 | 0.00 | -124,387.25 | 0.00 | 0.00 | -124,387.25 |
| AS AT 31.12.2016 | 0.00 | 0.00 | 87,936,574.08 | 0.00 | 0.00 | 87,936,574.08 |
| BOOK VALUE AT 31 DEC. 2016 | 13,783,016,395.89 | 998,827,546.88 | 20,937,120.47 | 153,032,137.39 | 10,760,966.28 | 14,966,574,166.91 |
| BOOK VALUE AT 31 DEC. 2015 | 13,606,592,158.13 | 770,340,820.99 | 22,793,666.47 | 153,032,137.39 | 4,001,325.71 | 14,556,760,108.69 |

IFRS schedule of consolidation

| Company | Registered office | Share in % | Consolidation method | Local currency |
|---|-------------------|------------|----------------------|----------------|
| Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft | Vienna | | HOLDING | EUR |
| ASFINAG Service GmbH | Ansfelden | 85.00 | FULL | EUR |
| ASFINAG Alpenstraßen GmbH | Innsbruck | 51.00 | FULL | EUR |
| ASFINAG Bau Management GmbH | Vienna | 100.00 | FULL | EUR |
| ASFINAG Maut Service GmbH | Salzburg | 100.00 | FULL | EUR |
| ASFINAG Commercial Services GmbH | Vienna | 100.00 | FULL | EUR |
| ASFINAG European Toll Service GmbH | Vienna | 100.00 | FULL | EUR |
| Verkehrsauskunft Österreich VAO GmbH | Vienna | 26.00 | EQUITY | EUR |

Key Figures

| Financial key figures in EUR mil. | 2016 | Delta in % | 2015 | 2014 |
|--|--------|------------|--------|--------|
| Toll revenues | 1,919 | 3.2% | 1,859 | 1,825 |
| thereof toll revenues from cars | 645 | 6.4% | 606 | 583 |
| thereof toll revenues from special toll sections | 173 | 10.2% | 157 | 155 |
| thereof toll revenues from toll stickers | 472 | 5.1% | 449 | 428 |
| number of toll stickers sold (in millions) | 26.4 | 4.3% | 25.3 | 24.3 |
| thereof toll revenues from HGV | 1,274 | 1.7% | 1,253 | 1,242 |
| Financial result (interest expense) | -326 | -6.3% | -348 | -360 |
| Result for the period | 615 | 12.0% | 549 | 519 |
| Cash flow before financing activity (free cash flow) | 357 | 325.0% | 84 | 145 |
| Balance sheet total | 16,197 | 3.5% | 15,650 | 15,217 |
| Equity | 4,575 | 12.7% | 4,061 | 3,613 |
| Equity ratio | 28.2% | 8.9% | 25.9% | 23.7% |
| Current and non-current liabilities | 11,622 | 0.3% | 11,589 | 11,604 |
| Infrastructure investment programme | 907 | -4.6% | 951 | 909 |
| thereof new construction | 406 | 3.0% | 394 | 382 |
| thereof structural maintenance | 463 | -6.7% | 496 | 455 |

| Operational key figures | 2016 | Delta in % | 2015 | 2014 |
|--|--------|------------|--------|--------|
| Distance travelled for vehicles ≤ 3.5 t mpw in mill. vehicle km/year (m+e) | 27,274 | 3.2% | 26,432 | 25,708 |
| Distance travelled for vehicles > 3.5 t mpw in mill. vehicle km/year (m+e) | 3,496 | 4.8% | 3,335 | 3,268 |
| Total distance travelled in mill. vehicle km/year (m+e) | 30,770 | 3.4% | 29,767 | 28,976 |
| Existing road network in km | 2,199 | 0.0% | 2,199 | 2,183 |
| Headcount (incl. staff based in federal provinces *) | 2,734 | 0.9% | 2,710 | 2,674 |

*) As of 31.12. of the year



CORPORATE GOVERNANCE REPORT

Corporate Governance Report Pursuant to the Federal Public Corporate Governance Codex

Introduction

The ASFINAG Group wants to boost the confidence of customers, employees and the general public through a transparent, prompt and detailed information policy. As a capital market orientated company, and due to high public interest, the ASFINAG Group orientates the design and communication of its company management around international standards and best practice methods.

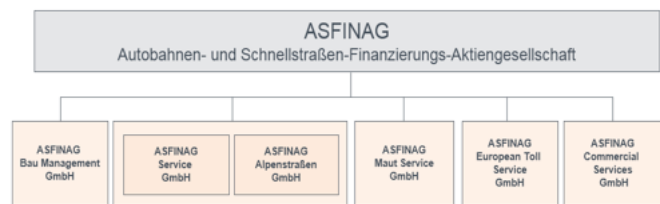
In the fiscal year 2011, the Board of Management and Supervisory Board decided to voluntarily carry out a comparison between ASFINAG standards and the regulations of the Austrian Corporate Governance Codex and to prepare and publish a corporate governance report. The Austrian Corporate Governance Codex is orientated primarily around listed stock corporations. Even though the shares of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft are not traded on a stock exchange, the recommendation of the Austrian Workgroup for Corporate Governance was complied with in the fiscal years 2011 to 2013, according to which even non-listed stock corporations are to orientate themselves around the codex if the regulations are applicable to them.

The ASFINAG Group pursues a corporate strategy as required for the benefit of the company, taking into consideration the interests of the owners, the Republic of Austria and the employees. The Board of Management reports regularly to the Supervisory Board concerning business development and submits to them specific business cases for approval in accordance with the statutes and the law. The strategic orientation is carried out in close consultation with the Supervisory Board.

Federal Public Corporate Governance Codex (in brief: “B-PCGK”)

At the end of October 2012, the Austrian Government approved the Federal Public Corporate Governance Codex (B-PCGK). B-PCGK applies to companies whose direct or indirect majority shareholder is the Federal Republic of Austria; it must therefore be applied by the companies of the ASFINAG Group. The ASFINAG Group recognises the principles defined in B-PCGK, which have already been the foundation of the corporate management of the ASFINAG Group for a long time. Accordingly, the formal implementation of B-PCGK was carried out in the ASFINAG Group for the first time in the fiscal year 2013 as mandatorily envisaged by the codex. Observance of this Codex is anchored in the set of rules of the ASFINAG Group, through which the implementation is ensured. Hence, since the formal implementation was processed during the course of the fiscal year 2013, the rules of B-PCGK were naturally not yet complied with throughout that year; this was the case in its entirety for the first time in the fiscal year 2014. Since the beginning of the fiscal year 2014, the ASFINAG Group has exclusively taken into account the requirements of B-PCGK which are mandatory for it.

In accordance with sections 12 and 13 of B-PCGK, all companies subject to the codex are to prepare their own corporate governance report and publish it on the Internet. As seen in the organisational structure of the ASFINAG Group, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft is at the top of the structure. Since it provides specific services as the Group holding company (e.g. financing, human resources, legal services) for the entire ASFINAG Group, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft decided for reasons of transparency, clarity and efficiency to prepare and publish a joint corporate governance report for all companies. The structure of the ASFINAG Group is shown in the following:



Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft

Board of Management

In the fiscal year 2016, the Board of Management consisted of two members, Alois Schedl and Klaus Schierhackl.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|-------------------|---------------|-----------------------------|-----------------------------------|
| Alois SCHEDL | 1952 | 25.10.2007 | 30.09.2017 |
| Klaus SCHIERHACKL | 1968 | 25.10.2007 | 30.09.2017 |

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

Klaus SCHIERHACKL:

Chairman of the Advisory Board of ÖVG-GmbH (Austrian Society for Traffic and Transport Science)

Member of the Board of Management of VÖWG (Austrian Association for Public and Social Economy)

Member of the Board of Directors of IBTTA (International Bridge, Tunnel und Turnpike Association)

Member of the Supervisory Board of ERTICO (European Road Transport Telematics Implementation Coordination Organisation)

Alois SCHEDL:

President of ATTC (Austrian Traffic Telematics Cluster)

Member of the Board of Management of FSV (Austrian Research Association for Road – Rail – Transport)

Board of Management of öbv (Austrian Society for Construction Technology)

Administrative Board at ÖIAV (Austrian Association of Engineers and Architects)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the Board of Management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the Board of Management and a catalogue of the measures that require approval by the Supervisory Board or its working committee. This also includes significant business transactions of the most important subsidiary companies.

The areas of responsibility of the members of the Board of Management were defined by the Supervisory Board as follows, irrespective of the overall responsibility of the Executive Board:

| Alois SCHEDL | Klaus SCHIERHACKL |
|--|--|
| ASFINAG Bau Management GmbH: Management of the areas "Planning, Construction and Structural Preservation including Operations" | ASFINAG Maut Service GmbH: Management of the "Toll" area. |
| ASFINAG Service companies: Management of the area "Operational maintenance including operations" | ASFINAG Commercial Services GmbH |
| Technical Coordination | ASFINAG European Toll Service GmbH |
| Corporate Service: Marketing and Communication | Strategy, International Affairs and Innovation |
| | Motorway Service Stations and Properties |
| | Corporate Services: Financing and Accounting, Corporate Auditing, Human Resources, Quality Management, Controlling, Legal and Purchasing |

There is no chairman of the board since the Board of Management consists of only two persons.

REMUNERATION OF MANAGEMENT

The total remuneration of the Board of Management of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft consists of fixed and variable remuneration components, whereby the variable component is limited by a maximum annual amount. For each fiscal year, objectives are agreed on with the Steering Committee of the Supervisory Board at the beginning of the year, which include both the achievement of financial key performance indicators (result for the year, cost-efficiency objectives, etc.) as well as performance criteria that are not of a financial type (e.g. network planning, customer satisfaction, etc.). At the end of each fiscal year, the agreed-on values are compared to the actually achieved values, whereby a payout corresponds to the level of achievement.

The composition of the remuneration of management in the Group (managing directors and managerial staff) follows these principles.

| Name | Fixed remunerations 2016, gross | Variable remunerations for performance year 2016, gross | Benefits in kind annually |
|-------------------|---------------------------------|---|---------------------------|
| Alois SCHEDL | 264,000 euro | 60,150 euro | 11,694 euro |
| Klaus SCHIERHACKL | 264,000 euro | 60,150 euro | 11,694 euro |

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included. The variable remuneration components are contractually excluded for the calculation base according to the Salaried Employees Act.

Supervisory Board:

The foundation for the work of the Supervisory Board is primarily formed by the Companies Act, the Company's articles of incorporation, the rules of procedure for the Supervisory Board and the B-PCGK.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft included seven members as of 31 December 2016. Five members were elected by the Annual General Meeting as shareholder representatives, and two members were delegated by the Works Council as staff representatives.

| Name and function | Year of birth | Date of initial appointment | End of the current term of office |
|---|---------------|-----------------------------|-----------------------------------|
| Claudia KAHR, Chairperson | 1955 | 23.06.2010 | AGM 2017 |
| Herbert KASSER, Deputy Chairperson | 1964 | 24.05.2007 | AGM 2017 |
| Maria KUBITSCHKEK, Member | 1962 | 24.05.2007 | AGM 2017 |
| Kurt EDER, Member | 1946 | 04.09.2014 | AGM 2017 |
| Nikolaus GRETZMACHER, Member | 1975 | 04.09.2014 | AGM 2017 |
| Roman GRÜNERBL, Chairman of Group Works Council | 1966 | 10.04.2014 | Posting for indefinite period |
| Ursula ZORTEA-EHRENBRANDTNER, Chairperson of the Works Council of ASFINAG | 1966 | 15.02.2013 | Posting for indefinite period |

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior financial year. The AGM 2016 decided on the following remuneration scheme for the fiscal year 2016:

| Function in Supervisory Board | Remuneration p.a. | Attendance fee/meeting |
|-------------------------------|-------------------|------------------------|
| Chairperson | 8,000 euro | 1,000 euro |
| Deputy | 6,000 euro | 750 euro |
| Member | 4,000 euro | 500 euro |

Remuneration and attendance fees amounting to around 40,300 euro were paid out to the Supervisory Board in the fiscal year 2016.

ASFINAG Bau Management GmbH

Management

In the fiscal year 2016, the management consisted of two members, Gernot Brandtner and Alexander Walcher.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|-------------------|---------------|-----------------------------|-----------------------------------|
| Gernot BRANDTNER | 1965 | 01.03.2008 | 28.02.2018 |
| Alexander WALCHER | 1969 | 01.03.2008 | 28.02.2018 |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

Gernot BRANDTNER:

Board of Management of öbv (Austrian Society for Construction Technology)

Alexander WALCHER:

Member of Advisory Board of FSV (Austrian Research Association for Road – Rail – Transport)

Vice-President of the Board of Trustees of the Austrian national committee of AIPCR/PIARC (World Road Organisation)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of management were defined as follows by the Supervisory Board irrespective of the overall responsibility of management:

| Gernot BRANDTNER | Alexander WALCHER |
|--|--|
| Construction | Planning |
| E & M | Real Estate Acquisition |
| Special responsibilities: Technology, Innovation and Environment | Human Resources |
| | Project Controlling/Controlling |
| | Special responsibilities: Construction Management and Construction Tendering |

REMUNERATION OF MANAGEMENT

The total remuneration of the management of ASFINAG Bau Management GmbH consists of fixed and variable remuneration components, whereby the variable component is limited by a maximum annual amount.

| Name | Fixed remunerations 2016, gross | Variable remunerations for performance year 2016, gross | Benefits in kind annually |
|-------------------|---------------------------------|---|---------------------------|
| Gernot BRANDTNER | 145,000 Euro | 35,123 Euro | 8,910 Euro |
| Alexander WALCHER | 145,000 Euro | 35,123 Euro | 9,767 Euro |

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, managers are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Law on Limited Liability Companies, the Company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Bau Management GmbH included nine members as of 31 December 2016. Six members were elected by the Annual General Meeting as shareholder representatives, and three members were delegated by the Works Council as staff representatives.

| Name and function | Year of birth | Date of initial appointment | End of the current term of office |
|--|---------------|-----------------------------|--|
| Alois SCHEDL, Chairman | 1952 | 11.03.2009 | AGM 2019 |
| Klaus SCHIERHACKL, Deputy Chairman | 1968 | 11.03.2009 | AGM 2019 |
| Judith ENGEL, Member | 1977 | 25.02.2016 | AGM 2021 |
| Doris FISCHER, Member | 1983 | 30.04.2013 | AGM 2018 |
| Hans Georg JODL, Member | 1947 | 28.02.2013 | AGM 2018 |
| Bernhard SCHATZ, Member | 1980 | 11.03.2009 | Cancellation of mandate per 31.12.2016 |
| Andreas HIRT, Works Council | 1977 | 19.07.2011 | Posting for indefinite period |
| Richard LOIDL, Chairman of the Works Council | 1963 | 26.05.2013 | Posting for indefinite period |
| Wolfgang EBERHART, Works Council | 1962 | 27.10.2014 | Posting for indefinite period |

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior financial year. The AGM 2016 decided on the following remuneration scheme for the fiscal year 2016:

| Function in Supervisory Board | Remuneration p.a. | Attendance fee/meeting |
|-------------------------------|-------------------|------------------------|
| Chairman | 2,250 euro | 150 euro |
| Deputy | 1,850 euro | 150 euro |
| Member | 1,500 euro | 150 euro |

Remuneration and attendance fees amounting to around 7,600 euro were paid out to the Supervisory Board in the fiscal year 2016.

ASFINAG Service GmbH

Management

In the fiscal year 2016, the management consisted of two members, Josef Fiala and Rainer Kienreich.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|------------------|---------------|-----------------------------|-----------------------------------|
| Josef FIALA | 1962 | 28.06.2010 | 30.09.2020 |
| Rainer KIENREICH | 1968 | 16.09.2009 | 31.10.2019 |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

Josef FIALA:

Chairman of the Board of ATTC (Austrian Traffic Telematics Cluster)

Chairman of the Board of ITS Austria Plattform (Intelligent Transport Systems)

Member of the Board of Directors of ITS World Congress

Rainer KIENREICH:

Vice-President of GSV (Austrian Association for Transport and Infrastructure)

President of ASTRAD (Highways Agency)

Member of the Board of Management of OEGG (Austrian Society for Geomechanics)

Member of the Steering Committee of ÖVDAT (Austrian Institute for Traffic Data Infrastructure)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of management were defined as follows by the Supervisory Board irrespective of the overall responsibility of management:

| Josef FIALA | Rainer KIENREICH |
|---|---|
| Operational Maintenance | Network Planning |
| Traffic Management | Asset Management |
| Corporate Services: <ul style="list-style-type: none"> • Human Resources • Controlling • Worker Protection | Maintenance of Electromechanical Equipment |
| Special responsibilities: Real Estate and Insurance | Special responsibilities: Tunnel Management |

REMUNERATION OF MANAGEMENT

The total remuneration of the management of ASFINAG Service GmbH consists of fixed and variable remuneration components, whereby the variable component is limited by a maximum annual amount.

| Name | Fixed remunerations 2016, gross | Variable remunerations for performance year 2016, gross | Benefits in kind annually |
|------------------|---------------------------------|---|---------------------------|
| Josef FIALA | 145,000 euro | 35,263 euro | 8,527 euro |
| Rainer KIENREICH | 145,000 euro | 35,263 euro | 9,600 euro |

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, managers are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Law on Limited Liability Companies, the Company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Service GmbH included fifteen members as of 31 December 2016. Ten members were elected by the Annual General Meeting as shareholder representatives, and five members were delegated by the Works Council as staff representatives.

| Name and function | Year of birth | Date of initial appointment | End of the current term of office |
|--|---------------|-----------------------------|--|
| Alois SCHEDL, Chairman | 1952 | 11.03.2010 | AGM 2020 |
| Klaus SCHIERHACKL, Deputy Chairman | 1968 | 11.03.2010 | AGM 2020 |
| Karl LAUTNER, Member | 1956 | 11.03.2010 | AGM 2020 |
| Christian NAGL, Member | 1967 | 11.03.2010 | AGM 2020 |
| Josef DECKER, Member | 1965 | 18.02.2016 | AGM 2020 |
| Bernhard ENGLEDER, Deputy Chairman | 1954 | 11.03.2010 | AGM 2020 |
| Wolfgang HECKENAST, Member | 1977 | 10.06.2015 | AGM 2020 |
| HR Günther KNÖTIG, Member | 1956 | 10.06.2015 | AGM 2020 |
| Hannes KÖBERL, Member | 1966 | 31.10.2013 | AGM 2020 |
| Franz SCHWAMMENHÖFER, Member | 1967 | 16.03.2012 | AGM 2020 |
| Günter ECK, 1st Deputy Chairman of the Central Works Council | 1975 | 11.03.2010 | Posting for indefinite period |
| Christian KLEEWEIN, Chairman of the Central Works Council | 1978 | 12.03.2014 | Cancellation of mandate per 31. 12. 2016 |
| Gerhard FUCHS, Works Council | 1970 | 11.03.2010 | Posting for indefinite period |
| Christian PIRIBAUER, Works Council | 1965 | 10.02.2015 | Posting for indefinite period |
| Martin PRETTERHOFER, Works Council | 1977 | 01.09.2016 | Posting for indefinite period |

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior financial year. The AGM 2016 decided on the following remuneration scheme for fiscal year 2016:

| Function in Supervisory Board | Remuneration p.a. | Attendance fee/meeting |
|-------------------------------|-------------------|------------------------|
| Chairman | 2,250 euro | 170 euro |
| Deputy | 1,850 euro | 170 euro |
| Member | 1,500 euro | 170 euro |

Remuneration and attendance fees amounting to around 17,600 euro were paid out to the Supervisory Board in the fiscal year 2016.

ASFINAG Alpenstraßen GmbH

Management

In the fiscal year 2016, management consisted of one member, Klaus Fink.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|------------|---------------|-----------------------------|-----------------------------------|
| Klaus FINK | 1950 | 30.11.2004 | 31.12.2016 |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

None

FUNCTION AND ALLOCATION OF DUTIES

The rules of procedure contain the information and reporting duties of management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

REMUNERATION OF MANAGEMENT

The total remuneration of the management of ASFINAG Alpenstraßen GmbH consists of fixed and variable remuneration components, whereby the variable component is limited by a maximum annual amount.

| Name | Fixed remunerations 2016, gross | Variable remunerations for performance year 2016, gross | Benefits in kind annually |
|------------|---------------------------------|---|---------------------------|
| Klaus FINK | 127,000 euro | 14,813 euro | 9,626 euro |

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, the manager is entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Law on Limited Liability Companies, the Company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Alpenstraßen GmbH included six members as of 31 December 2016. Four members were elected by the Annual General Meeting as shareholder representatives, and two members were delegated by the Works Council as staff representatives.

| Name and function | Year of birth | Date of initial appointment | End of the current term of office |
|---|---------------|-----------------------------|-----------------------------------|
| Alois SCHEDL, Chairman | 1952 | 22.11.2007 | AGM 2017 |
| Robert MÜLLER, Deputy Chairman | 1956 | 22.03.2007 | AGM 2017 |
| Christian KONZETT, Member | 1950 | 22.03.2007 | AGM 2017 |
| Klaus SCHIERHACKL, Member | 1968 | 22.11.2007 | AGM 2017 |
| Roman GRÜNERBL, Chairman of the Works Council | 1966 | 22.03.2007 | Posting for indefinite period |
| Bernhard MAYR, Works Council | 1974 | 19.02.2013 | Posting for indefinite period |

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior financial year. The AGM 2016 decided on the following remuneration scheme for the fiscal year 2016:

| Function in Supervisory Board | Remuneration p.a. | Attendance fee/meeting |
|-------------------------------|-------------------|------------------------|
| Chairman | 2,250 euro | 150 euro |
| Deputy | 1,850 euro | 150 euro |
| Member | 1,500 euro | 150 euro |

Remuneration and attendance fees amounting to around 4,400 euro were paid out to the Supervisory Board in the fiscal year 2016.

ASFINAG Maut Service GmbH

Management

In the fiscal year 2016, the management consisted of two members, Gabriele Lutter and Bernd Datler.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|-----------------|---------------|-----------------------------|-----------------------------------|
| Gabriele LUTTER | 1962 | 01.03.2013 | 28.02.2018 |
| Bernd DATLER | 1973 | 17.11.2009 | 28.02.2018 |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

Gabriele LUTTER:

Member of the Supervisory Board of via donau – Österreichische Wasserstraßen-Gesellschaft m.b.H.

Member of the Board of Management of ÖVG (Austrian Society for Traffic and Transport Science)

Chairman of the Supervisory Board of STEIERMARKBAHN Transport und Logistik GmbH

These functions are approved by the shareholder or the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of management were defined as follows by the Supervisory Board irrespective of the overall responsibility of management:

| Gabriele LUTTER | Bernd DATLER |
|--|--------------------|
| Toll Collection and Sales | System Operations |
| Enforcement | System Development |
| Customer Management | Telematic Services |
| Corporate Services: <ul style="list-style-type: none"> • Human Resources • Controlling | Payments |

REMUNERATION OF MANAGEMENT

The total remuneration of the management of ASFINAG Maut Service GmbH consists of fixed and variable remuneration components, whereby the variable component is limited by a maximum annual amount. The fixed remunerations of Gabriele Lutter are higher, because she waived the employer's payments into the pension fund.

| Name | Fixed remunerations 2016, gross | Variable remunerations for performance year 2016, gross | Benefits in kind annually |
|-----------------|---------------------------------|---|---------------------------|
| Gabriele LUTTER | 159,500 euro | 34,913 euro | 9,055 euro |
| Bernd DATLER | 145,000 euro | 34,913 euro | 8,485 euro |

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, the managers are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Law on Limited Liability Companies, the Company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Maut Service GmbH included eight members as of 31 December 2016. Five members were elected by the Annual General Meeting as shareholder representatives, and three members were delegated by the Works Council as staff representatives.

| Name and function | Year of birth | Date of initial appointment | End of the current term of office |
|------------------------------------|---------------|-----------------------------|--|
| Klaus SCHIERHACKL, Chairman | 1968 | 28.03.2011 | AGM 2021 |
| Alois SCHEDL, Deputy Chairman | 1952 | 28.03.2011 | AGM 2021 |
| Bernhard SCHATZ, Member | 1980 | 28.03.2011 | Cancellation of mandate per 31.12.2016 |
| Karin STANGER-HEROK, Member | 1963 | 11.12.2013 | AGM 2018 |
| Ursula ZECHNER, Member | 1968 | 20.09.2016 | AGM 2021 |
| Peter SCHGAGULER, Works Council | 1978 | 01.09.2016 | Posting for indefinite period |
| Gabriele STRASSNIGG, Works Council | 1962 | 01.09.2016 | Posting for indefinite period |
| Otto WÖCHTL, Works Council | 1955 | 17.08.2010 | Posting for indefinite period |

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior financial year. The AGM 2016 decided on the following remuneration scheme for the fiscal year 2016:

| Function in Supervisory Board | Remuneration p.a. | Attendance fee/meeting |
|-------------------------------|-------------------|------------------------|
| Chairman | 2,250 euro | 150 euro |
| Deputy | 1,850 euro | 150 euro |
| Member | 1,500 euro | 150 euro |

Remuneration and attendance fees amounting to around 4,500 euro were paid out to the Supervisory Board in the fiscal year 2016.

ASFINAG Commercial Services GmbH

Management

In the fiscal year 2016, the management consisted of two members, René Moser and Anton Sieber.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|--------------|---------------|-----------------------------|-----------------------------------|
| Anton SIEBER | 1965 | 01.04.2008 | Indefinite |
| René MOSER | 1979 | 01.10.2015 | Indefinite |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

René MOSER:

Member of the Board of Directors of IBTTA (International Bridge, Tunnel und Turnpike Association)

This function is approved by the shareholder.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of management as well as a catalogue of the measures that require approval by the Annual General Meeting.

The areas of responsibility of management were defined as follows irrespective of the overall responsibility of management:

| René MOSER, MBA | Anton SIEBER |
|-------------------------|--------------------------------|
| Corporate Affairs | Business Unit "Consulting" |
| Human Resources | Business Unit "Operations" |
| Risk Management | Internal Organisation |
| Marketing/Communication | Commercial Support/Controlling |
| | Sales of Components |

REMUNERATION OF MANAGEMENT

The managers of ASFINAG Commercial Services GmbH exercise their management duties in addition to their main duties in Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft and do not receive any additional remuneration for the work as Managing Directors.

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, managers are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Body

Due to the secondary role of the work of ASFINAG Commercial Services GmbH in relationship to the object of the ASFINAG Group, no supervisory body is installed.

ASFINAG European Toll Service GmbH

Management

In the fiscal year 2016, the management consisted of two members, Gabriele Csoklich and Hubert Resch.

| Name | Year of birth | Date of initial appointment | End of the current term of office |
|-------------------|---------------|-----------------------------|-----------------------------------|
| Gabriele CSOKLICH | 1964 | 12.03.2010 | Indefinite |
| Hubert RESCH | 1969 | 10.05.2012 | Indefinite |

Supervisory board mandates that are outside the Group or comparable functions that go beyond the ones listed in this report:

None

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of management and a catalogue of the measures that require approval by the Annual General Meeting.

The areas of responsibility of management were defined as follows irrespective of the overall responsibility of management:

| Gabriele CSOKLICH | Hubert RESCH |
|---------------------------------------|---|
| International Toll Sticker Settlement | International (electronic) Toll Settlement (e.g. EasyGo+) |
| Accounting and Controlling | |

REMUNERATION OF MANAGEMENT

The managers of ASFINAG European Toll Service GmbH exercise their management duties in addition to their main duties in Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft and do not receive any additional remuneration for the work as Managing Directors.

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, the managers are entitled to the logical application of Section 23 AngG (Salaried Employees Act), whereby the periods of service in the ASFINAG Group are included.

Supervisory Body

Due to the secondary role of the work of ASFINAG European Toll Service GmbH in relationship to the object of the ASFINAG Group, no supervisory body is installed.

Gender Aspects in Management and the Supervisory Board

The ASFINAG Group ensures equal opportunity and equal treatment irrespective of ethnic origin, skin colour, gender, religion, nationality, sexual orientation, social background and political views.

The following table shows the proportion of women in management and supervisory bodies, separated by company. Although special attention is paid to gender aspects, there is a high proportion of men due to historically grown structures and the very technology-oriented content and areas of activity in the respective companies.

The proportion of women in the supervisory body was calculated with regard to the shareholder representatives, because the employee representatives were delegated by the Works Council, and the company and the owner had no influence over this delegation.

| Company | Proportion of women in management as of 31 December 2016 | Proportion of women in supervisory body as of 31 December 2016 |
|---|--|--|
| Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft | 0 % | 40 % |
| ASFINAG Bau Management GmbH | 0 % | 33.3 % |
| ASFINAG Service GmbH | 0 % | 0 % |
| ASFINAG Alpenstraßen GmbH | 0 % | 0 % |
| ASFINAG Maut Service GmbH | 50 % | 40 % |
| ASFINAG Commercial Services GmbH | 0 % | no supervisory body |
| ASFINAG European Toll Service GmbH | 50 % | no supervisory body |

Deviations in the ASFINAG Group

Section 11.6.7: Due to the organisational structure and for financial considerations, the members of the Board of Management of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft are also members of the Supervisory Board in the subsidiary companies, so that members of the supervisory boards are simultaneously members of the respective shareholders' meeting. The decision on the discharge and remuneration of the members of the supervisory boards of the subsidiary companies must be approved by the Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft. This is anchored correspondingly in the rules of procedure for the administrative bodies of the ASFINAG Group.

Section 12 and Section 13: As already mentioned above, for reasons of the transparency, clarity and efficiency of its organisational structure, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft prepares a joint corporate governance report for all companies of the ASFINAG Group and publishes it on the ASFINAG homepage. The subsidiary companies of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft do not operate webpages of their own.

Statement of Compliance of the Board of Management and Supervisory Board Concerning B-PCGK

The Board of Management and Supervisory Board declare the following concerning the evaluation that was carried out:

“B-PCGK has been applied in the ASFINAG Group since the fiscal year 2013 and complied with according to the explanations given above, whereby the regulations of the Austrian Corporate Governance Codex were already complied with voluntarily in the years 2011 to 2013. The deviations from the Codex regulations result primarily from the organisational structure of the ASFINAG Group and have been explained and justified accordingly.

Application of B-PCGK is very important to ASFINAG and constitutes a significant component with regard to boosting the confidence of the shareholders, business partners, employees and the general public in the company.

As reported at the beginning, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft decided to prepare a joint report for the entire Group due to the particular organisational structure. Consequently, this statement of compliance is also submitted by the Board of Management and Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft for all companies in the ASFINAG Group.

The Board of Management and the Supervisory Board m.p.