

Turin, 4 August 2010

## PRESS RELEASE

### HALF-YEARLY FINANCIAL REPORT AS AT 30 JUNE 2010

- ➔ The Board of Directors has approved the “Half-Yearly Financial Report of the ASTM Group as at 30 June 2010”:
- Motorway sector revenue: +EUR 45.3 million (+12.6%)
  - EBITDA: +EUR 35.9 million (+17%)
  - Operating cash flow: +EUR 33.5 million (+23.7%)
  - Traffic: +1.33% (heavy vehicles: +4.07% / light vehicles: +0.51%)
  - Investments in motorway infrastructures: +EUR 102.8 million

*The macroeconomic results show a recovery in production activities that mainly affected traffic volumes for the “heavy vehicles” category, which recorded a significant increase in the half-year period (+4.07%).*

*“Net toll revenues” in the first half of 2010 – equal to EUR 367 million – were positively influenced by both the increase in traffic volumes (mainly due to the “heavy vehicles” category, as stated above) for approximately EUR 4.3 million, and the application of toll increases for approximately EUR 37.3 million (EUR 21.9 million for 2010 and EUR 15.4 million due to the “recovery” of the toll increases that were suspended in the first four months of 2009).*

*The “gross operating margin” was equal to EUR 246 million, up EUR 36 million (+17%) compared to the same period of 2009.*

*The “operating cash flow”<sup>(1)</sup> amounted to EUR 175 million, up EUR 33 million (+24%) compared to the first half of 2009.*

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With regard to the **motorway sector**, on 13 May 2010 the CIPE (Interministerial Economic Planning Committee) gave its **favourable opinion** – yet providing some “rules” – on the “new” Standard Concession Agreement signed by CISA S.p.A. on 3 March 2010.

During the meeting held on 13 May 2010, the CIPE also gave its favourable opinion with regard to the Concession Agreements signed by SALT S.p.A., SAV S.p.A., ADF S.p.A. and SITAF S.p.A. during 2009, thus highlighting the “rules” that should be implemented.

It should be underlined that – with regard to Law Decree no. 78 of 31 May 2010 concerning “urgent measures on financial stabilisation and economic competitiveness” – the time limit for the approval, by law, of the Standard Agreements signed with

<sup>(1)</sup> i.e., Profit for the period + Net amortisation/depreciation and provisions + Write-down of equity investments – Capitalised financial charges – Profit from equity investments accounted for by the equity method.

the Granting Body was extended to 31 July 2010<sup>(2)</sup> (thus including all concession agreements signed by the said Group's licensees).

In order to complete the procedure concerning the renewal of agreements, we are currently waiting for CIPE's rules in order to sign the "supplementary documents" concerning the Standard Agreements, so that they enter into force.

Unfortunately, the **investment plan** – equal to **EUR 2.8 billion** and set out in the Agreements signed by each single Licensee – was delayed by a series of external factors that are not linked to the ASTM Group.

More specifically, with regard to the "Agreements in force", the delay in the investments mainly involves (i) the A4 Stretch Turin-Milan (managed by SATAP S.p.A.) where, with the approval of the final projects and most of the executive projects concerning the completion of the second part of the renewal works (Novara-Milan stretch), the failure to sign the memorandum of understanding on priority infrastructures between the State and the Lombardy Region possibly implies a delay in the work completion date (from 2013 to 2015); and (ii) the "Asti-Cuneo" motorway, whose completion is affected by the time difference between the dates of award of the agreement and its effectiveness, by the delays in the renewal of the agreement between the State and the Piemonte Region, and by time necessary to re-plan some sections, which are subject to the approval of ANAS.

With regard to the "Agreements that are not yet in force", the above-mentioned conditions apply: since we are waiting for the Agreements signed in September 2009 (by SALT S.p.A., SAV S.p.A., ADF S.p.A. and SITAF S.p.A.) and in March 2010 by CISA S.p.A. to enter into force, there will inevitably be a delay in the investments planned in the said Agreements.

Therefore, the Group – hoping to solve the problems that currently imply a slowdown in the realisation of the investments – defines its own **prospective financial structure**. More specifically, on 25 February 2010, a financing agreement was signed between the subsidiary SATAP S.p.A. and the Cassa Depositi e Prestiti (Deposit and Loan Bank) equal to EUR 450 million and with a duration of 15 years, aimed at completing the renewal of the A4 Section Turin-Milan.

Moreover, it is noted that on 30 December 2009, the European Investment Bank and the intermediary banks Mediobanca and Unicredit signed two funding agreements (for a total amount of EUR 500 million and with a duration of 15 and 20 years, respectively) that will fund, through SIAS, the investment plans of each single licensee controlled by the Group.

With regard to the said transaction, in July 2010 SACE announced its willingness to ensure a "pro-quota" share of EUR 200 million. As a consequence, the EIB's funding could be directly granted (subject to the approval of the EIB) to SIAS against the guarantee given to the EIB by SACE. Therefore, the amount of bank-intermediated loan facilities would decrease to EUR 300 million.

Also in view of a diversification of financing sources, further "corporate" financing forms are being assessed.

## Traffic performance

The following table shows the traffic performance for the first half of the year:

(millions vehicle/km)	2010			2009			Change		
	Light vehicles	Heavy vehicles	Total	Light vehicles	Heavy vehicles	Total	Light vehicles	Heavy vehicles	Total
1Q: 1/1 – 31/3	1,835	591	2,426	1,811	573	2,384	1.34%	3.08%	1.76%
1/4 – 30/4	744	221	965	720	212	932	3.27%	4.40%	3.53%
1/5 – 31/5	749	227	976	770	218	988	-2.70%	3.87%	-1.25%
1/6 – 30/6	759	228	987	765	214	979	-0.80%	6.61%	0.81%
2Q: 1/4 – 30/6	2,252	676	2,928	2,255	644	2,899	-0.15%	4.96%	0.98%
1H: 1/1 – 30/6	4,087	1,267	5,354	4,066	1,217	5,283	0.51%	4.07%	1.33%

<sup>(2)</sup> This time limit was originally set on 31 December 2009 by Law no. 191 of 2009.

Traffic figures for the “heavy vehicles” category, that had already showed a significant recovery during the first quarter of 2010, further increased as at 30 June 2010, up 4.07% (with a positive effect on “toll revenues” due to the traffic mix). This is due to the recovery in production (and, in particular, to export activities, that were also favoured by a “realignment” of the exchange rate of the euro against the dollar). The motorway network managed by the Group benefited from this situation, since it is included in the European corridor system.

The “light vehicles” traffic increased by 0.51%, but in May and June it was influenced by unfavourable weather conditions and by the fact that there were no midweek holidays in these months.

### Group economic performance

The main **revenue and expenditure items** of the first half of 2010 (with the corresponding figures for the same period of 2009, that were adjusted in order to take into account the implementation of IFRIC 12) may be summarised as follows:

<i>(values in thousands of EUR)</i>	<b>1<sup>st</sup> Half 2010</b>	<b>1<sup>st</sup> Half 2009</b>	<b>Changes</b>
Motorway sector revenue <sup>(1) (2)</sup>	404,998	359,666	45,322
Construction sector revenue	2,222	699	1,523
Engineering sector revenue	9,690	6,674	3,016
Technology sector revenue	10,588	6,763	3,825
Other revenues	22,147	25,737	(3,590)
Operating costs <sup>(1) (2)</sup>	(203,170)	(188,971)	(14,199)
<b>Gross operating margin</b>	<b>246,475</b>	<b>210,568</b>	<b>35,907</b>
Net amortisation/depreciation and provisions	(103,005)	(81,279)	(21,726)
<b>Operating income</b>	<b>143,470</b>	<b>129,289</b>	<b>14,181</b>
Financial income	6,310	7,622	(1,312)
Financial charges	(39,737)	(42,148)	2,411
Capitalised financial charges	3,016	6,552	(3,536)
Write-down of equity investments	(6,259)	(106)	(6,153)
Profit of companies accounted for by the equity method	12,983	9,828	3,155
<b>Net financial income</b>	<b>(23,687)</b>	<b>(18,252)</b>	<b>(5,435)</b>
<b>Profit before tax</b>	<b>119,783</b>	<b>111,037</b>	<b>8,746</b>
Income taxes (current and deferred)	(39,707)	(36,456)	(3,251)
<b>Profit for the period</b>	<b>80,076</b>	<b>74,581</b>	<b>5,495</b>
▪ Minority interests' share	34,851	(34,063)	788
▪ <b>Group's share</b>	<b>45,225</b>	<b>40,518</b>	<b>4,707</b>

<sup>(1)</sup> With regard to motorway companies, the IFRIC12 sets out full recognition in the income statement of costs and revenues for “construction activity” concerning non-compensated revertible assets. In order to provide a clearer representation in the table above, these components were reversed for the same amount from the corresponding revenue/cost items.

	<u>1<sup>st</sup> Half 2010</u>	<u>1<sup>st</sup> Half 2009</u>
Construction sector revenue	123,010	87,595
“Construction activity” revenues - motorway companies (increase in non-compensated revertible assets)	(120,788)	(86,896)
Construction sector revenue (outside the Group)	<u>2,222</u>	<u>699</u>
Operating costs	(323,958)	(275,867)
“Construction activity” operating costs – motorway companies	120,788	86,896
Adjusted operating costs	<u>(203,170)</u>	<u>(188,971)</u>

<sup>(2)</sup> Art. 19, paragraph 9 of Law Decree no. 78/09, that was converted into Law 102/2009, abolished the surcharge that – as from 5 August 2009 – was replaced by an additional fee. However, the methods for calculation and payment to ANAS remained unchanged. For this reason, proceeds from tolls were booked gross of surcharge value, that – being a concession fee – was classified among “other operating costs”. The said item was reclassified also for the first half of 2009, in order to ensure comparability between current figures and those of the previous financial year.

The item *“motorway sector revenue”* totalled EUR 405 million (EUR 359.7 million in the first half of 2009) and breaks down as follows:

<i>(values in thousands of EUR)</i>	<b>1<sup>st</sup> Half 2010</b>	<b>1<sup>st</sup> Half 2009</b>	<b>Changes</b>
Net toll revenues	366,917	325,274	41,643
Fee/surcharge payable to ANAS	18,529	16,156	2,373
Rental income – Royalties from service areas	19,552	18,236	1,316
<b>Total motorway sector revenue</b>	<b>404,998</b>	<b>359,666</b>	<b>45,332</b>

The increase in *“net toll revenues”* was due to the growth in traffic volumes for EUR 4.3 million and to the increase in toll rates for EUR 37.3 million. Toll rates benefited from both the increase for FY 2010 (EUR 21.9 million) and that for FY 2009 (EUR 15.4 million). In the previous year, this increase had been applied as from 1 May.

The work carried out for third parties by the *“construction and engineering”* and *“technology”* sectors increased by approximately EUR 8.4 million, due to higher services rendered (that are partially reflected in the increase in *“operating costs”*).

The change in the item *“other revenues”* was due to the decrease in both the services rendered to the CAV.TO.MI. Consortium by the subsidiary SATAP S.p.A. and the compensation for the damages suffered.

The increase of EUR 14.2 million in *“operating costs”* was mainly due to *“maintenance associated with non-compensated revertible assets”* (+EUR 3.5 million), given the different schedule of maintenance operations compared to the previous period, to *“winter services”* (+EUR 1.1 million) and to the *“concession fee/surcharge payable to ANAS”* (+EUR 3.4 million, mainly due to the positive performance of the item *“motorway sector revenue”*). The residual part of the increase (approximately EUR 6.2 million) was due to the said increase in production in the so-called *“ancillary sectors”*, as well as to the increase in the item *“other operating costs”* in the motorway sector.

With regard to the above, the ***“gross operating margin”*** increased by **EUR 35.9 million** and reflected the improvement in the Group’s operating sectors. More specifically:

<i>(amounts in millions of EUR)</i>	<b>1<sup>st</sup> Half 2010</b>	<b>1<sup>st</sup> Half 2009</b>	<b>Change</b>
Motorway Sector	231.9	200.4	31.5
Construction Sector	5.3	4.2	1.1
Engineering Sector	6.0	3.6	2.4
Technology Sector	5.3	4.1	1.2
Services Sector (holdings)	(2.0)	(1.7)	(0.3)
	<b>246.5</b>	<b>210.6</b>	<b>35.9</b>

The item *“net amortisation/depreciation and provisions”* totalled EUR 103 million (EUR 81.3 million in the first half of 2009). The increase in this item was due to the higher amortisation of non-compensated revertible assets (+EUR 11.5 million) and to the change in both the *“provision for restoration and replacement”* of the said assets and the item *“other provisions”* (whose balance had a negative effect for approximately EUR 10.3 million).

The item *“financial income”* was mainly affected by the decrease in the yields related to the investments of available liquidity. *“Financial charges”*, including the charges for interest rate swap contracts, decreased following the reduction in the benchmark interest rates. The decrease in *“capitalised financial charges”* was due to the slowdown in the realisation of planned investments, following the delays in the approval of any related project/in the effectiveness of the Standard Concession Agreements signed in 2009 and 2010.

The item *“write-down of equity investments”* refers to the write-down of the equity investment held in Alitalia – Compagnia Aerea Italiana S.p.A., for approximately EUR 6 million.

The item *“profit (loss) of companies accounted for by the equity method”* included the share of profits (losses) from associated

companies. More specifically, it reflects the positive performance of Autostrade Sud America – ASA s.r.l. (EUR 8.4 million), SITAF S.p.A. (EUR 2,2 million) and Autostrade per il Cile – APC s.r.l.(EUR 1,8 million)

With regard to the above, the Group's share of "*profit for the period*" amounted to EUR 45.2 million (EUR 40.5 million in the first half of 2009).

### Group financial results

The main items of the consolidated financial position as at 30 June 2010, compared with the corresponding figures as at 31 December 2009 (that were adjusted in order to take into account the implementation of the IFRIC 12 Interpretation), may be summarised as follows:

<i>(values in thousands of EUR)</i>	<b>30/6/2010</b>	<b>31/12/2009</b>	<b>Changes</b>
Fixed assets	3,223,991	3,223,970	21
Equity investments	593,361	582,461	10,900
Working capital	117,481	55,636	61,845
<b>Invested capital</b>	<b>3,934,833</b>	<b>3,862,067</b>	<b>72,766</b>
Provision for restoration, replacement and maintenance of non-compensated revertible assets	(138,823)	(134,717)	(4,106)
Employee severance indemnity and other provisions	(47,892)	(49,414)	1,522
<b>Invested capital less provisions for medium- and long-term risks and charges</b>	<b>3,748,118</b>	<b>3,677,936</b>	<b>70,182</b>
Shareholders' equity and profit (loss) (including minority interests)	1,767,824	1,755,106	12,718
Net financial indebtedness	1,405,211	1,347,747	57,464
Payable to ANAS-Central Insurance Fund	390,921	381,270	9,651
Other medium- and long-term payables (*)	184,162	193,813	(9,651)
<b>Equity and minority interests</b>	<b>3,748,118</b>	<b>3,677,936</b>	<b>70,182</b>

(\*) This relates to the accrued liability on the discounting of the payable due to ANAS-Central Insurance Fund.

A breakdown of the item **net financial indebtedness** is provided below, pursuant to the CESR Recommendation of 10 February 2005:

<i>(values in thousands of EUR)</i>	<b>30/6/2010</b>	<b>31/12/2009</b>	<b>Changes</b>
A) Cash and cash equivalents	154,881	191,948	(37,067)
B) Securities held for trading	-	-	-
C) Liquidity (A) + (B)	154,881	191,948	(37,067)
D) Financial receivables <sup>(1)</sup>	95,414	91,749	3,665
E) Short-term borrowings	(136,490)	(79,076)	(57,414)
F) Current portion of medium/long-term borrowings	(110,915)	(160,129)	49,214
G) Other financial liabilities	(3,529)	(6,596)	3,067
H) Short-term borrowings	(250,934)	(245,801)	(5,133)
<b>I) Current net indebtedness (C) + (D) + (H)</b>	<b>(639)</b>	<b>37,896</b>	<b>(38,535)</b>
J) Long-term borrowings	(1,196,691)	(1,179,289)	(17,402)
K) Bonds issued <sup>(2)</sup>	(207,400)	(205,901)	(1,499)
L) Other long-term payables	(481)	(453)	(28)
<b>M) Long-term borrowings (J) + (K) + (L)</b>	<b>(1,404,572)</b>	<b>(1,385,643)</b>	<b>(18,929)</b>
<b>N) NET FINANCIAL INDEBTEDNESS (I) + (M)</b>	<b>(1,405,211)</b>	<b>(1,347,747)</b>	<b>(57,464)</b>

(1) This amount includes receivables from Granting Body ANAS for capital grants

(2) Net of bonds "SIAS 2.625% 2005-2017" owned by the parent company ASTM S.p.A.

The "*net financial position*" as at 30 June 2010 revealed borrowings amounting to EUR 1,405 million (EUR 1,348 million as at



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31 December 2009); this amount, including the discounted value of the “payable due to the Central Insurance Fund and ANAS”, would be EUR 1,796 million (EUR 1,729 million as at 31 December 2009).

The “operating cash flow”, equal to EUR 175 million (+EUR 33 million) was partially absorbed by the increase in “net working capital” (equal to EUR 50 million), that is mainly due to the delay in the allocation of tolls pertaining to the Group’s Licensees as part of the “national motorway interconnection” system.

The “cash generated from operating activities” (equal to approximately EUR 124 million), together with the change in capital grants (EUR 28 million) are reflected in the realisation of investments for a total amount of approximately EUR 124 million (of which **EUR 120.8 million** due to **enhancement works on the Group’s motorway infrastructure**). Dividends were paid both by the Parent Company, amounting to EUR 15.4 million, and by its subsidiaries (to third-party shareholders) for a total of EUR 17.3 million.

Moreover, the “net financial indebtedness” increases following the implementation of the fair value difference that occurred in the first half of 2010 (equal to EUR 48.4 million) with regard to interest rate swap agreements signed by the Group’s licensees in order to prevent the risk from interest rate changes. To this date, approximately 83% of the medium/long-term indebtedness of the Group is at “fixed rate”/“hedged” and is governed on the basis of a disbursement corresponding to an all-in **weighted average rate** of **3.9%**.

### Events occurred after 30 June 2010

On 27 July 2010, the **merger by acquisition** of Autostrade per il Cile s.r.l. (**APC**) into Autostrade Sud America s.r.l. (**ASA**) was signed; the merger will be effective with the registration of this deed in the Register of Companies of Milan.

This merger is functional to the simplification of the corporate structure and is part of a valorisation process of the ASA-APC Groups, also in view of a possible listing in one or more regulated stock exchange markets.

To this regard, ASA gave a mandate to Mediobanca (to be concluded by the end of this year) aimed, among other things, at the finalisation of the merger between ASA and APC (and of the related Chilean sub-holding subsidiaries), as well as at the assessment of a possible Group listing following the merger.

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### Deposit of documents

The half-yearly financial report as at 30 June 2010 has been deposited at the registered office and at Borsa Italiana S.p.A.. It is also available on the website [www.autostradatomi.it](http://www.autostradatomi.it)

The Auditors' Report will be made available within the time limits set out by law and according to the same procedures.

The Chairman  
(Mr Riccardo Formica)

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*The Manager in charge of drawing up the corporate accounting documents, Mr. Graziano Settime, hereby declares, pursuant to paragraph 2 of Article 154 bis of the Consolidated Law on Finance, that the accounting information contained in this press release corresponds to the documented results, books and accounting records.*