

CREDIT OPINION

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Update

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SIAS - Societa Iniziative Autostrad.

Annual update

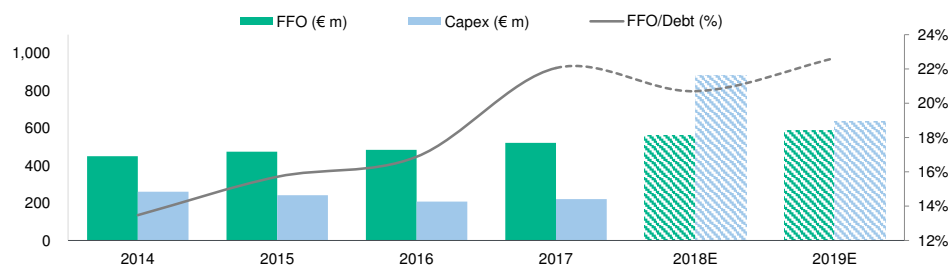
Summary

The consolidated credit quality of SIAS - Società Iniziative Autostradali e Servizi S.p.A. (SIAS, Baa2 stable) reflects (1) the relatively low risk associated with its toll road operations, comprising a sizeable network of essential transport links located in some of Italy's wealthiest regions; (2) the historically resilient cash flow profile, despite past tariff freezes and weak traffic volumes in 2008-13; (3) a positive traffic performance in the context of somewhat improved macroeconomic conditions in Italy; (4) the company's moderate leverage, coupled with a strong liquidity position and material cash balances held; and (5) Moody's view that the company's credit profile could be positioned above that of the Italian sovereign (currently Baa2, under review for downgrade), in the event that moderate downward pressure were to materialise on the latter, and provided that a continued strong liquidity position is maintained.

These strengths are partially offset by (1) a regulatory environment characterised by some political interference; (2) the company's relatively material investment plans; and (3) the short remaining weighted average life of SIAS's concessions of less than ten years.

Exhibit 1

Good cash flow generation supports SIAS's credit metrics and sizeable investment needs



Notes: (i) This represents Moody's forward view, not the view of the issuer. 2018 investments include cash outflow related to ACP acquisition (approximately €300 million); (ii) Based on 'Adjusted' financial data incorporating Moody's Global Standard Adjustments for Non-Financial Corporations.

Source: Company, Moody's Investors Service

Credit Strengths

- » Resilient cash flow profile from a sizeable motorway network
- » Improved traffic trends after a prolonged macro-driven slump
- » Strong liquidity position and moderate leverage

Credit Challenges

- » Regulatory environment characterised by some political interference
- » Short weighted average concession life
- » Potential exposure to Italian sovereign pressures

Rating Outlook

The outlook is stable, reflecting Moody's view that SIAS's rating could potentially exceed that of the sovereign, likely within the limit of one notch, in the event that moderate downward pressure were to materialise on the latter. The stable rating outlook also reflects the expectation that the company will continue to exhibit a financial profile in line with the current rating, with Funds From Operations (FFO)/Debt at least in the mid-teens in percentage terms and trending towards the high-teens as the remaining concession life shortens. This ratio guidance, which is tighter than SIAS's peers in light of its shorter concession maturities and the associated limitations on debt capacity, is expected to be revised upwards as average remaining concession life further reduces.

Factors that Could Lead to an Upgrade

In addition to an improvement in the Italian sovereign and macroeconomic environment, a material strengthening of SIAS's key credit metrics from current levels (i.e. FFO/Debt sustainably above 20%), coupled with a continued improvement in traffic trends and a consistent and timely application of tariff and regulatory principles, allowing for full recovery of past tariff deficits and any residual value at concession maturity, would be needed to exert upward pressure on SIAS's rating.

Factors that Could Lead to a Downgrade

SIAS's rating could come under downward pressure as a result of (1) a material deterioration of the sovereign and macroeconomic environment in Italy; (2) a weakening in the group's financial profile (i.e. FFO/Debt below the mid-teens on a sustained basis); (3) a deterioration in the company's liquidity position or a material reduction of cash balances held; (4) a material change in the terms and conditions of key concessions, significant political interference over due toll increases or other public intervention that negatively affects the overall group's business or financial profile; or (5) an aggressive growth strategy resulting, for example, from large-scale debt-funded acquisitions, investments in activities other than motorway concessions and/or in activities exhibiting a higher risk profile.

Key Indicators

Exhibit 2

	31/12/2017	31/12/2016	31/12/2015	31/12/2014	31/12/2013
Cash Interest Coverage	6.2x	5.3x	4.9x	4.6x	4.7x
FFO / Debt	22.1%	16.9%	15.7%	13.5%	14.1%
Moody's Debt Service Coverage Ratio	1.5x	1.2x	1.3x	1.2x	1.3x
RCF / Capex	2.0x	1.9x	1.6x	1.3x	0.6x
Concession Life Coverage Ratio	1.6x	1.4x	1.4x	1.3x	1.5x

Note: All ratios are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations. For definitions of Moody's most common ratio terms please see the accompanying [User's Guide](#)

Source: Moody's Financial Metrics

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on www.moody's.com for the most updated credit rating action information and rating history.

Profile

SIAS is the second-largest toll road operator in Italy. The company's consolidated domestic network currently consists of just over 1,000 km of tolled motorways (as well as an additional 104 km currently under construction), operated through nine concessions. In Italy, SIAS also holds stakes in four additional motorway concessions with a cumulative length of almost 295 km (ATIVA, SITAF, Tangenziale Esterna Milano and Gran San Bernardo Tunnel). In addition, through their combined indirect 49% stake in Ecorodovias, SIAS and its holding company ASTM-Autostrada Torino Milano S.p.A. (ASTM, unrated) are also involved in the management of 2,640 km of toll roads in Brazil. Gruppo Gavio is SIAS's main shareholder, owning a stake of approximately 70%, mostly through its holding company ASTM (61.7%). Gruppo Gavio (through its financial holding Aurelia s.r.l.) recently entered into a strategic partnership with private equity investment company Ardian aimed at reinforcing the group's capital structure and at strengthening the position of ASTM/SIAS within the global infrastructure sector.

Detailed Credit Considerations

Business profile underpinned by size and location of the network

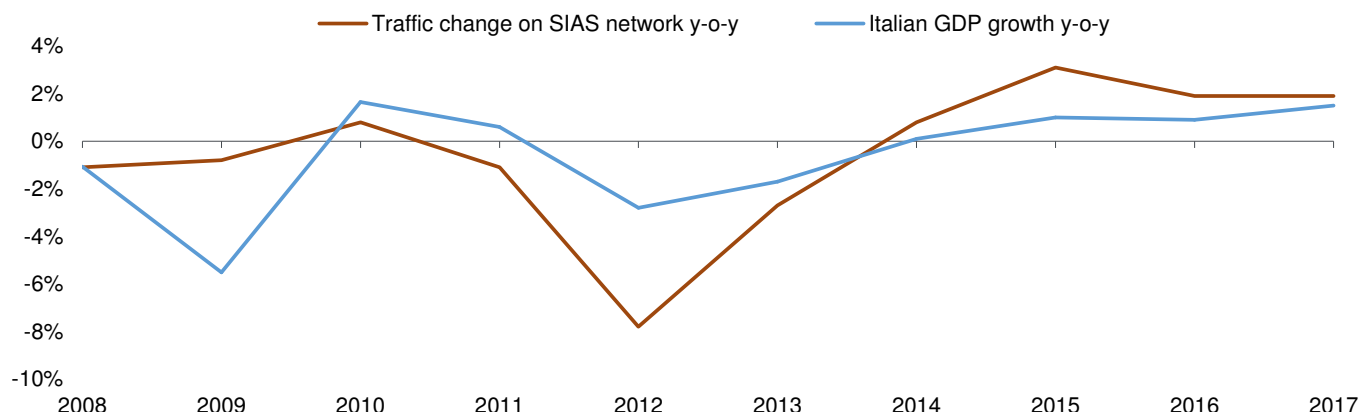
SIAS's consolidated network currently consists of 1,001 km of tolled roads, corresponding to approximately 16% of Italy's motorways, and comprising several essential transport links, mainly located in the north-west of Italy, connecting major cities within the area and providing access between provincial and rural areas. In March 2018, SIAS formally started managing the 25-year concession for the motorway A21 Piacenza-Cremona-Brescia (ACP) and the junction to Fiorenzuola D'Arda (PC). The 88.6 km stretch, which was awarded to SIAS in 2015 following a tender process, has a significant strategic importance for SIAS, being the continuation of the motorway stretch Torino-Alessandria-Piacenza, operated by its subsidiary SATAP S.p.A.

The fundamentals of the service area and the competitive environment are favourable as SIAS provides essential transport services to some of Italy's most economically active regions. Road transportation is dominant in the area, as it is better suited to meet the mobility requirements of a country with a widespread population gravitating around small and medium-sized provincial centres, a fragmented commercial and industrial structure and many regions with mountainous/hilly terrain. Car ownership in Italy is the highest in Europe and close to US levels.

Resilient cash flow profile and improved traffic performance after prolonged macro-driven slump

In common with other rated European toll road operators, SIAS reported falling traffic volumes vs. its 2007 peaks, experiencing material declines, mostly concentrated between the end of 2011 and 2012, on the back of an increasingly difficult domestic macroeconomic environment. In 2014, after a cumulated 10.5% contraction in 2012-13, traffic picked up with a small +0.8% increase year-on-year. In 2015, SIAS reported a +3.1% increase in traffic, confirming the positive trend, followed by a +1.8% in 2016, which also benefitted from an additional day's traffic due to the 2016 leap year effect. The recovery continued throughout 2017, with traffic volumes increasing by an additional +1.9% (the real variation would be higher adjusting for the leap year effect), reflecting somewhat improved macroeconomic conditions and business sentiment. More recently, for the first six months of 2018, SIAS reported a traffic increase of 7.03% vs. the corresponding period in 2017 (although on a like-for-like basis traffic decreased by 0.31%). The latest results are supported by the positive impact deriving from the first-time consolidation of ACP into the SIAS-managed network. The H1 2018 traffic contraction reported on a like-for-like basis is mostly explained by the adverse weather conditions that characterised the first half of the year, which impacted light vehicle traffic in particular, while heavy vehicle traffic performance was stronger (+2.59% on a like-for-like basis in H1 2018). Overall, traffic on SIAS's network remains approximately 6% below peak pre-crisis levels. Despite the past weak traffic performance, SIAS exhibited a relatively resilient cash flow profile, as demonstrated by the trend in FFO/Debt metrics.

Exhibit 3

Strengthening traffic trends on the back of an improved macroeconomic environment

Source: Company, Moody's Investors Service

The traffic profile of SIAS's service area is robust as its managed network exhibits a generally diversified traffic base, with a mixture of commuter and leisure traffic, long-distance journeys and commercial traffic. We see the varied users' profile as a supporting feature of the company's credit positioning. On a group level, in 2017, heavy goods vehicles accounted for approximately 24% of total traffic. The main contributor to traffic volumes is SATAP, concessionaire for the A21 Turin-Alessandria-Piacenza and A4 Turin-Milan motorways, accounting for 44% of SIAS's overall traffic volumes in 2017. The second-largest contributor is SALT (A12 Livorno Sestri, A11 Viareggio Lucca and A15 Fornarola-La Spezia), accounting for approximately 28% of overall traffic. SIAS's traffic concentration on some corridors reduces the degree of diversification that is normally a credit positive feature of large motorway networks, but this is mitigated by the fact that SIAS's stretches are characterised by diversified traffic and limited competition.

Some history of political interference impacting due toll increases

SIAS operates its Italian motorway network under nine concession agreements. The tariff mechanisms on SIAS's concessions follow a cost recovery plus capital remuneration principle, with tariffs reflecting a regulated rate of return on new investments and, in some concessions, on the existing capital base. To avoid tariff discontinuities, tariff increases originating from capital remuneration factors are smoothed over the relevant tariff period under a financial neutrality principle. Traffic risk, i.e., the difference between the planned traffic curve on which tariffs are calculated and the actual traffic level, is however entirely borne by the concessionaire during each five-year tariff period.

Whilst SIAS benefits from a generally supportive regulatory framework, the latter was first affected by unfavourable political intervention in 2014, when approved toll increases on SIAS's SAV concession were capped to a nominal 5% increase. Similarly, the government limited SIAS's 2015 tariffs increases to 1.5%, in the context of broader discussions related to a plan for the integration of SIAS's concessions submitted to the EU authorities. The plan provided for a lengthening of the new aggregated concession maturity, in exchange for higher investments, which might have benefitted SIAS, whose current average remaining concession life is shorter than its peers.

The continued delays and uncertainties related to the discussions around the aggregation plan resulted in the submission, in June 2015, of updated financial plans by SIAS which did not incorporate any aggregation scenario but, in line with indications received by the Italian Government and the Grantor (Ministry of Transport and Infrastructure, MIT) reflected a limitation of toll increases (and therefore investments), but also included the recovery of unearned past tariff increases.

Pending the approval of updated financial plans, the 2016 increase in applicable tolls on the majority of SIAS's concessions were suspended (except for the SATAP A4 Torino Milano for which the financial plan was previously approved and the tariff increase was +6.5% as of 1 January 2016). In January 2017, toll increases on some, but not all, of the SIAS-managed stretches resumed. However, 2017 tariff adjustments did not generally reflect updated financial plans for the period 2014-18 associated with the individual concessions, given that the approval of such plans remained pending.

In 2018, toll increases granted to SIAS's concessions broadly reflected, with some limited exceptions, the applicable regulatory formulae, a key difference from previous years when approved toll increases were lower than the levels the regulatory formulae would have suggested. The resumption of toll increases followed a period of intense discussions between SIAS and MIT. These discussions culminated in the announcement that SIAS had signed additional deeds to the existing agreements related to the SIAS-owned concessionaires ADF, CISA, SALT, ATS and SAV, thus finalising the approval of updated financial plans covering the 2014-18 regulatory period and rate of return levels (WACC) for the period, after years of uncertainties. The approved 2018 toll increases partially reflect the gradual recovery of unearned toll revenues resulting from the limitation of past due toll increases resulting from political intervention.

Exhibit 4

Historical toll increases by concession vs. requested by SIAS in accordance with financial plans

	2016	2017	2018
SATAP A4	6.50%	4.60%	8.34%
SATAP A21	0.00%	0.85%	1.67%
SALT	0.00%	0.00%	2.10%
CISA	0.00%	0.24%	0.00%
ADF	0.00%	0.00%	0.98%
ATS	0.00%	2.46%	2.79%
SAV	0.00%	0.00%	0.00%
Weighted average requested toll increases	5.38%	6.54%	n.a.
Weighted average actual toll increases	1.48%	1.42%	3.02%

Note: Excluding AT-CN concession for which no toll increases were due

Source: Company, Moody's Investors Service

Whilst the above developments are credit positive for SIAS, following the significant uncertainties and delays which have affected the company in recent years, Moody's believes that the risk of political interference may increase again in the context of the reactions to the recent incident in Genoa, which involved the collapse of a bridge, causing 43 fatalities. Whilst SIAS is not directly involved in the incident, did not manage the collapsed bridge and is not involved in any investigation in respect of contractual breaches, recent developments mean that there is increased political scrutiny on the sector, which could potentially result in renewed pressures. However, the fact that SIAS manages nine separate concessions and that these concessions have been awarded, in some cases recently, to the company following a tender procedure mitigate some of the potential pressures on the company.

In addition to the above, SIAS also reached a preliminary agreement in respect of the rebalancing of the financial plan related to the AT-CN concession. Under the agreement, which was also approved by the European Commission earlier in 2018, Moody's understands that SIAS would complete investments on the AT-CN stretch (€350 million), partially financed and remunerated through a four-year extension of the SATAP A4 concession maturity to 2030. Toll increases on the SATAP A4 concession would reflect the annual inflation rate plus a spread of 0.5% until the end of the concession (from 2023 onwards, while tolls until 2023 are expected to remain flat). The unamortised balance of the AT-CN investment at the end of the concession in 2030 would be recovered through a terminal value recognised on the SATAP A4 concession (capped at a multiple of 1.6x of 2030 cumulative EBITDA related to the SATAP A4 and AT-CN concessions). The agreement, while having the objective of limiting toll increases in future years, results in an increased significance of delayed compensation for SIAS through terminal value (TV) payments, which Moody's views negatively. A very limited track record exists in Italy in respect of timely monetisation of terminal values and agreement around actual levels of such due payments, which could impact the ability of the concessionaire to raise funds to refinance maturing debt or support investments, particularly where such funding relies on the monetisation of TVs in later years. More positively, however, we note that SIAS would continue to manage the concession until receipt of the TV payment, while monetisation of this TV would also allow SIAS to recover investments implemented on the AT-CN stretch in recent years.

In order to become effective, this agreement would need to be incorporated into the relevant concessions through additional deeds approved by the MIT and the Ministry of Economics and Finance via Interministerial Decree, and subsequently registered by the Court of Auditors. However, Moody's believes that the likelihood of this agreement completing in the short term has decreased due to the indirect potential consequences of the incident in Genoa and the perceived increased political opposition to granting concession

extensions. Estimates provided in the context of the European Commission approval of the cross-financing agreement indicate that a unilateral revocation of the AT-CN concession would imply a compensation to the concessionaire in the range of €595-715 million¹.

Exhibit 5

Overview of SIAS's concession maturities

Concession	Maturity (+ extension)	2017 EBITDA (€ m)	Regulatory WACC (nominal post-taxes)	Estimated TV (€ m)
SATAP A4	Dec 2026 + 4 years	194.2	5.45%	TBC - potentially significant
SATAP A21	Jun-17	126.1	-	111
SALT	Jul-19	126.3	5.21%	225
ADF	Nov-21	98.3	5.21%	99
CISA	Dec-31	62.8	5.02%	-
SAV	Dec-32	48.5	5.43%	-
ATS	Dec-38	34.9	4.87%	-
AT-CN	Dec-30	2.1	6.30%	-
ACP	Feb-43	-	6.77%	-

Note: Concession maturities for SATAP A21 and AT-CN reflect preliminary cross-financing agreement. Expired SATAP A21 assumed to be managed until 2019 *in prorogatio*. TV amounts reflect company's estimates as of May 2018. WACC levels for SATAP A4 (under approval) and ACP (approved) refer to regulatory period 2018-22. For remaining concessions WACC levels refer to regulatory period 2014-18.

Source: Company, Moody's Investors Service

Cash flow generation and strong liquidity position support capital expenditure

We expect that the cash flow generation resulting from the positive traffic performance will support SIAS's relatively sizeable capital expenditure (capex) requirements and enable the company to continue to exhibit a financial profile consistent with the current rating. The company's 2018-20 investment plan assumes, on average, in excess of €350 million of annual capex. The acquisition of the A21 Piacenza-Cremona-Brescia motorway stretch, which reached financial close in March 2018, resulted in an additional outflow of approximately €300 million. Investments are mostly directed towards the SATAP A4, CISA and AT-CN concessions (on the assumption that the SATAP A4/AT-CN cross financing is implemented). Capex requirements compare with a historical FFO in the range of €450-520 million over the period 2014-17 and a fixed assets base of approximately €4.4 billion (as of year-end 2017).

SIAS has historically maintained large cash balances on balance sheet, partly due to the pre-funding strategy implemented by the company in the context of its capex plan, but also reflecting good cash flow generation and SIAS's balanced financial policy. We consider SIAS's strong cash position as a credit positive feature which supports the current rating positioning. SIAS reported FFO/Debt of 22.1% as of year-end 2017 but, on a net debt basis, the metric would be a much stronger 27.1%.

Exposure to Ecorodovias through minority stake credit neutral for now

In May 2016, ASTM and SIAS closed the transaction, with CR Almeida Engenharia e Construcões (CR Almeida, unrated), for the acquisition of a 64.1% share in a newly created special purpose vehicle owning a 64% share in Ecorodovias (a Brazilian industrial group focused on motorway concessions) and a 55% share in VEM ABC (VEM, unrated, a greenfield project to build and operate a monorail system in Brazil). The initial acquisition was followed by a further increase in the stake held. As a result of the transactions, ASTM and SIAS currently indirectly control some 49% of Ecorodovias's capital. Ecorodovias manages approximately 2,640 km of toll roads in Brazil. Ecorodovias Concessões e Serviços S.A. (Ba2 negative) is the holding company for the group.

The amount cumulatively disbursed by SIAS for its share of the acquisition is in excess of €200 million. The relatively small investment in Ecorodovias did not materially impact SIAS's leverage position and its key credit metrics, but absorbed part of its cash availability and financial flexibility. The investment is currently classified as an equity participation and is not expected to result in additional cash contributions from SIAS or produce material dividend flows over the medium term. Whilst the investment in Ecorodovias remains relatively small, we caution that material additional exposure to Brazilian operations and commitments resulting in additional cash outflows for SIAS could put pressure on the company's credit quality.

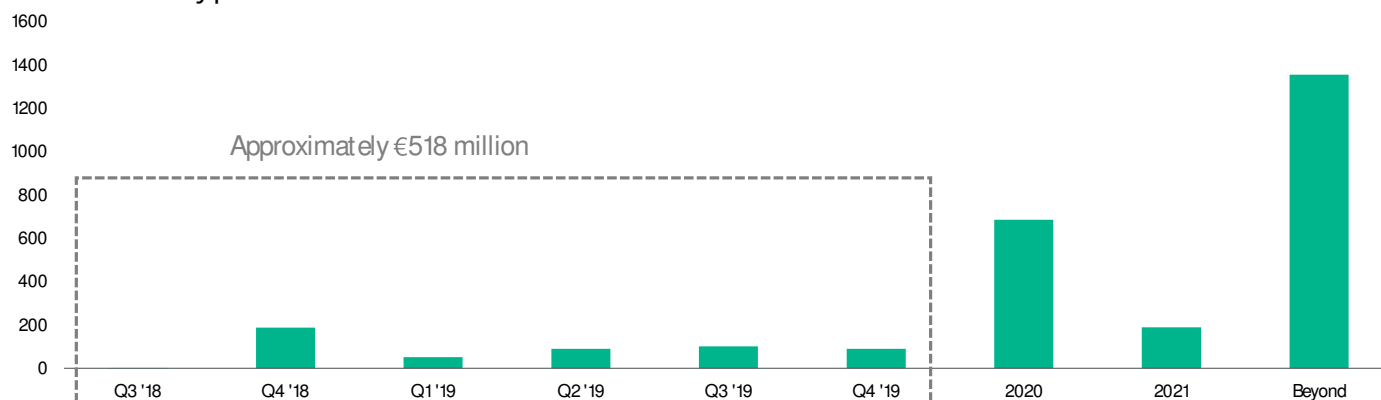
Liquidity Analysis

SIAS's liquidity position is strong. At the end of June 2018, SIAS reported €936 million of cash and cash equivalents (+€494 million vs. December 2017, explained by the issuance of a €550 million bond in February 2018). SIAS's liquidity is also backed by €133 million of committed facilities and €290 million of available term loans earmarked to finance SATAP's capex plans.

SIAS adopts a prudent financial policy with ample stocks of cash available to cover the upcoming debt maturities, which mitigates refinancing risk. More generally, we estimate that SIAS's cash availability and internal cash flow generation will cover all the company's cash needs over the next 18 months, including investments, debt maturities and dividends, which represent its main cash outflows.

Exhibit 6

SIAS's debt maturity profile



Source: Company, Moody's Investors Services

Structural Considerations

Under its EMTN programme, launched in 2010, SIAS has the option to issue either secured or unsecured notes. Secured notes benefit from a first-ranking security interest over the intercompany loans that will be used by SIAS to downstream the proceeds of the secured notes to its operating subsidiaries, depending on their specific requirements. Also, the company requires secured lenders providing funds to SIAS to become part of an intercreditor agreement, applying in case of a default and assuring that the proceeds arising from the enforcement of each pledged intercompany loan is shared pro rata and pari passu among all the holders of secured notes and the other classes of secured creditors of SIAS.

We believe that the secured notes issued under SIAS's EMTN program effectively rank pari passu with creditors at the operating subsidiaries level, thus avoiding structural subordination issues associated with the group's current funding structure. As a result, we maintain a Baa2 rating on SIAS's EMTN senior secured notes, which is in line with our assessment of the group's consolidated credit strength. In contrast, we assign a Baa3 rating to the unsecured notes, one notch lower than the group's consolidated credit assessment, to reflect their structurally and, in respect of secured notes, contractually, subordinated position. Nevertheless, we understand that SIAS intends to mainly issue secured notes as part of its funding strategy and that SIAS's EMTN programme includes the option of converting the secured notes into unsecured notes when the ratio of holding company debt-to-consolidated debt reaches at least 85% (it was approximately 76% as of June 2018). We note that in such a scenario the conversion of the secured notes into unsecured notes would be unlikely to trigger a rating downgrade as the amount of debt at the operating companies level would not be regarded as material to justify a notch adjustment for structural subordination.

Rating Methodology and Scorecard Factors

To assess SIAS's rating, we apply the Privately Managed Toll Roads Methodology (see Credit Policy page on www.moody.com). The grid-indicated outcome under the methodology grid for SIAS is Baa2, as summarised in the table below.

Exhibit 7

Rating Methodology Grid

Privately Managed Toll Roads Industry Grid [1][2]			Current FY 31/12/2017		Moody's 12-18 Month Forward View As of September 2018 [3]	
Factor 1 : Asset Type and Service Area (25%)	Measure	Score	Measure	Score	Measure	Score
a) Asset Type		Aa				Aa
b) Competing Routes		Aa				Aa
c) Economic Resilience of Service Area		A				A
Factor 2 : Traffic Profile and Performance Trends (15%)						
a) Traffic Profile		A				A
b) Track Record and Stability of Tolled Traffic		Baa				Baa
c) Traffic Density		A				A
Factor 3 : Concession and Regulatory Framework (10%)						
a) Ability and Willingness to Increase Tariffs		Baa				Baa
b) Protection Provided by the Concession and Regulatory Framework		Baa				Baa
Factor 4 : Financial Policy (10%)						
a) Financial Policy		Baa				Baa
Factor 5 : Coverage and Leverage (40%)						
a) Cash Interest Coverage	6.2x	A	6.0x-7.0x		A/Aa	
b) FFO / Debt	22.1%	A	19%-21%		A	
c) Moody's Debt Service Coverage Ratio	1.5x	Ba	1.3x-1.4x		Ba	
d) RCF / CAPEX [4]	2.0x	A	0.5x-1.0x		Ba/Baa	
e) Concession Life Coverage Ratio	1.6x	B	~1.5x		B	
Rating:						
Indicated Rating from Grid Factors 1-5		Baa2				Baa2
Rating Lift						
a) Indicated Rating from Grid		Baa2				Baa2
b) Actual Rating Assigned		Baa2				

Notes: [1] All ratios are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations. [2] As of 31/12/2017; [3] This represents Moody's forward view; not the view of the issuer; [4] RCF/CAPEX includes approximately €300 million cash outflow for the award of the ACP A21 concession.

Source: Moody's Financial Metrics

Appendices

Exhibit 8

Peer Comparison Table

(in EUR millions)	SIAS			SANEF/HIT			Brisa			ASPI		
	Baa2 Stable			Baa1/Baa3 Negative			Baa3 Positive			Baa1 RUR down		
	FYE Dec-15	FYE Dec-16	FYE Dec-17	FYE Dec-15	FYE Dec-16	FYE Dec-17	FYE Dec-15	FYE Dec-16	FYE Dec-17	FYE Dec-15	FYE Dec-16	FYE Dec-17
Revenue	1,330	1,296	1,358	1,702	1,734	1,806	491	523	565	3,750	3,726	3,708
EBITDA	676	685	715	1,041	1,095	1,150	345	361	399	2,253	2,199	2,470
EBITDA margin %	50.8%	52.8%	52.6%	61.2%	63.1%	63.7%	70.3%	69.0%	70.6%	60.1%	59.0%	66.6%
FFO	474	485	522	579	640	674	220	235	277	1,893	2,133	1,758
Total Debt	3,017	2,872	2,365	5,701	5,794	6,399	2,158	2,201	2,419	14,682	12,602	12,538
FFO Interest Coverage	4.9x	5.3x	6.2x	3.0x	3.6x	3.7x	3.3x	3.4x	4.7x	5.1x	5.9x	5.1x
FFO / Debt	15.7%	16.9%	22.1%	10.2%	11.1%	10.5%	10.2%	10.7%	11.5%	12.9%	16.9%	14.0%
FFO / Net Debt	23.0%	22.9%	27.1%	10.6%	12.4%	13.4%	11.4%	11.3%	14.1%	15.9%	22.7%	18.3%
RCF / Net Debt	18.6%	18.9%	22.6%	7.5%	8.5%	8.2%	-5.9%	-6.0%	5.9%	10.1%	14.4%	-1.3%
RCF / CAPEX	1.6x	1.9x	2.0x	2.9x	2.3x	1.7x	-6.8x	-4.7x	6.0x	1.0x	1.4x	-0.2x

Notes: all metrics are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations

Source: Company, Moody's Investors Service

Exhibit 9

SIAS's Adjusted Debt breakdown

EUR million	Dec-14	Dec-15	Dec-16	Dec-17
As Reported Debt	1,567	1,412	1,296	1,133
Pension Adjustments	36	33	35	32
Operating Lease Adjustments	21	19	19	18
Hybrid Securities Adjustments	14	8	3	0
Analyst Adjustments	1,708	1,544	1,518	1,181
Moody's - Adjusted Debt	3,346	3,017	2,872	2,365
Cash & Cash Equivalents	1,080	954	758	441
Moody's - Adjusted Net Debt	2,266	2,063	2,114	1,924

Notes: all metrics are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations. Analyst Adjustments mainly refer to the reclassification to debt of financial liabilities reflected as other liabilities in SIAS's accounts.

Source: Moody's Financial Metrics

Exhibit 10

SIAS's Adjusted EBITDA breakdown

EUR million	Dec-14	Dec-15	Dec-16	Dec-17
As Reported EBITDA	620	668	684	758
Operating Lease Adjustments	7	6	6	6
Pensions	-3	0	-3	0
Other Non-Standard Adjustments	-12	1	-3	-49
Moody's - Adjusted EBITDA	612	676	685	715

Notes: all metrics are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations

Source: Moody's Financial Metrics

Exhibit 11

SIAS's Adjusted FFO breakdown

EUR million	Dec-14	Dec-15	Dec-16	Dec-17
As Reported FFO	425	448	459	496
Operating Lease Adjustments	6	6	6	5
Non-Standard Adjustments	20	20	20	20
Moody's - Adjusted FFO	451	474	485	522

Notes: all metrics are based on 'Adjusted' financial data and incorporate Moody's Global Standard Adjustments for Non-Financial Corporations

Source: Moody's Financial Metrics

Ratings

Exhibit 12

Category	Moody's Rating
SIAS - SOCIETA INIZIATIVE AUTOSTRAD.	
Outlook	Stable
Senior Secured -Dom Curr	Baa2
Senior Unsecured MTN -Dom Curr	(P)Baa3

Source: Moody's Investors Service

Endnotes

¹ For additional details please see http://ec.europa.eu/competition/state_aid/cases/271507/271507_2003046_107_2.pdf.

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