

PERIODIC INVESTOR REPORT

To: Citibank Europe Plc, UK Branch (as **Facility Agent**); and
the relevant Information Recipients as at the date hereof (as defined in the Master Definitions Agreement (as defined in the CTA (as defined below))) via the Designated Website (as defined in the CTA) in accordance with clause 5.6 (a) (Periodic Investor Report) of the CTA.

Date: 27 September 2022

Periodic Investor Report for the Relevant Period from 1 January 2022 to 30 June 2022 (the Relevant Period or the First Half of 2022)

Reference is made to the Common Terms Agreement dated 15 October 2019 between, *inter alia*, Società di Progetto Brebemi S.p.A. as the issuer (the **Issuer** or **Brebemi**), the Note Trustee and the Facility Agent (the **CTA**). Capitalised terms not defined herein shall be construed in accordance with, and have the meaning given in, the CTA or the Master Definitions Agreement (as defined in the CTA).

Further to Clause 5.6 (Periodic Investor Reports) of the CTA, this report contains:

(i) details of and a comparison between Maintenance Liabilities actually incurred and forecast for the Relevant Period

The Maintenance Liabilities actually incurred in the Relevant Period, which are related to the O&M Contract entered into between the Issuer and the O&M Contractor, amount to Euro 11,019,071 substantially in line with the forecast of Euro 11,132,710.

(ii) details of and a comparison between Other Liabilities actually incurred and forecast for the Relevant Period

The Other Liabilities actually incurred in the Relevant Period amount to Euro 5,736,263, slightly lower than forecast of Euro 6,060,677, as further detailed below.

Item	2022 First Half Actual	2022 First Half Forecast
Cost of goods solds	37,887	36,986
G&A Costs ⁽¹⁾	1,676,023	1,845,933
Other toll roads costs ⁽²⁾	785,800	1,027,828
Other costs /rentals	143,834	127,835
Personnel Costs	1,769,310	1,674,135
Fee and other costs	1,323,409	1,347,960
Total Other Liabilities	5,736,263	6,060,677

Soggetta alla direzione e coordinamento
di Autostrade Lombarde SpA

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(1) Includes among others BOD and Auditor costs, marketing and communication, Energy and Utilities, Travel Expenses, Consultants, Bank Charges and Guarantee fees, Associative contribution

(2) Includes toll road Energy/Utilities, Insurance and other direct related costs

(iii) Level of Tariffs

As already described in the previous Periodic Investor Report, the Ministry of Transport and Sustainable Mobility did not approve the request for a tariff increase for the year 2022 to the extent of 4.49% and informed the Grantor Concessioni Autostradali Lombarde S.p.A. (the **Grantor**), that "in absence of the regulatory conditions represented by the existence of a current economic and financial plan, during the evaluation were not considered acceptable requests for tariff updates attributable to the concessionaires Brebemi S.p.A. and Pedemontana Lombarda S.p.A.", as well as that "For these companies, at the time of the effectiveness of the new economic and financial plan, the recovery of any tariff adjustments accrued from the beginning of the current regulatory period is reserved".

On 28 February 2022, an appeal against the provision of the Ministry of Transport and Sustainable Mobility was filed with the Regional Administrative Court of Lazio, as the decision is deemed to be detrimental to the Issuer's interests and rights. The date of the hearing on the merits has yet to be set.

(iv) Traffic Figures for Light and Heavy Vehicles

The following table is a summary of the traffic figures for light and heavy vehicles recorded for the Project in the Relevant Period compared to the PEF forecast set out in the Semi-Annual Financial Model.

Traffic Figures Actual Veh*km	Q1 2022	Q2 2022	First Half 2022 - Actual	First Half 2022 Forecast	Δ	Δ%
Light Vehicles	76,288,623	93,821,037	170,109,660	167,702,292	2,407,368	1.4%
Heavy Vehicles	39,505,046	42,875,399	82,380,445	83,300,381	(919,936)	(1.1%)
Total	115,793,669	136,696,436	252,490,105	251,002,673	1,487,432	0.6%

The traffic volumes are progressively increasing and, in aggregate, are above the forecast levels.

(v) Project Revenues

The Project Revenues received in the Relevant Period amounted to Euro 52.5 million and are substantially in line with those expected in the PEF forecast set out in the Semi-Annual Financial Model.

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Toll road revenues	First Half 2022 - Actual	First Half 2022 - Forecast	Δ	Δ%
Net toll revenues (*)	52,496,474	52,401,261	95,213	0.2%
Discounts and other adjustments	(1,531,603)	(1,572,038)	40,435	(2.6%)
Total	50,964,872	50,829,223	135,649	0.3%

Other Revenues	First Half 2022 - Actual	First Half 2022 - Forecast	Δ	Δ%
Other revenues (**)	1,520,803	1,623,007	(102,204)	(6.3%)
Total	1,520,803	1,623,007	(102,204)	(6.3%)

Total Project Revenues	52,485,675	52,452,230	33,445	0.1%
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(*) Net of Anas surcharge (Euro 2.069 k in the First Half of 2022)

(**) Other revenues include service areas fee, third party services and toll-related items such as recovery of collection costs related to traffic volume arising from the A4 Interconnection, and recovery of costs previously advanced by us.

(vi) Insurance

The following table is a summary of the insurance policies that were in place during the Relevant Period:

	Policy	Insurer	Policy number
1	Third Party Liability/Employer's Liability	AIG 70% AXA Assicurazioni 30%	IL100002946
2	All Risk Property Insurance / Business Interruption	Axa Assicurazioni 50% Unipolsai 50%	406484486
3	Decennial/Third Party Liability - Toll Road axis and related work	Generali 50% Hdi Global 30% Unipolsai 10% Agcs 10%	298752491
4	Decennial/Third Party Liability Intersection A4/A35	Unipolsai 100%	1/85088/188/150689335/1
5	Headquarter multirisk policy	AXA Assicurazioni	406451795
6	Lessee policy - (rented apartment)	Itas Mutua	M13969701
7	Lessee policy - (rented apartment)	Itas Mutua	M13969667
8	Professional Liability Insurance	Liberty Speciality Markets	LSMAEC004558-00
9	Life insurance policy (executives)	Zurich Investment	8010288
10	Injuries/Accidents policy (executives and employees)	AIG Europe	IAH0014635
11	Posi 'Public Offering Securities Insurance'	Axa XL 50% Generali 50%	IT00022667IP19A
11.1	Posi 'Public Offering Securities Insurance' FIRST EXCESS	Alg Europe SA 60% Swiss RE 40%	IFL0012534
11.2	Posi 'Public Offering Securities Insurance' SECOND EXCESS	Beazley Solutions Ltd 40% ACT - Lloyd's Insurance Company S.A. 20% Zurich Insurance PLCE 40%	W7288519PNDK
11.3	Posi 'Public Offering Securities Insurance' THIRD EXCESS	Tokio Marine Europe S.A. 50% Aviva Insurance Ireland DAC 40% Dual Corporate Risks Ltd 10%	FSEMA1903559
11.4	Posi 'Public Offering Securities Insurance' FOURTH EXCESS	CNA Insurance Company Ltd. 25% Dual Corporate Risks Ltd 15% QBE Europe SA/NV 5% Lloyd's Consortium AUM 20% Lloyd's Insurance Company S.A. 10% Asco Continentales S.A 10% Chubb Insurance Company Of Europe Italy 15%	FSEMA1903560

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No material insurance claims have been made in the Relevant Period.

(vii) Description of Claims

- In relation to the injunction decree (*decreto ingiuntivo*) for Euro 1,645,641.35 issued by the Court of Parma on 26 March 2020 in favor of Tubosider S.p.A, Brebemi claimed its lack of capacity to be sued (*difetto di legittimazione passiva*) as it was alien to the contractual relationship between the BBM Consortium and its contractor TUBOSIDER. The Grantor was sued in its capacity as guarantor for the failure to complete the relevant testing operations. The next, conclusive hearing is scheduled for 13 December 2023.
- With reference to the lawsuit filed by Brebemi against the Italian Transportation Regulatory Authority (*Autorità di Regolazione dei Trasporti*) (**ART**) - pending before the Piedmont Regional Administrative Court (TAR Piemonte) - and challenging Resolution No. 87 of June 17, 2021, as already described in the previous Periodic Investor Report, on March 31, 2022, the relevant judgement in which the court declared the parameters used by the ART to calculate the WACC (Weighted Average Cost of capital) in relation to new investments, null and void due to the lack of adequate technical reasons, has been released.
On June 28, 2022, the Authority asked the Council of State (Consiglio di Stato) to rectify the aforementioned judgment insofar as it upheld Brebemi's appeal.
- Since the date of the previous Periodic Investor Report, there have been no developments in the matter relating to the ANAC 2018 Resolution.
- There are no pending proceedings and no penalties have been imposed pursuant to the provisions of Legislative Decree 231.

(viii) Permitted Acquisition

No Permitted Acquisitions have been made during the Relevant Period.

(ix) Permitted Disposal

No Permitted Disposals, where the higher of the market value and net consideration receivable exceeded Euro 1,000,000, have been made during the Relevant Period.

(x) Balance of the Debt Service Reserve Account and the Maintenance Reserve Account

The table below details the balances standing to the credit of the Debt Service Reserve Account and the Maintenance Reserve Account as at the end of the Relevant Period, compared to the Required Balance:

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Account	Required Balance (in Euro) as of June 30, 2022	Amount (in Euro) as of June 30, 2022
Debt Service Reserve Account (DSRA)	35,533,403	35,533,808
Maintenance Reserve Account (MRA)	26,996,619	26,996,775

(xi) Financial Ratios

The table below is a summary of the calculations of each Financial Ratio in respect of the Relevant Period

Financial Ratio	Ratio for Relevant Period	Default Ratio (if applicable)	Distributions Lock-Up (if applicable)	Calculations, in reasonable detail
BLCR	2.03	1.10	1.30	See Appendix 1 (a)
Historic DSCR	1.23	1.05	1.25	See Appendix 1 (b)
Projected DSCR	1.29	1.05	1.25	See Appendix 1 (c)
Total Debt CLCR	1.58	N/A	1.30	See Appendix 1 (d)

No Default or Financial Ratio Breach has occurred and is continuing as at the date of this Periodic Investor Report. A Distributions Lock-Up has occurred and is continuing as at the date of this Periodic Investor Report.

(xii) Material Operational Penalties

During the Relevant Period, no material operational penalties were claimed, pending or have been paid by the Issuer.

(xiii) Report by Associazione Italiana Società Concessionarie Autostrade e Trafori (The "Aiscat Report")

The most recent published AISCAT Report in relation to the Project can be found under Appendix 2 (*Aiscat Report*).

(xiv) Principal Amount Outstanding as at the End of the Relevant Period

The table below is a summary of the Principal Amount Outstanding of each of the Class A1 Notes, the Class A2 Notes, the Class A3 Notes, the Senior Secured Loan, and the Junior Notes as at the end of the Relevant Period:

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Account	Principal Amount Outstanding (in Euro) as of June 30, 2022
Class A1 Notes	14,612,267
Class A2 Notes	909,857,196
Class A3 Notes	618,057,235
Senior Secured Loan	289,531,700
Junior Notes	183,458,909

(xv) Junior Notes Interest and Principal paid

For the period from (and including) the Issue Date to (and including) the last day of the Relevant Period, the Issuer paid Euro 7,671,141.36 of interest and repaid Euro 5,253,844 of principal amount in respect of the Junior Notes corresponding to interest and principal due on 31 December 2019 and 30 June 2020.

With respect of the Junior Notes, as a result of the application of the Restricted Payment Condition, at the Interest Payment Date of 30 June 2022, the Issuer did not pay the relevant Interest Amount, equal to Euro 5,808,484.78 and the related Principal Amount, equal to Euro 3,536,992.

This is because the Issuer elected to exercise its option to capitalise the relevant PIK Interest Amount in accordance with the Finance Documents.

As of 30 June 2022, the Principal Amount Outstanding of the Junior Notes remains equal to Euro 183,458,909.12.

The Interest Amount unpaid on 31 December 2021, equal to Euro 5,723,718.26, has been capitalised with effect from 1 July 2022.

(xvi) PEF Rebalancing

During 2021 the regulatory concession period expired. Pending the formal commencement of the updating and rebalancing procedure, as governed by Art. 11.7 of the Concession Agreement, the Issuer started, with the support of external advisors, all the preparatory and functional activities for the negotiations with the Grantor of the proposal to rebalance the economic and financial plan.

On 1 April 2021, the negotiations with the Grantor started and the necessary documentation was exchanged. During the following months, several meetings were held with the Grantor with the aim of defining a shared proposal for an economic and financial plan.

Given the position taken by the Grantor and not shared by the Issuer with regard to some parameters of the new economic and financial plan, the most relevant of which concern the rate of

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fair return on invested capital, on 23 December 2021 a formal rebalancing proposal was sent in line with the new provisions laid down by ART on tolls. The proposed economic and financial plan was mainly based on an extension of the duration of the concession and included a new traffic study updated in light of the new macroeconomic environment. The Issuer's proposal was rejected by the Grantor with measure dated 31 January 2022.

Subsequently the parties met to try to find a shared solution and, in March 2022, the Grantor and the Issuer reached a general agreement on the various rebalancing items.

Considering also that the finalization of a possible agreement to be submitted to the respective corporate bodies and to the financial parties would have required timeframes such as to entail exceeding the deadline within which to challenge the Grantor's measure of 31 January 2022, the Issuer, as a precautionary measure, started the litigation by 4 April 2022. The decision of the Grantor, which contains unsupported assumptions, was therefore referred to the Civil Court of Brescia as part of the case brought on 4 April 2022.

In the meantime, discussions continued with the Grantor in order to formalise and finalise the shared proposal for an economic and financial plan complying with the new toll provisions set forth in ART Resolution 87/2021.

On 9 June 2022 Brebemi agreed with the Grantor on a new economic and financial plan together with the outline of Addendum no. 4 to the Concession Agreement. Similarly to the economic and financial plan presented on 23 December 2021, the new economic and financial plan also envisages, as the main rebalancing measure, the extension of the duration of the concession by seven years and also provides for the adjustment of the final indemnity to be paid by the outgoing concessionaire. The agreement acknowledges and is without prejudice to the appeals filed by Brebemi against ART resolution 87/2021 and also provides for the recovery of the lower revenues recorded in 2020 as a result of Covid-19.

The agreement was submitted to the Board of Directors of Brebemi for approval on 22 June 2022. The assumptions underlying the rebalancing plan as well as the extension of the duration of the concession were also submitted to the lenders for approval according to the procedures set forth in the financial documentation. On 29 July 2022, the Board of Directors of the Grantor approved the update of the Economic and Financial Plan and the same, together with the relevant implementing Addendum outline, was sent to the Ministry of Infrastructure and Sustainable Mobility, for the relevant follow-up.

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On 2 August 2022, Brebemi notified a waiver of the proceedings pursuant to Article 306 of the Italian Code of Civil Procedure, expressly requesting the Court to dismiss the case. On 4 August 2022, the Grantor, having taken note of Brebemi's waiver, formalised its lack of interest in the continuation of the lawsuit by supporting Brebemi's petition for the dismissal of the case. The next hearing for the final dismissal of the case will be held on 20 September 2022.

(xvii) Credit Rating

On 13 June 2022, DBRS Morningstar downgraded Brebemi's Issuer Rating as well as the ratings on its Senior Secured Loan, Class A1 Notes, Class A2 Notes, and Class A3 Notes to "BB (high)" from "BBB (low)". DBRS Morningstar also changed the Trend on all ratings to "Stable" from "Negative".

There was no change in the Relevant Period in the rating assigned by Fitch Rating that on 5 October 2021, has announced that the "Senior Secured" class A1, A2 and A3 debt rating of Brebemi has been confirmed at the "BB+" level a Stable Outlook.

Signed by 

Authorised Signatory

For and on behalf of

Società di Progetto Brebemi S.p.A.

Encl.: **APPENDIX 1:** Financial Ratios Calculation
APPENDIX 2: Aiscat Report

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APPENDIX 1

FINANCIAL RATIOS CALCULATIONS

The source of the data used for the calculations is the Semi-Annual Financial Model, updated as at 30 June 2022. All amounts are in Euro/000 (unless otherwise stated).

a) BLCR Calculation:

Note that:

- values used in the calculation are as at close of business on 30 June 2022;
 - the Principal Amount Outstanding of the Senior Debt is calculated excluding the Accreted Value of the Class A3 Notes; and
 - the NPV Relevant Period is from 1 July 2022 to (and including) 31 December 2038.
- The items considered for the calculation of the BLCR ratio are the following:

$$\frac{\text{NPV over the Relevant Period applicable to the BLCR}}{\text{Principal Amount Outstanding of the Senior Debt}}$$

$$\frac{2,228,208}{1,097,749} = 2.03$$

b) Historic DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 July 2021 and ending on 30 June 2022; and
 - Debt Service in the Relevant Period is calculated excluding the Debt Service in respect of the Class A3 Notes.
- The items considered for the calculation of the Historic DSCR ratio are the following:

$$\frac{\text{Net Cash Flow}}{\text{Debt Service}}$$

$$\frac{80,731}{65,386} = 1.23$$

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c) Projected DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 July 2022 and ending on 30 June 2023; and
- the Debt Service in the Relevant Period is calculated excluding the Debt Service in respect of the Class A3 Notes.

- The items considered for the calculation of the Projected DSCR ratio are the following:

$$\frac{\text{Net Cash Flow}}{\text{Debt Service}}$$

$$\frac{94,502}{73,248} = 1.29$$

d) Total Debt CLCR Calculation:

Note that:

- values used in the calculation are as at close of business on 30 June 2022;
- the Principal Amount Outstanding of the Senior Debt is including the Accreted Value of the Class A3 Notes;
- the Total Debt NPV Relevant Period is from 30 June 2022 to 22 January 2040; and
- the Total Debt NPV over the life of the Concession may be extended or varied in accordance with the terms of the Transaction Documents

- The components of the Total Debt CLCR ratio calculation are the following:

$$\frac{\text{Total Debt NPV over the life of the Concession}}{\text{Principal Amount Outstanding of the Senior Debt + Principal Amount Outstanding of the Junior Notes}}$$

$$\frac{3,006,301}{1,905,074} = 1.58$$

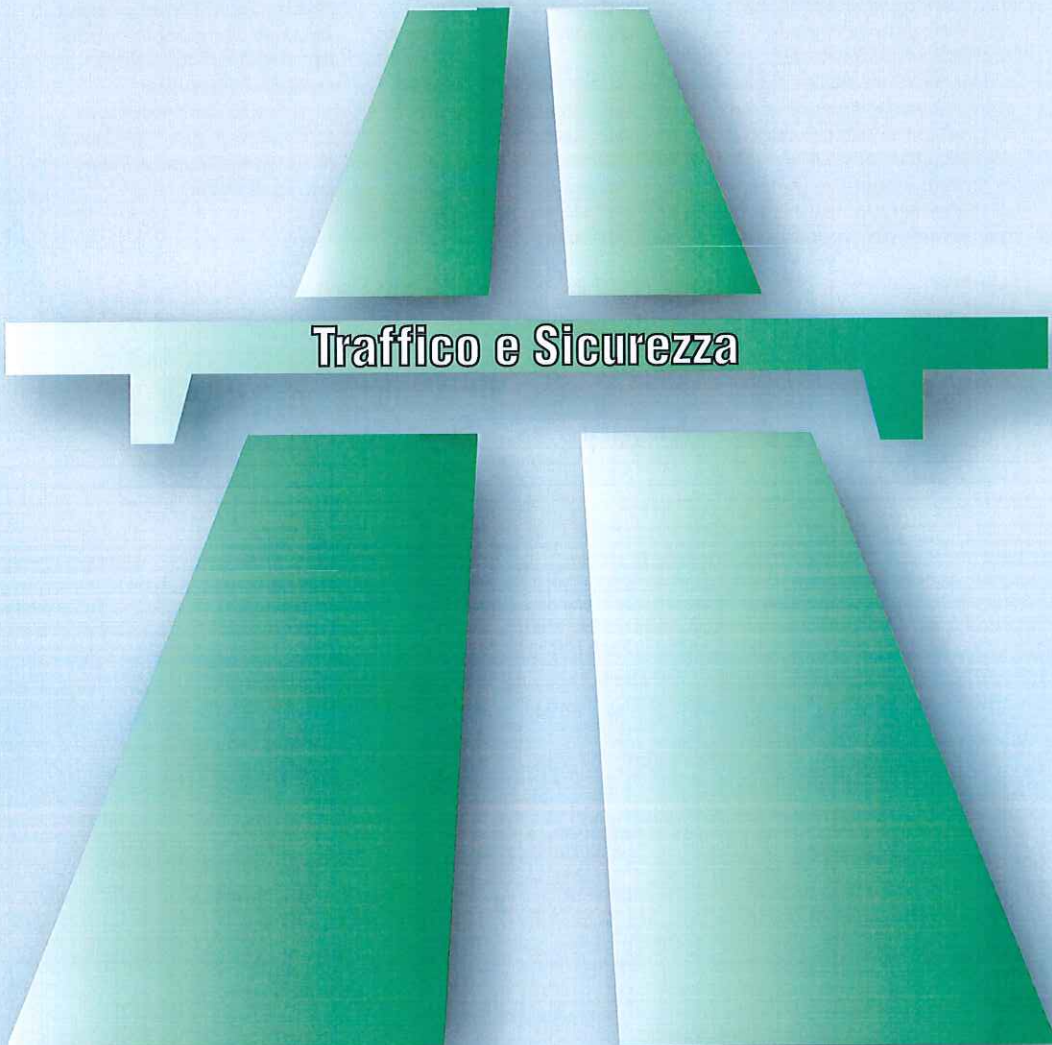


INFORMAZIONI

DATI PROVVISORI
DELLE AUTOSTRADE ITALIANE
IN CONCESSIONE

4. 2022

Poste Italiane SpA - Spedizione in abbonamento postale 70% - DCB Roma

A stylized graphic of a highway interchange, rendered in shades of green. It features four ramps: two on the left and two on the right, all sloping downwards. A horizontal bar connects the two sides in the middle. The text "Traffico e Sicurezza" is centered on this bar.

Traffico e Sicurezza



In Breve

I dati raccolti nel trascorso aprile continuano la tendenza registrata nel mese precedente con livelli di traffico incrementati tanto nel totale generale (+46,9%) quanto nello specifico delle singole competenze societarie rispetto all'analogo periodo del 2021. Si evidenzia, più nel dettaglio, un proseguimento nella crescita di circolazione per entrambe le componenti veicolari, con particolare riguardo al tasso relativo ai veicoli leggeri che si è attestato su un valore del +68,6%; per quanto concerne invece i veicoli pesanti, si nota un aumento più moderato (da ricordare tuttavia come le oscillazioni subite da tale classe veicolare siano sempre state più moderate anche data la tipologia di servizio cui si riferisce) pari al +5,9%. In termini assoluti, il numero di veicoli-km percorsi sulla rete autostradale a pedaggio

in questo primo quadrimestre ha abbondantemente superato i 17 miliardi di veicoli/km, con un bilancio positivo di 37,4 punti percentuale se paragonato alle percorrenze avvenute nel medesimo arco temporale dell'esercizio precedente.

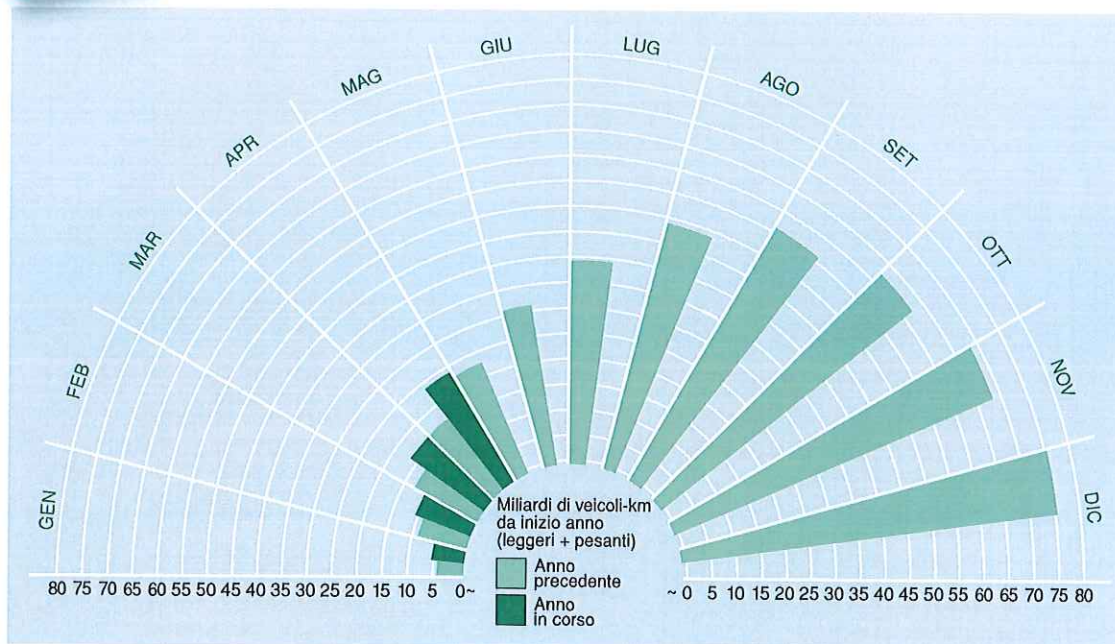
Si ricorda che a partire dal marzo trascorso non viene più effettuato il confronto con i dati di annualità ulteriormente precedenti in quanto l'andamento del traffico risulta ormai sufficientemente conforme ai livelli pre-pandemia, residuando solo una minima differenza percentuale che si va assottigliando di mese in mese.

Per quanto concerne l'esame dei dati attinenti alla sicurezza stradale, anche in conseguenza dell'evidente crescita dei volumi di traffico registrata si è assistito ad un parziale aumento

generalizzato dei relativi indici, i quali hanno restituito risultanze lievemente negative. Al riguardo vi è comunque da considerare come un aumento episodico e non legato a casistiche particolari – quale potrebbe essere quello in questione – possa essere ritenuto fisiologico e diretta conseguenza del significativo incremento del traffico, e viene comunque ridimensionato se si presta attenzione ai relativi valori assoluti, i quali mostrano evidenze non elevate ed in linea con quelle di altri periodi connotati da analoghi flussi veicolari. Al contempo bisogna inoltre tener presente la relativa esiguità dei valori assoluti di cui trattasi, che restituisce risultanze percentuali apparentemente molto elevate pur in presenza di scostamenti pari ad una decina di unità.



La Mobilità nell'Anno





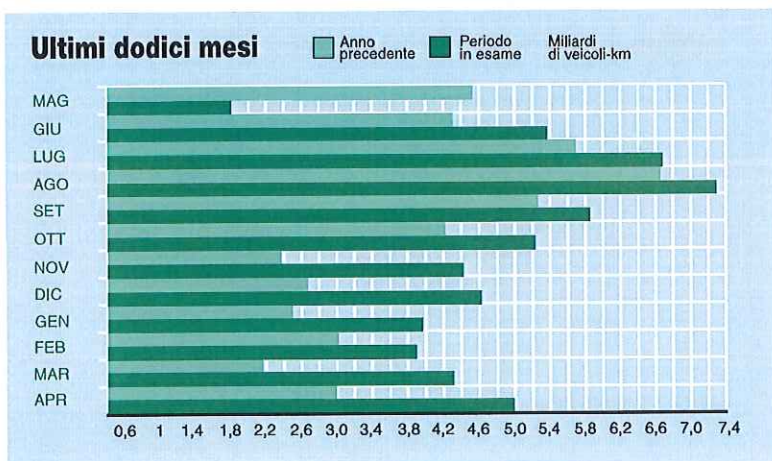
Traffico Veicoli Leggeri

milioni di veicoli-km

DATI MENSILI				DATI CUMULATI DA INIZIO ANNO			
SOCIETÀ ASSOCIATE ALL'AISCAT							
Aprile '22	'21	%	Società	km	2022	2021	%
2.907,9	1.755,4	65,7	AUTOSTRADE PER L'ITALIA	2.854,6	9.752,6	6.519,2	49,6
0,55	0,13	308,4	TRAFORO M.TE BIANCO	5,8	1,80	0,62	188,2
0,98	0,23	326,7	TRAFORO S.BERNARDO	12,8	2,44	0,97	152,8
5,9	2,3	153,9	R.A.V.	32,4	24,7	11,3	117,5
16,7	9,9	69,2	S.I.T.A.F.	82,5	74,1	47,0	57,5
97,0	56,4	72,2	MILANO SERRAVALLE - MI. TANG.LI	86,3	332,6	205,6	61,8
29,3	19,6	49,8	SOCIETÀ DI PROGETTO BREBEMI	62,1	106,0	73,1	45,0
16,2	10,4	55,8	PEDEMONTANA LOMBARDA	30,2	59,6	39,3	51,8
322,9	192,1	68,1	BRESCIA-PADOVA	235,6	1.127,0	729,1	54,6
9,6	2,5	-	SUPERST. PEDEMONTANA VENETA	56,0	35,7	9,3	-
105,1	63,9	64,4	C.A.V.	74,1	367,1	244,9	49,9
250,0	108,1	131,4	BRENNERO	314,0	910,0	376,9	141,4
135,7	73,4	85,0	AUTOVIE VENETE	210,2	453,4	277,6	63,3
18,7	9,5	96,8	S.A.T.	45,4	54,5	34,3	58,8
67,9	55,8	21,7	TANG.LE DI NAPOLI	20,2	256,3	215,9	18,7
128,7	89,5	43,8	SALERNO-POMPEI-NAPOLI*	51,6	466,9	350,3	33,3
105,7	75,3	40,4	CONSORZIO AUT. SICILIANE	258,6	366,1	286,4	27,8
4.218,8	2.524,3	67,1	TOTALE	4.432,4	14.390,8	9.422,0	52,7

SOCIETÀ ESTERNE ALL'AISCAT							
Aprile '22	'21	%	Società	km	2022	2021	%
20,8	7,4	181,1	S.A.V.	59,5	82,6	34,5	139,4
9,4	5,7	64,0	ASTI-CUNEO	55,7	33,8	23,0	46,9
31,2	14,7	112,1	A.T.I.V.A.	74,8	121,2	62,7	93,2
138,6	81,0	71,1	S.A.T.A.P. A4	127,0	507,4	311,8	62,8
105,5	61,1	72,6	S.A.T.A.P. A21	164,9	354,4	228,5	55,1
61,3	31,9	92,3	AUTOSTRADA DEI FIORI A6	124,3	210,8	123,3	71,0
18,1	12,3	46,7	TANGENZIALE ESTERNA	33,0	65,1	45,9	41,8
50,7	30,0	68,9	AUTOVIA PADANA	105,6	176,4	111,5	58,2
71,1	33,5	112,1	AUTOSTRADA DEI FIORI A10	113,3	227,0	131,0	73,3
52,4	23,5	122,5	S.A.L.T. TRONCO AUTOCISA	101,0	157,9	81,5	93,7
120,3	64,8	85,7	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	392,9	246,3	59,5
145,4	100,9	44,1	STRADA DEI PARCHI	281,4	519,5	378,4	37,3
824,8	467,0	76,6	TOTALE	1.395,4	2.849,0	1.778,4	60,2
5.043,6	2.991,3	68,6	TOTALE GENERALE	5.827,8	17.239,8	11.200,4	53,9

* In via di definizione





Traffico Veicoli Pesanti

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

SOCIETÀ ASSOCIATE ALL'AISCAT

Aprile '22	'21	%	Società	km	2022	2021	%
931,9	887,2	5,0	AUTOSTRADE PER L'ITALIA	2.854,6	3.654,2	3.448,5	6,0
0,31	0,29	6,2	TRAFORO M.TE BIANCO	5,8	1,21	1,20	0,7
0,03	0,03	-	TRAFORO S.BERNARDO	12,8	0,11	0,13	-13,8
2,4	2,2	12,0	R.A.V.	32,4	9,6	8,9	7,7
8,8	8,3	5,8	S.I.T.A.F.	82,5	35,8	31,7	12,8
25,6	25,4	0,6	MILANO SERRAVALLE - MI. TANG.LI	86,3	101,5	96,0	5,7
13,2	12,2	8,4	SOCIETÀ DI PROGETTO BREBEMI	62,1	53,0	46,6	13,8
4,2	3,7	13,5	PEDEMONTANA LOMBARDA	30,2	16,4	13,9	18,0
134,0	129,6	3,4	BRESCIA-PADOVA	235,6	533,9	499,3	6,9
3,1	1,0	-	SUPERST. PEDEMONTANA VENETA	56,0	12,1	3,5	-
39,9	38,6	3,4	C.A.V.	74,1	157,6	149,2	5,6
131,7	110,6	19,1	BRENNERO	314,0	490,5	418,5	17,2
68,1	66,1	3,1	AUTOVIE VENETE	210,2	269,2	255,7	5,3
4,4	3,6	22,2	S.A.T.	45,4	15,0	13,2	14,0
1,2	1,0	21,7	TANG.LE DI NAPOLI	20,2	4,4	3,7	18,7
13,3	11,3	17,3	SALERNO-POMPEI-NAPOLI*	51,6	49,4	44,5	10,9
19,5	18,8	3,8	CONSORZIO AUT. SICILIANE	258,6	74,5	72,4	2,8
1.401,7	1.319,8	6,2	TOTALE	4.432,4	5.478,4	5.106,9	7,3

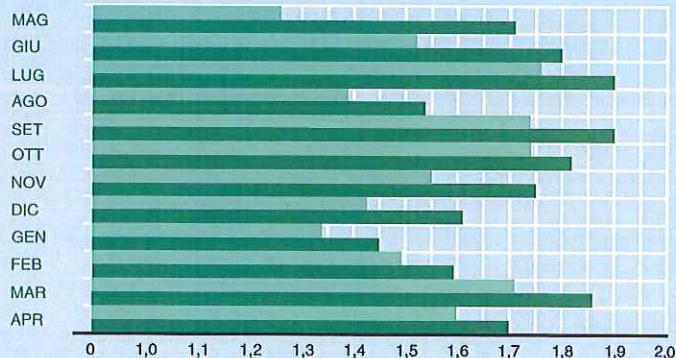
SOCIETÀ ESTERNE ALL'AISCAT

Aprile '22	'21	%	Società	km	2022	2021	%
6,5	5,5	18,2	S.A.V.	59,5	25,0	22,2	12,6
3,4	3,2	4,7	ASTI-CUNEO	55,7	13,7	12,5	9,4
7,3	6,5	12,0	A.T.I.V.A.	74,8	28,5	25,9	10,1
50,6	50,1	1,1	S.A.T.A.P. A4	127,0	204,9	195,4	4,9
57,3	56,4	1,6	S.A.T.A.P. A21	164,9	228,5	215,4	6,1
15,2	14,4	6,0	AUTOSTRADA DEI FIORI A6	124,3	60,6	55,6	9,0
9,0	8,5	5,7	TANGENZIALE ESTERNA	33,0	36,4	32,3	12,9
30,1	29,2	3,3	AUTOVIA PADANA	105,6	120,2	112,1	7,3
27,6	25,0	10,5	AUTOSTRADA DEI FIORI A10	113,3	105,7	96,8	9,2
16,8	15,8	6,2	S.A.L.T. TRONCO AUTOCISA	101,0	63,6	59,3	7,2
32,4	30,2	7,4	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	121,9	114,2	6,8
23,5	22,8	3,2	STRADA DEI PARCHI	281,4	92,5	88,3	4,8
279,8	267,6	4,6	TOTALE	1.395,4	1.101,6	1.029,9	7,0
1.681,5	1.587,4	5,9	TOTALE GENERALE	5.827,8	6.580,0	6.136,8	7,2

* In via di definizione

Ultimi dodici mesi

Anno precedente Periodo in esame Miliardi di veicoli-km





Traffico Totale

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

SOCIETÀ ASSOCIATE ALL'AISCAT

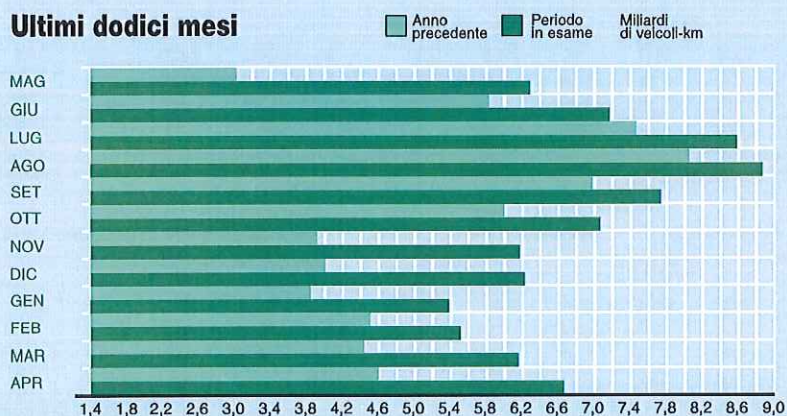
Aprile '22	'21	%	Società	km	2022	2021	%
3.839,8	2.642,7	45,3	AUTOSTRADE PER L'ITALIA	2.854,6	13.406,8	9.967,7	34,5
0,86	0,42	102,5	TRAFORO M.TE BIANCO	5,8	3,01	1,82	65,0
1,01	0,26	289,0	TRAFORO S.BERNARDO	12,8	2,56	1,10	133,0
8,3	4,5	85,0	R.A.V.	32,4	34,3	20,2	69,2
25,5	18,2	40,1	S.I.T.A.F.	82,5	109,8	78,7	39,5
122,6	81,8	50,0	MILANO SERRAVALLE - MI. TANG.LI	86,3	434,1	301,6	43,9
42,6	31,8	33,9	SOCIETÀ DI PROGETTO BREBEMI	62,1	159,0	119,7	32,8
20,4	14,1	44,7	PEDEMONTANA LOMBARDA	30,2	76,1	53,2	43,0
456,9	321,7	42,0	BRESCIA-PADOVA	235,6	1.660,9	1.228,4	35,2
12,7	3,4	-	SUPERST. PEDEMONTANA VENETA	56,0	47,8	12,7	-
145,0	102,5	41,5	C.A.V.	74,1	524,7	394,1	33,1
381,8	218,7	74,6	BRENNERO	314,0	1.400,5	795,4	76,1
203,8	139,4	46,2	AUTOVIE VENETE	210,2	722,6	533,4	35,5
23,1	13,1	76,3	S.A.T.	45,4	69,6	47,5	46,4
69,0	56,7	21,7	TANG.LE DI NAPOLI	20,2	260,7	219,7	18,7
142,0	100,8	40,8	SALERNO-POMPEI-NAPOLI*	51,6	516,3	394,8	30,8
125,2	94,1	33,1	CONSORZIO AUT. SICILIANE	258,6	440,6	358,8	22,8
5.620,5	3.844,1	46,2	TOTALE	4.432,4	19.869,2	14.528,8	36,8

SOCIETÀ ESTERNE ALL'AISCAT

Aprile '22	'21	%	Società	km	2022	2021	%
27,3	12,9	111,6	S.A.V.	59,5	107,6	56,7	89,8
12,7	8,9	42,6	ASTI-CUNEO	55,7	47,5	35,5	33,7
38,5	21,2	81,3	A.T.I.V.A.	74,8	149,6	88,6	68,9
189,3	131,1	44,3	S.A.T.A.P. A4	127,0	712,4	507,2	40,5
162,8	117,5	38,5	S.A.T.A.P. A21	164,9	582,9	443,9	31,3
76,5	46,3	65,5	AUTOSTRADA DEI FIORI A6	124,3	271,4	178,9	51,7
27,1	20,9	30,0	TANGENZIALE ESTERNA	33,0	101,5	78,1	29,9
80,8	59,2	36,5	AUTOVIA PADANA	105,6	296,6	223,6	32,7
98,7	58,5	68,7	AUTOSTRADA DEI FIORI A10	113,3	332,7	227,7	46,1
69,2	39,4	75,8	S.A.L.T. TRONCO AUTOCISA	101,0	221,5	140,9	57,3
152,7	95,0	60,8	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	514,8	360,5	42,8
168,9	123,7	36,5	STRADA DEI PARCHI	281,4	612,1	466,6	31,2
1.104,6	734,6	50,4	TOTALE	1.395,4	3.950,6	2.808,2	40,7
6.725,1	4.578,7	46,9	TOTALE GENERALE	5.827,8	23.819,8	17.337,0	37,4

* In via di definizione

Ultimi dodici mesi





Sicurezza

DATI CUMULATI DA INIZIO ANNO

Società associate all'Aiscat			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	932	577	61,5	26	19	36,8	1.577	881	79,0	33	20	65,0
PESANTI	280	240	16,7	15	21	-28,6	358	172	108,1	17	23	-26,1
TOTALE	1.212	817	48,3	41	40	2,5	1.935	1.053	83,8	50	43	16,3
TASSO	6,10	5,62	8,5	0,21	0,28	- 25,0	9,74	7,25	34,3	0,25	0,30	-16,7

Società esterne all'Aiscat			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	179	104	72,1	6	1	500,0	287	149	92,6	8	1	700,0
PESANTI	60	46	30,4	2	4	-50,0	88	56	57,1	3	4	-25,0
TOTALE	239	150	59,3	8	5	60,0	375	205	82,9	11	5	120,0
TASSO	6,05	5,34	13,3	0,20	0,18	11,1	9,49	7,30	30,0	0,28	0,18	55,6

Totale rete in concessione			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	1.111	681	63,1	32	20	60,0	1.864	1.030	81,0	41	21	95,2
PESANTI	340	286	18,9	17	25	-32,0	446	228	95,6	20	27	-25,9
TOTALE	1.451	967	50,1	49	45	8,9	2.310	1.258	83,6	61	48	27,1
TASSO	6,09	5,58	9,2	0,21	0,26	- 20,7	9,70	7,26	33,7	0,26	0,28	-7,5

DATI MENSILI - APRILE

Società associate all'Aiscat			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	303	152	99,3	8	3	166,7	544	246	121,1	8	3	166,7
PESANTI	72	67	7,5	7	6	16,7	84	77	9,1	7	6	16,7
TOTALE	375	219	71,2	15	9	66,7	628	323	94,4	15	9	66,7
TASSO	6,67	5,70	17,0	0,27	0,23	17,4	11,17	8,40	33,0	0,27	0,23	17,4

Società esterne all'Aiscat			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%	
LEGGERI	71	31	129,0	4	0	-	102	37	175,7	6	0	-
PESANTI	18	12	50,0	1	1	0,0	30	13	130,8	2	1	100,0
TOTALE	89	43	107,0	5	1	400,0	132	50	164,0	8	1	700,0
TASSO	8,06	5,85	37,8	0,45	0,14	221,4	11,95	6,81	75,5	0,72	0,14	414,3

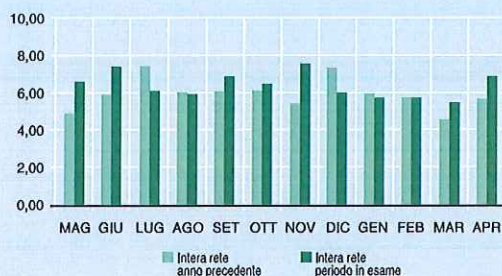
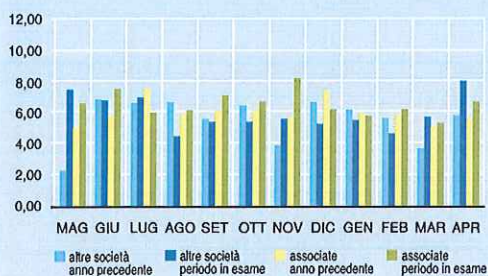
Totale rete in concessione			INCIDENTI				PERSONE COINVOLTE IN INCIDENTI					
TOTALI ⁽¹⁾			MORTALI				FERITI			MORTI		
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	374	183	104,4	12	3	300	646	283	128,3	14	3	366,7
PESANTI	90	79	13,9	8	7	14,3	114	90	26,7	9	7	28,6
TOTALE	464	262	77,1	20	10	100,0	760	373	103,8	23	10	130,0
TASSO	6,90	5,72	20,6	0,30	0,22	36,2	11,30	8,15	38,7	0,34	0,22	56,6



Sicurezza

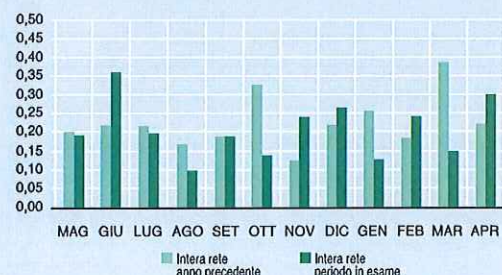
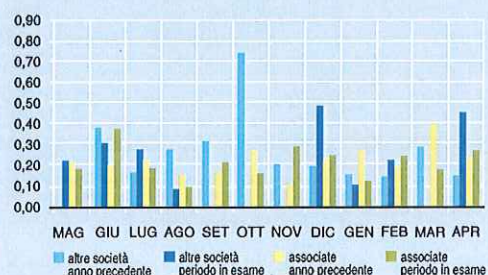
Incidenti ⁽¹⁾

Tassi degli ultimi dodici mesi - (Numero x 100 milioni di veicoli - km)



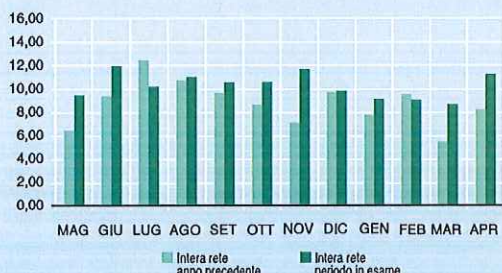
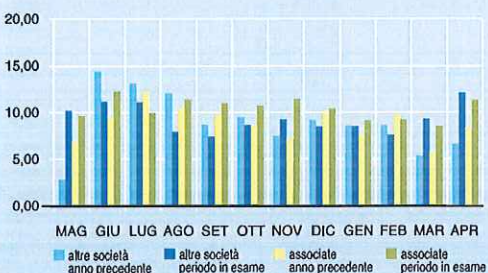
Incidenti mortali

Tassi degli ultimi dodici mesi - (Numero x 100 milioni di veicoli - km)



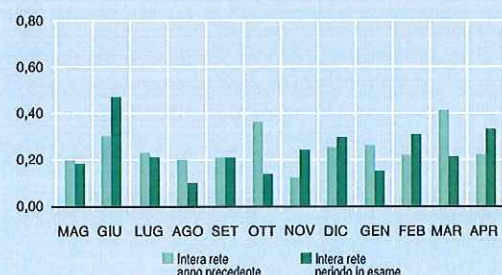
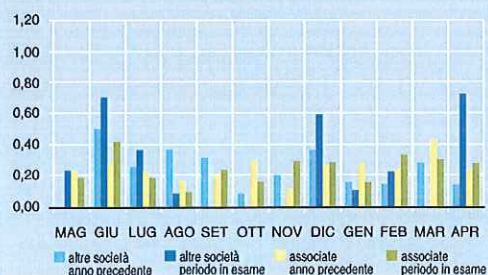
Feriti

Tassi degli ultimi dodici mesi - (Numero x 100 milioni di veicoli - km)



Morti

Tassi degli ultimi dodici mesi - (Numero x 100 milioni di veicoli - km)



(1) Incidenti con feriti e/o morti.



Le Associate Aiscat e rete di competenza

Società Concessionarie	Tronchi Autostradali in Esercizio	km	Società Concessionarie	Tronchi Autostradali in Esercizio	km	
Autostrade per l'Italia	A1 Milano-Napoli e penetrazioni a Roma	803,5	Società di Progetto Brebemi	A35 Brescia-Milano	62,1	
	A4 Milano-Brescia	93,5	Autostrada Pedemontana Lombarda	A36 Dalmine-Como-Varese-Valico del Gaggiolo (con dir. per A8 e Tang.le est di Milano)	30,2	
	A8-A9 Milano-Laghi-Chiasso	101,7		A59 Tangenziale di Como**	4,3	
	A10 Genova-Savona	45,5		A60 Tangenziale di Varese**	7,0	
	A12 Genova-Sestri Levante	48,7	Autostrada Brescia-Verona-Vicenza-Padova	A4 Brescia-Verona-Vicenza-Padova	146,1	
	A7 Genova-Serravalle	50,0		A31 Valdasico	89,5	
	A26 Genova Voltri-Gravellona Toce	244,9	Superstrada Pedemontana Veneta	SPV Superstrada Pedemontana Veneta	56,0	
	A11 Firenze-Pisa Nord	81,7	Concessioni Autostradali Venete - C.A.V.	A4 Padova est - bivio A4/A57	14,3	
	A12 Roma-Civitavecchia	65,4		A4 Bivio A4/A57 - Quarto d'Altino	32,3	
	A27 Venezia-Belluno	82,2		A57 Tangenziale di Mestre (bivio A4/A57 - Mestre-Terraglio)	18,1	
	A23 Udine-Carnia-Tarvisio	101,2		Raccordo Marco Polo	9,4	
	A13 Bologna-Padova	127,3	Autostrada del Brennero	A22 Brennero-Verona-Modena	314,0	
	A14 Bologna-Bari-Taranto	781,4		Autovie Venete	A4 (VE) Mestre-Trieste	115,4
	A30 Caserta-Nola Salerno	55,3			A57 Tangenziale di Mestre	10,5
A16 Napoli-Canosa	172,3	A23 Palmanova-Udine			18,5	
Italiana Traforo Monte Bianco	T1 Traforo del Monte Bianco	5,8	A28 Portogruaro-Conegliano		48,8	
	T2 Traforo del Gran San Bernardo	12,8	A34 Villesse-Gorizia	17,0		
Raccordo Autostradale Valle d'Aosta	A5 Aosta-Trafofo Monte Bianco	32,4	S.A.T.	A12 Livorno-San Pietro in Palazzi	40,0	
				A12 Tarquinia-Civitavecchia	14,6	
Italiana Traforo Autostradale Frejus	T4 Traforo del Frejus	6,8	Tangenziale di Napoli	A56 Tangenziale Est-Ovest di Napoli	20,2	
	A32 Torino-Bardonecchia	75,7	Salerno-Pompei-Napoli*	A3 Napoli-Salerno	51,6	
Milano Serravalle-Milano Tangenziali	A50 Tangenziale Ovest di Milano**	33,0	Consorzio Autostrade Siciliane	A20 Messina-Palermo	181,8	
	A51 Tangenziale Est di Milano**	29,4		A18 Messina-Catania	76,8	
	A52 Tangenziale Nord di Milano**	12,9		A18 Siracusa-Gela**	39,8	
	A53 Racc.do Bereguardo-Pavia**	9,1				
	A54 Tangenziale di Pavia**	8,4				
	A7 Milano-Serravalle	86,3				

N.B.

- Salerno-Pompei-Napoli (ex Autostrade Meridionali) in via di definizione (*)

- Le statistiche qui pubblicate non comprendono i dati delle arterie contrassegnate con asterisco (**)

Società esterne all'Aiscat e rete di competenza

S.A.V.	A5 Quincinetto-Aosta Ovest	59,5	Autovia Padana	A21 Piacenza-Brescia (con dir. per Fiorenzuola e racc. Ospitaletto-Montichiari)	105,6
	Racc. A5-SS27 del Gran San Bernardo **	7,9			
Autostrada Asti-Cuneo	A33 Asti-Cuneo	55,7	Autostrada dei Fiori	A10 Ventimiglia-Savona	113,3
S.A.T.A.P.	A4 Torino-Milano	127,0		A6 Torino-Savona	124,3
	A21 Torino-Piacenza	164,9	S.A.L.T.	A15 Parma-La Spezia	101,0
Tangenziale Esterna	A58 Tangenziale est esterna di Milano	33,0		A12 Sestri Levante-Livorno (con dir. per Lucca e La Spezia)	154,9
	A.T.I.V.A.	A5 Torino-Ivrea-Quincinetto	51,2	Strada dei Parchi	A24 Roma-L'Aquila-Teramo
A4-A5 Ivrea-Sanhià		23,6	A25 Torano-Avezzano-Pescara		114,9
A55 Sistema Tang.le di Torino**		81,0			

Mensile dell'Associazione Italiana Società Concessionarie Autostrade e Trafori
Via Giovanni Battista de Rossi, 30
00161 Roma

Direttore Responsabile
Fabrizio Palenzona
Autorizzazione Tribunale di Roma
n. 64 del 12.2.1985

Anno XXXVI, numero 4, aprile 2022
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