

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: 6 April 2023

Periodic Investor Report for the Relevant Period from 1 July 2022 to 31 December 2022 (the **Relevant Period** or the **Second 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**), 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) Maintenance Liabilities

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 10,948,599 substantially in line with the forecast of Euro 11,030,660.

(ii) Other Liabilities

The Other Liabilities actually incurred in the Relevant Period amount to Euro 6,337,680, in line with the forecast of Euro 6,327,421, as further detailed below.

Item	2022 Second Half Actual	2022 Second Half Forecast
Cost of goods solds	32,765	38,895
G&A Costs ⁽¹⁾	2,251,450	1,941,220
Other toll roads costs ⁽²⁾	824,179	1,080,884
Other costs /rentals	139,355	134,434
Personnel Costs	1,656,860	1,760,553
Fee and other costs	1,433,071	1,371,435
Total Other Liabilities	6,337,680	6,327,421

(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

Soggetta alla direzione e coordinamento
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(iii) Level of Tariffs

On 12 October 2022, the Company applied to the Grantor CAL S.p.A. for a tariff adjustment for the year 2023. The request was made with reference to the updated Economic and Financial Plan submitted to the Grantor on 9 June 2022, which provides for an annual 5.61% tariff variation from 2023 to 2026 and a 4.49% variation in the following years.

The Company also specified that, should the procedure for updating the Economic and Financial Plan not be completed in time for the tariff adjustment, such adjustment would necessarily have to be ensured, for the year 2023, on the basis of the current concession Economic and Financial Plan determined according to the usual revision formula:

$$\Delta T: \Delta P - X + K = 4.3\% - (-2.990\%) + 0.000\% = +7.29\%.$$

The so-called "Decreto Milleproroghe" of 29 December 2022, meanwhile, established also for 2023 that the deadline for the adjustment of motorway tariffs relating to the years 2020 and 2021 and those relating to all the years included in the new regulatory period was postponed until the definition of the procedure for updating the economic-financial plans prepared in accordance with the resolutions adopted pursuant to Article 16, paragraph 1, of Decree-Law No. 109 of 2018, by the Transport Regulatory Authority.

In a note dated 4 January 2023, the Ministry of Infrastructure and Transport communicated that the conditions for a tariff adjustment as of 1 January 2023 were not met for the company Brebemi SpA, without prejudice, pursuant to the reference regulation, to the possibility to recovery of any tariff adjustments applying as of the start of the current regulatory period.

On 21 February 2023, the Company filed an appeal against these provisions with the Regional Administrative Court of Lazio, deeming them detrimental to Brebemi's interests and rights. A hearing on the merits of the appeal is yet to be held.

(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	Q3 2022	Q4 2022	Second Half 2022 - Actual	Second Half 2022 Forecast	Δ	$\Delta\%$
Light Vehicles	90,450,812	95,691,723	186,142,535	170,481,888	15,660,647	9.2%
Heavy Vehicles	40,467,081	42,494,524	82,961,605	84,681,050	(1,719,445)	(2.0%)
Total	130,917,893	138,186,247	269,104,140	255,162,938	13,941,202	5.5%

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

(v) Project Revenues

The Project Revenues received in the Relevant Period amounted to Euro 55.1 million, compared to the Euro 53.2 million of the PEF forecast set out in the Semi-Annual Financial Model.

Toll road revenues	Second Half 2022 - Actual	Second Half 2022 - Forecast	Δ	Δ%
Net toll revenues (*)	55,090,220	53,185,109	1,905,111	3.6%
Discounts and other adjustments	(777,507)	(1,595,553)	818,046	(51.3%)
Total	54,312,713	51,589,556	2,723,157	5.3%

Other Revenues	Second Half 2022 - Actual	Second Half 2022 - Forecast	Δ	Δ%
Other revenues (**)	1,913,711	1,488,567	425,144	28.6%
Total	1,913,711	1,488,567	425,144	28.6%

Total Project Revenues	56,226,424	53,078,123	3,148,301	5.9%
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(*) Net of Anas surcharge (Euro 2.168 k in the Second 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.

The increase in "Net Toll Revenues" accounted in the Relevant Period is entirely attributable to the increase in traffic volumes.

(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 Europe S.A. 70% AXA Assicurazioni 30%	ILI00002946
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	409237718
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	Aig 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
12	Fire and theft policy Autobus Heuliez	Reale Mutua	2022/471199
13	Health insurance policy for executives	Generali Italia	420451345

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 and previously reported, proceedings have been adjourned to 20 April 2022 for the submission of defence pleadings and rebuttal statements. The next hearing has been postponed for the clarification of the conclusions to 13 December 2023.
- 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:

Account	Required Balance (in Euro) as of December 31, 2022	Amount (in Euro) as of December 31, 2022
Debt Service Reserve Account (DSRA)	37,503,168	37,500,639
Maintenance Reserve Account (MRA)	27,531,923	27,538,107

The balance of the Debt Service Reserve Account at the date of this Periodic Investor Report, amounts to Euro 37,518,265.55.

(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	2.11	1.10	1.30	See Appendix 1 (a)
Historic DSCR	1.27	1.05	1.25	See Appendix 1 (b)
Projected DSCR	1.26	1.05	1.25	See Appendix 1 (c)
Total Debt CLCR	1.61	N/A	1.30	See Appendix 1 (d)

No Default, Distribution Lock-Up or Financial Ratio Breach has occurred 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:

Account	Principal Amount Outstanding (in Euro) as of December 31, 2022
Class A1 Notes	14,499,003
Class A2 Notes	902,804,602
Class A3 Notes	630,016,708
Senior Secured Loan	284,435,500
Junior Notes	189,267,393

(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 31 December 2022, the Issuer did not pay the relevant Interest Amount, equal to Euro 6,305,890.39 and the related Principal Amount, equal to Euro 5,259,185.00.

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

As of 31 December 2022, the Principal Amount Outstanding of the Junior Notes is equal to Euro 189,267,393.90.

The Interests Amount unpaid on 31 December 2022, equal to Euro 5,808,484.78, have been capitalized with effect from 1 January 2023.

(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 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 draft 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 to 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 draft of Addendum no. 4, was sent to the Ministry of Infrastructure and Sustainable Mobility, for the relevant follow-up.

Subsequently, the Company constantly urged the Grantor to take all steps with the central administrations to swiftly finalise the approval process. Following a specific request for information, Brebemi learned from CAL at the end of November 2022 that:

- i) MIMS forwarded the 2022 Economic and Financial Plan and Draft Addendum No. 4 to ART, for the purpose of the issuance by the Authority of its relevant opinion;
- ii) the said transmission was acknowledged by ART on 29 September 2022, with a note sent to CAL, in which the same ART gave notice of the suspension of the procedure for the issuance of its opinion and requested clarifications from CAL regarding the extension of the duration of the concession;
- iii) the clarifications provided by CAL were not deemed sufficient by ART, which, in late November and early December, requested further information directly from the National Anti-Corruption Authority ('ANAC'), once again suspending the procedure.

In order to obtain an adequate picture of the actual timeframe for the conclusion of the 2022 Economic and Financial Plan approval procedure, Brebemi:

- i) by letter dated 30 November 2022, pointed out to CAL the arbitrariness and illegitimacy of ART's initiative and asked for the exhibition of its correspondence with ART, in order to assess its contents;
- ii) by letter dated 7 December 2022, requested CAL to access the records of the rebalancing procedure and invited CAL to take action with the Central Administrations to ensure the timing of the 2022 Economic and Financial Plan rebalancing procedure.

Finally, in a note dated 23 February 2023, the grantor CAL sent Brebemi:

- i) the note sent by ART to CAL on 27 January 2023, in which the Authority represented:
 - a. the still ongoing interlocution between ART and ANAC, without, however, revealing its contents;
 - b. the request to make significant changes to the Economic and Financial Plan agreed between CAL and Brebemi, without however giving the reasons for this;
 - c. the convocation of CAL to a hearing on 7 February 2023.
- ii) The note sent by ART to CAL on 23 February 2023 in which, following the hearing on 7 February, ART:
 - a. pointed out to CAL the need for the Grantor itself to agree with the Concession Holder on amendments and additions to the Economic and Financial Plan under review, particularly with regard to the determination of the final indemnity and the balance of Poste Figurative; reserved the right to make further assessment in the course of the verification and in-depth analysis of the documents received and the requests for integration, also renewing the invitation to ANAC to give the opinions within its remit.
 - b. the requests for integration, also renewing the invitation to ANAC to give the opinions within its remit.

On 1 March 2023, a meeting was held between CAL and the Company, during which the Grantor illustrated to Brebemi its assessments, later formalised in a letter dated 7 March 2023, regarding the feasibility of possible solutions to rebalance the economic and financial plan in compliance with the observations made by ART. Assessments are currently being carried out by the Company and its consultants in order to verify that the proposed solutions: (i) do not alter the economic and financial balance and



A35 Brebemi

regulatory conditions underpinning the agreement of 9 June 2022 and (ii) are consistent with the commitments undertaken in the financial documentation

(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".

On 28 October 2022, Fitch Ratings has revised the Outlook on Società di Progetto Brebemi S.p.A.'s Senior Secured notes to "Negative" from "Stable" and confirmed the rating at "BB+".

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

APPENDIX 1

FINANCIAL RATIOS CALCULATIONS

The source of the data used for the calculations is the Semi-Annual Financial Model, updated as at 31 December 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 31 December 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 January 2023 to (and including) 31 December 2038.
- The items considered for the calculation of the BLCR ratio are the following:

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

$$\frac{2,236,015}{1,060,640} = 2.11$$

b) Historic DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 January 2022 and ending on 31 December 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:

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

$$\frac{88,015}{69,205} = 1.27$$

c) Projected DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 January 2023 and ending on 31 December 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:

Net Cash Flow
Debt Service

$$\frac{98,352}{78,238} = 1.26$$

d) Total Debt CLCR Calculation:

Note that:

- values used in the calculation are as at close of business on 31 December 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 31 December 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:

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

$$\frac{3,034,504}{1,886,230} = 1.61$$

APPENDIX 2**AISCAT REPORT**



INFORMAZIONI

DATI PROVVISORI
DELLE AUTOSTRADE ITALIANE
IN CONCESSIONE

11.2022

A stylized graphic of a road intersection, with four green trapezoidal shapes representing the road lanes meeting at a central point. A horizontal green bar crosses the intersection, containing the text 'Traffico e Sicurezza'.

Traffico e Sicurezza



In Breve

Esaminando i dati di preconsuntivo relativi al trascorso novembre, si possono rilevare – così come avvenuto nel precedente mese di ottobre – valori di traffico sostanzialmente in linea rispetto a quelli registrati nell'analogo mese dell'esercizio precedente, con un lieve incremento stimato in un punto percentuale.

Più nel dettaglio, ciò è il risultato di un aumento della componente veicolare leggera (+1,9%) contrapposto ad una leggera diminuzione relativa alla componente pesante (-1,1%). In termini assoluti, il numero di veicoli-km percorsi sulla rete autostradale a pedaggio in questi undici mesi ha abbondantemente superato i 77 miliardi di veicoli/km, con un bilancio positivo di 11,3 punti percentuale se

paragonato alle percorrenze avvenute nel medesimo arco temporale del 2021.

Si ricorda che 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 lungo alcune tratte autostradali una minima differenza percentuale che si va assottigliando di mese in mese.

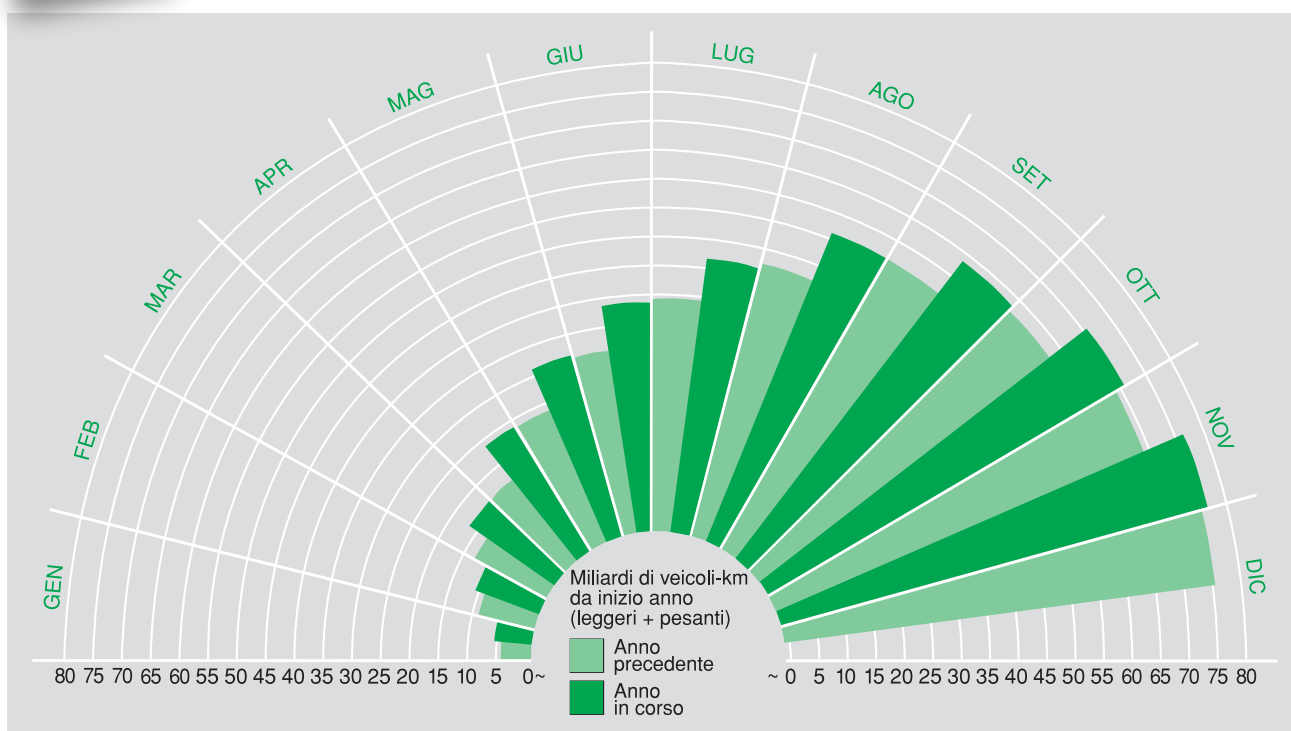
Per quanto concerne l'esame dei dati attinenti alla sicurezza stradale, nonostante la stazionarietà del dato relativo ai flussi di traffico sopra descritto, si è comunque assistito ad una favorevole diminuzione per quanto concerne sia il tasso relativo

al numero incidenti complessivi (-24,1%) sia quello concernente il numero di feriti in essi coinvolti (-17,7%).

D'altra parte, assistiamo ad un aumento della gravità degli eventi stessi, fotografato dall'innalzamento del tasso di mortalità, che occorre comunque ridimensionare se si presta attenzione ai valori assoluti, i quali mostrano evidenze non elevate ed in linea con quelle di altri periodi connotati da analoghi flussi veicolari; bisogna sempre ricordare infatti come le percentuali di tasso, per quanto elevate in apparenza, siano derivate dalla esiguità dei numeri in esame.



La Mobilità nell'Anno



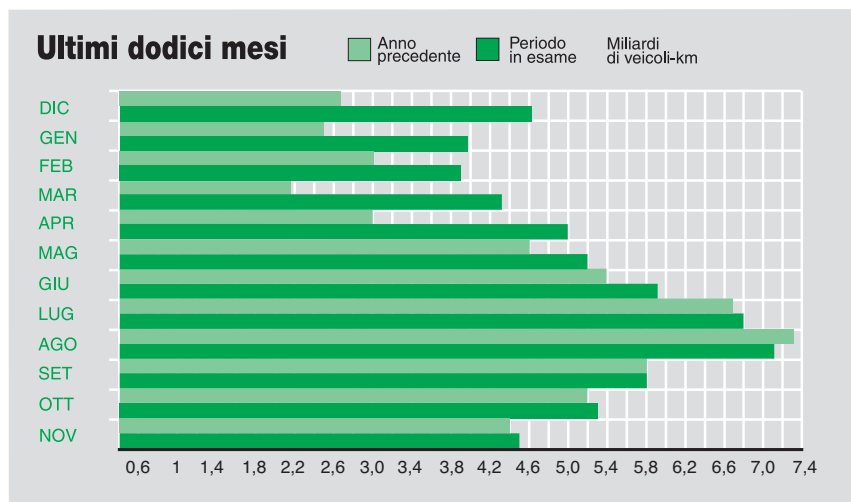


Traffico Veicoli Leggeri

milioni di veicoli-km

DATI MENSILI				DATI CUMULATI DA INIZIO ANNO			
SOCIETÀ ASSOCIATE ALL'AISCAT							
Novembre '22	'21	%	Società	km	2022	2021	%
2.581,3	2.543,0	1,5	AUTOSTRADE PER L'ITALIA	2.854,6	33.111,2	29.427,8	12,5
0,29	0,40	-28,4	TRAFORO M.TE BIANCO	5,8	6,15	4,53	36,0
0,66	0,53	24,5	TRAFORO S. BERNARDO	12,8	9,82	6,64	47,8
4,4	5,1	-13,6	R.A.V.	32,4	75,3	58,8	28,1
14,3	14,8	-3,2	S.I.T.A.F.	82,5	222,5	178,8	24,4
90,6	87,3	3,7	MILANO SERRAVALLE - MI. TANG.LI	86,3	1.098,3	933,6	17,6
31,5	29,8	5,5	SOCIETA' DI PROGETTO BREBEMI	62,1	327,5	280,7	16,7
16,4	16,1	2,3	PEDEMONTANA LOMBARDA	30,2	181,3	143,9	26,0
301,9	298,0	1,3	BRESCIA-PADOVA	235,6	3.617,8	3.158,2	14,6
14,1	9,3	-	SUPERST. PEDEMONTANA VENETA	69,8	129,6	70,6	-
97,5	93,9	3,8	C.A.V.	74,1	1.203,2	1.044,0	15,3
206,8	196,7	5,1	BRENNERO	314,0	3.209,9	2.583,1	24,3
118,0	110,6	6,6	AUTOVIE VENETE	210,2	1.614,4	1.355,2	19,1
12,7	12,8	-1,0	S.A.T.	45,4	245,2	228,6	7,3
66,4	67,3	-1,4	TANG.LE DI NAPOLI	20,2	734,8	695,4	5,7
120,1	118,8	1,1	SALERNO-POMPEI-NAPOLI*	51,6	1.408,3	1.269,8	10,9
93,6	96,4	-2,9	CONSORZIO AUT. SICILIANE	258,6	1.277,7	1.147,1	11,4
3.770,5	3.701,0	1,9	TOTALE	4.446,2	48.473,0	42.586,7	13,8

SOCIETÀ ESTERNE ALL'AISCAT							
Novembre '22	'21	%	Società	km	2022	2021	%
16,4	17,6	-6,8	S.A.V.	59,5	255,0	192,3	32,6
10,4	10,4	0,3	ASTI-CUNEO	55,7	107,0	95,1	12,5
27,6	27,9	-1,0	A.T.I.V.A.	74,8	367,4	293,1	25,3
141,2	137,4	2,8	S.A.T.A.P. A4	127,0	1.528,7	1.267,4	20,6
102,2	101,6	0,7	S.A.T.A.P. A21	164,9	1.158,6	1.015,7	14,1
48,8	47,7	2,3	AUTOSTRADA DEI FIORI A6	124,3	708,3	621,2	14,0
19,4	18,9	2,7	TANGENZIALE ESTERNA	33,0	202,1	175,5	15,2
48,3	48,1	0,5	AUTOVIA PADANA	105,6	567,9	493,0	15,2
54,9	52,4	4,9	AUTOSTRADA DEI FIORI A10	113,3	829,8	669,6	23,9
37,3	36,6	2,1	S.A.L.T. TRONCO AUTOCISA	101,0	632,2	552,8	14,4
100,1	98,0	2,1	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	1.405,6	1.246,4	12,8
137,6	134,8	2,0	ANAS A24/A25**	281,4	1.672,0	1.487,0	12,4
744,3	731,2	1,8	TOTALE	1.395,4	9.434,4	8.108,9	16,3
4.514,8	4.432,2	1,9	TOTALE GENERALE	5.841,6	57.907,4	50.695,6	14,2



* In via di definizione - ** L'8 luglio 2022, a seguito dell'entrata in vigore del dl 85/22, è stata revocata la concessione a Strada dei Parchi S.p.A. e assegnata la gestione delle autostrade A24 e A25 ad ANAS S.p.A.. Per effetto del decreto cautelare del TAR LAZIO del 12 luglio 2022, la gestione di tali tratte è tornata temporaneamente in capo a Strada dei Parchi S.p.A.. Con successivo decreto cautelare del Consiglio di Stato del 1° agosto 2022, viene confermato il subentro di ANAS S.p.A. nella gestione delle autostrade A24 e A25.



Traffico Veicoli Pesanti

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

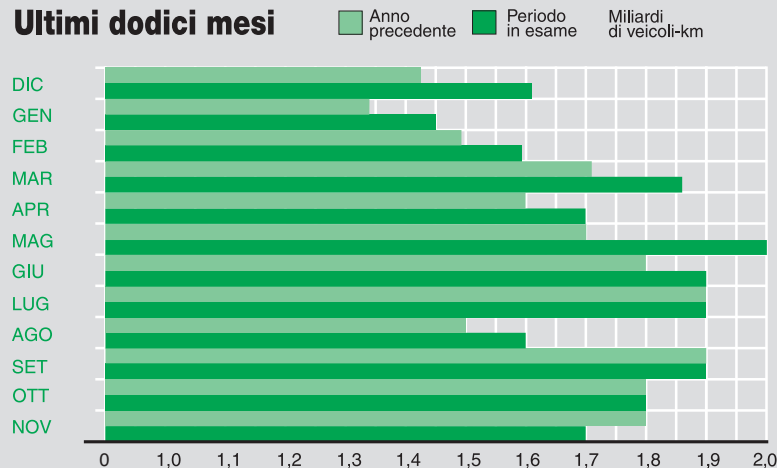
SOCIETÀ ASSOCIATE ALL'AISCAT

Novembre '22	'21	%	Società	km	2022	2021	%
970,5	978,1	-0,8	AUTOSTRADE PER L'ITALIA	2.854,6	10.627,6	10.359,5	2,6
0,22	0,31	-30,5	TRAFORO M.TE BIANCO	5,8	3,05	3,34	- 8,6
0,03	0,04	-13,8	TRAFORO S. BERNARDO	12,8	0,34	0,36	- 5,0
2,1	2,6	-21,4	R.A.V.	32,4	26,8	27,6	- 2,8
10,4	9,0	15,9	S.I.T.A.F.	82,5	107,4	94,5	13,7
26,5	26,5	-0,3	MILANO SERRAVALLE - MI. TANG.LI	86,3	294,1	285,0	3,2
14,9	14,7	0,9	SOCIETÀ DI PROGETTO BREBEMI	62,1	153,2	141,0	8,7
4,4	4,6	-3,4	PEDEMONTANA LOMBARDA	30,2	48,0	42,7	12,2
139,1	143,5	-3,1	BRESCIA-PADOVA	235,6	1.522,8	1.485,6	2,5
5,1	3,2	-	SUPERST. PEDEMONTANA VENETA	69,8	42,2	21,7	-
40,8	42,0	-2,8	C.A.V.	74,1	456,7	445,7	2,5
124,0	125,1	-0,8	BRENNERO	314,0	1.479,2	1.385,5	6,8
70,2	71,5	-1,9	AUTOVIE VENETE	210,2	791,7	768,7	3,0
3,8	3,8	0,1	S.A.T.	45,4	51,0	49,4	3,2
1,1	1,2	-1,4	TANG.LE DI NAPOLI	20,2	12,7	12,0	5,7
12,8	13,2	-3,2	SALERNO-POMPEI-NAPOLI*	51,6	148,0	140,4	5,4
18,9	19,5	-3,4	CONSORZIO AUT. SICILIANE	258,6	221,7	214,4	3,4
1.444,9	1.458,9	-1,0	TOTALE	4.446,2	15.986,4	15.477,5	3,3

SOCIETÀ ESTERNE ALL'AISCAT

Novembre '22	'21	%	Società	km	2022	2021	%
5,9	6,8	-13,2	S.A.V.	59,5	72,0	70,7	1,8
3,8	3,9	-1,3	ASTI-CUNEO	55,7	40,0	38,2	4,6
7,1	7,5	-5,7	A.T.I.V.A.	74,8	82,3	79,9	3,0
55,3	54,8	0,9	S.A.T.A.P. A4	127,0	581,6	564,3	3,1
60,9	61,2	-0,4	S.A.T.A.P. A21	164,9	652,7	630,8	3,5
15,9	16,1	-1,3	AUTOSTRADA DEI FIORI A6	124,3	174,6	169,3	3,1
10,1	10,4	-2,4	TANGENZIALE ESTERNA	33,0	103,9	98,0	6,0
30,9	32,1	-3,6	AUTOVIA PADANA	105,6	339,5	328,9	3,2
26,2	26,5	-1,3	AUTOSTRADA DEI FIORI A10	113,3	301,8	286,1	5,5
15,9	16,6	-4,2	S.A.L.T. TRONCO AUTOCISA	101,0	192,5	189,4	1,6
31,2	32,0	-2,4	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	365,3	356,1	2,6
25,6	25,8	-1,0	ANAS A24/A25**	281,4	277,6	271,3	2,3
288,8	293,6	-1,6	TOTALE	1.395,4	3.183,8	3.083,1	3,3
1.733,7	1.752,5	-1,1	TOTALE GENERALE	5.841,6	19.170,2	18.560,6	3,3

Ultimi dodici mesi



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Traffico Totale

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

SOCIETÀ ASSOCIATE ALL'AISCAT

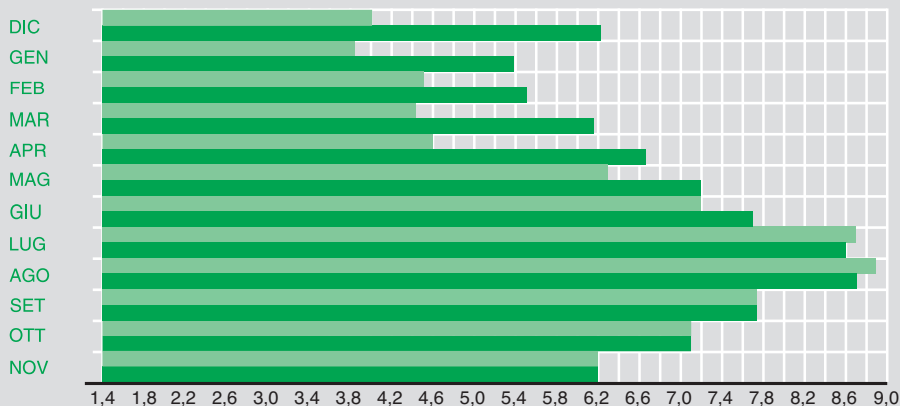
Novembre '22	'21	%	Società	km	2022	2021	%
3.551,8	3.521,0	0,9	AUTOSTRADE PER L'ITALIA	2.854,6	43.738,8	39.787,3	9,9
0,51	0,72	-29,3	TRAFORO M.TE BIANCO	5,8	9,20	7,86	17,0
0,69	0,57	21,9	TRAFORO S. BERNARDO	12,8	10,16	7,00	45,1
6,4	7,7	-16,2	R.A.V.	32,4	102,1	86,4	18,2
24,8	23,8	4,0	S.I.T.A.F.	82,5	329,9	273,3	20,7
117,1	113,9	2,8	MILANO SERRAVALLE - MI. TANG.LI	86,3	1.392,4	1.218,6	14,3
46,3	44,6	4,0	SOCIETÀ DI PROGETTO BREBEMI	62,1	480,7	421,7	14,0
20,9	20,6	1,0	PEDEMONTANA LOMBARDA	30,2	229,2	186,6	22,8
441,0	441,5	-0,1	BRESCIA-PADOVA	235,6	5.140,6	4.643,8	10,7
19,2	12,5	-	SUPERST. PEDEMONTANA VENETA	69,8	171,9	92,3	-
138,3	135,9	1,8	C.A.V.	74,1	1.659,9	1.489,7	11,4
330,8	321,8	2,8	BRENNERO	314,0	4.689,1	3.968,6	18,2
188,2	182,1	3,3	AUTOVIE VENETE	210,2	2.406,0	2.123,9	13,3
16,5	16,6	-0,8	S.A.T.	45,4	296,2	278,0	6,5
67,5	68,5	-1,4	TANG.LE DI NAPOLI	20,2	747,6	707,4	5,7
132,9	132,0	0,7	SALERNO-POMPEI-NAPOLI*	51,6	1.556,3	1.410,2	10,4
112,5	116,0	-3,0	CONSORZIO AUT. SICILIANE	258,6	1.499,4	1.361,5	10,1
5.215,4	5.159,8	1,1	TOTALE	4.446,2	64.459,4	58.064,3	11,0

SOCIETÀ ESTERNE ALL'AISCAT

Novembre '22	'21	%	Società	km	2022	2021	%
22,3	24,4	-8,6	S.A.V.	59,5	327,0	263,0	24,3
14,2	14,2	-0,1	ASTI-CUNEO	55,7	147,0	133,3	10,3
34,7	35,4	-2,0	A.T.I.V.A.	74,8	449,7	373,0	20,6
196,5	192,2	2,3	S.A.T.A.P. A4	127,0	2.110,3	1.831,7	15,2
163,2	162,8	0,3	S.A.T.A.P. A21	164,9	1.811,2	1.646,5	10,0
64,7	63,8	1,4	AUTOSTRADA DEI FIORI A6	124,3	882,9	790,5	11,7
29,5	29,3	0,9	TANGENZIALE ESTERNA	33,0	305,9	273,4	11,9
79,2	80,1	-1,1	AUTOVIA PADANA	105,6	907,3	821,9	10,4
81,1	78,9	2,9	AUTOSTRADA DEI FIORI A10	113,3	1.131,6	955,7	18,4
53,2	53,1	0,1	S.A.L.T. TRONCO AUTOCISA	101,0	824,6	742,2	11,1
131,3	130,0	1,0	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	1.770,9	1.602,6	10,5
163,1	160,6	1,6	ANAS A24/A25**	281,4	1.949,7	1.758,3	10,9
1.033,1	1.024,7	0,8	TOTALE	1.395,4	12.618,2	11.192,0	12,7
6.248,5	6.184,5	1,0	TOTALE GENERALE	5.841,6	77.077,6	69.256,3	11,3

Ultimi dodici mesi

Anno precedente Periodo in esame Miliardi di veicoli-km



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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	3.169	3.011	5,2	86	74	16,2	5.567	5.084	9,5	112	79
PESANTI	836	935	-10,6	53	65	-18,5	1.090	1.183	-7,9	57	67	-14,9
TOTALE	4.005	3.946	1,5	139	139	0,0	6.657	6.267	6,2	169	146	15,8
TASSO	6,21	6,80	-8,7	0,22	0,24	- 8,3	10,33	10,79	-4,3	0,26	0,25	4,0

Società esterne all'Aiscat	INCIDENTI						PERSONE COINVOLTE IN INCIDENTI						
	TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%	
	LEGGERI	628	498	26,1	26	5	420,0	1.066	813	31,1	35	5	600,0
	PESANTI	203	191	6,3	8	11	-27,3	302	256	18,0	11	15	-26,7
TOTALE	831	689	20,6	34	16	112,5	1.368	1.069	28,0	46	20	130,0	
TASSO	6,59	6,16	7,0	0,27	0,14	92,9	10,84	9,55	13,5	0,36	0,18	100,0	

Totale rete in concessione	INCIDENTI						PERSONE COINVOLTE IN INCIDENTI					
	TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI		
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	3.797	3.509	8,2	112	79	41,8	6.633	5.897	12,5	147	84	75,0
PESANTI	1.039	1.126	-7,7	61	76	-19,7	1.392	1.439	-3,3	68	82	-17,1
TOTALE	4.836	4.635	4,3	173	155	11,6	8.025	7.336	9,4	215	166	29,5
TASSO	6,27	6,69	-6,3	0,22	0,22	0,3	10,41	10,59	-1,7	0,28	0,24	16,4

DATI MENSILI - NOVEMBRE

Società associate all'Aiscat	INCIDENTI						PERSONE COINVOLTE IN INCIDENTI						
	TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%	
	LEGGERI	235	328	-28,4	9	8	12,5	389	528	-26,3	10	9	11,1
	PESANTI	79	106	-25,5	4	7	-42,9	121	121	0,0	5	6	-16,7
TOTALE	314	434	-27,6	13	15	-13,3	510	649	-21,4	15	15	0,0	
TASSO	6,02	8,41	-28,4	0,25	0,29	- 13,8	9,78	12,58	-22,3	0,29	0,29	0,0	

Società esterne all'Aiscat	INCIDENTI						PERSONE COINVOLTE IN INCIDENTI					
	TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI		
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	43	51	-15,7	3	0	-	86	86	0,0	3	0	-
PESANTI	28	17	64,7	1	0	-	36	25	44,0	1	0	-
TOTALE	71	68	4,4	4	0	-	122	111	9,9	4	0	-
TASSO	6,87	6,64	3,5	0,39	0,00	-	11,81	10,83	9,0	0,39	0,00	-

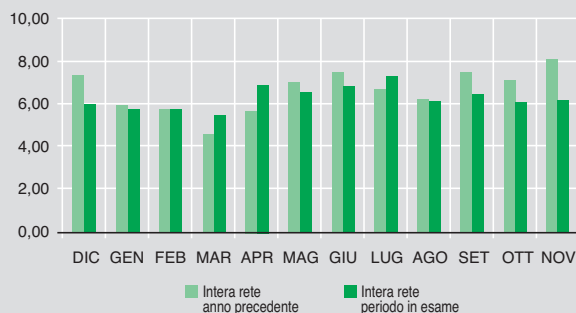
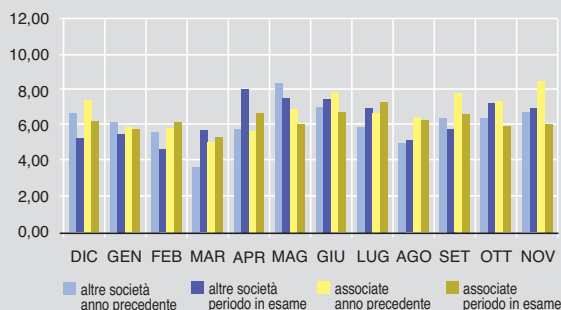
Totale rete in concessione			INCIDENTI			PERSONE COINVOLTE IN INCIDENTI						
TOTALI ⁽¹⁾			MORTALI			FERITI			MORTI			
	2022	2021	%	2022	2021	%	2022	2021	%	2022	2021	%
LEGGERI	278	379	-26,6	12	8	50,0	475	614	-22,6	13	9	44,4
PESANTI	107	123	-13,0	5	7	-28,6	157	146	7,5	6	6	0,0
TOTALE	385	502	-23,3	17	15	13,3	632	760	-16,8	19	15	26,7
TASSO	6,16	8,12	-24,1	0,27	0,24	12,2	10,11	12,29	-17,7	0,30	0,24	25,4



Sicurezza

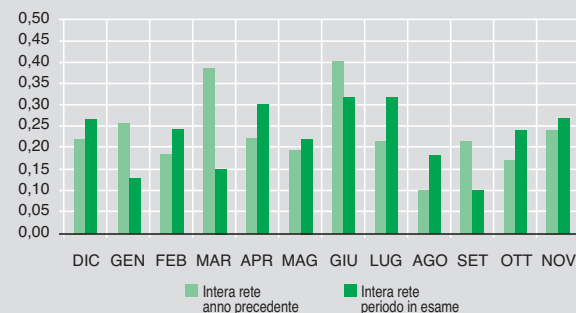
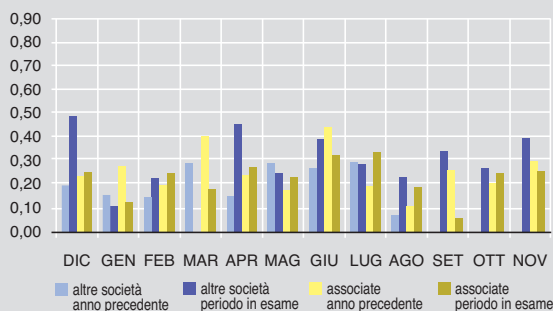
Incidenti ⁽¹⁾

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



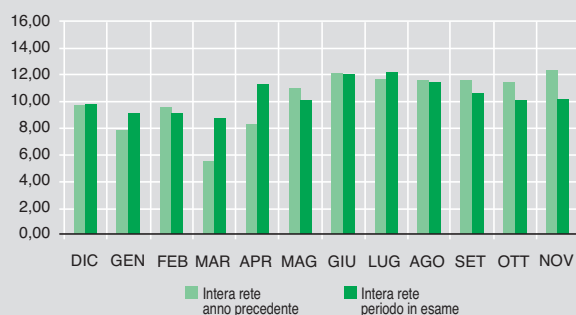
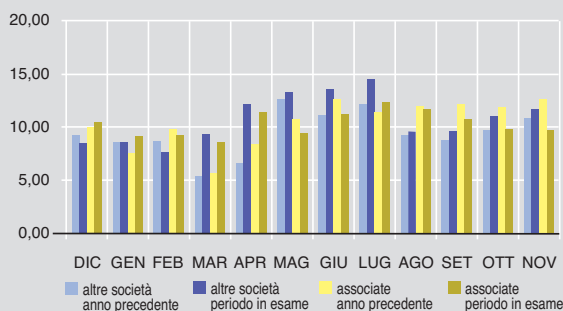
Incidenti mortali

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



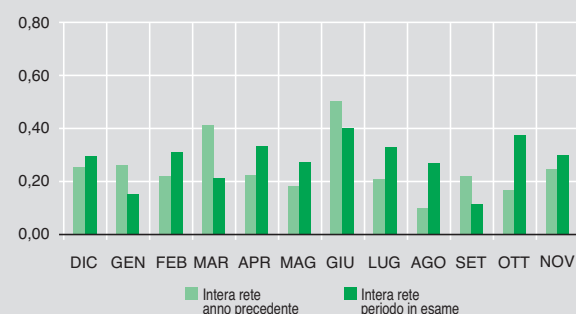
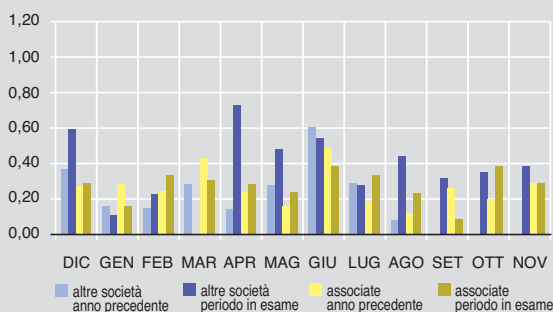
Feriti

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 Valdastico	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	
A28 Portogruaro-Conegliano			48,8			
Italiana Traforo Monte Bianco	T1 Traforo del Monte Bianco	5,8	S.A.T.	A34 Villesse-Gorizia	17,0	
				A12 Livorno-San Pietro in Palazzi	40,0	
Italiana Traforo del Gran San Bernardo	T2 Traforo del Gran San Bernardo	12,8		A12 Tarquinia-Civitavecchia	14,6	
					Tangenziale di Napoli	A56 Tangenziale Est-Ovest di Napoli
Raccordo Autostradale Valle d'Aosta	A5 Aosta-Trafofo Monte Bianco	32,4	Salerno-Pompei-Napoli*	A3 Napoli-Salerno		51,6
				Italiana Traforo Autostradale Frejus	T4 Traforo del Frejus	6,8
A18 Messina-Catania	76,8					
Milano Serravalle-Milano Tangenziali	A32 Torino-Bardonecchia	75,7	A18 Siracusa-Gela**			
	A50 Tangenziale Ovest di Milano**	33,0				
	A51 Tangenziale Est di Milano**	29,4				
	A52 Tangenziale Nord di Milano**	12,9				
	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	Autostrada dei Fiori	A10 Ventimiglia-Savona	113,3
	Racc. A5-SS27 del Gran San Bernardo **	7,9		A6 Torino-Savona	124,3
Autostrada Asti-Cuneo	A33 Asti-Cuneo	55,7	S.A.L.T.	A15 Parma-La Spezia	101,0
				A12 Sestri Levante-Livorno (con dir. per Lucca e La Spezia)	154,9
S.A.T.A.P.	A4 Torino-Milano	127,0	ANAS - Gestione A24/A25***	A24 Roma-L'Aquila-Teramo	166,5
	A21 Torino-Piacenza	164,9		A25 Torano-Avezzano-Pescara	114,9
Tangenziale Esterna	A58 Tangenziale est esterna di Milano	33,0			
A.T.I.V.A.	A5 Torino-Ivrea-Quincinetto	51,2			
	A4-A5 Ivrea-Santhià	23,6			
	A55 Sistema Tang.le di Torino**	81,0			
Autovia Padana	A21 Piacenza-Brescia (con dir. per Fiorenzuola e racc. Ospitaletto-Montichiari)	105,6			

N.B.

L'8 luglio 2022, a seguito dell'entrata in vigore del dl 85/22, è stata revocata la concessione a Strada dei Parchi S.p.A. e assegnata la gestione delle autostrade A24 e A25 ad ANAS S.p.A.. Per effetto del decreto cautelare del TAR LAZIO del 12 luglio 2022, la gestione di tali tratte è tornata temporaneamente in capo a Strada dei Parchi S.p.A.. Con successivo decreto cautelare del Consiglio di Stato del 1° agosto 2022, viene confermato il subentro di ANAS S.p.A. nella gestione delle autostrade A24 e A25 (***)

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
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