



A35 Brebemi

Investor Meeting

May 30, 2024



Disclaimer



THIS PRESENTATION IS PROVIDED FOR INFORMATION PURPOSES ONLY, AND IS NOT AN OFFER, INVITATION OR A SOLICITATION OF AN OFFER TO BUY OR SELL SECURITIES IN THE UNITED STATES OF AMERICA OR IN ANY OTHER JURISDICTION.

This presentation (including any accompanying oral presentation, question and answer session and any other document or materials distributed at or in connection with this presentation) (collectively, the "**Presentation**") has been prepared by Società di Progetto Brebemi S.p.A. (the "**Company**"). This Presentation has been prepared solely for the illustration of the Company's results and recent trends as part of the conference call with investors on May 30, 2024 (the "**Investor Meeting**") and for no other purpose. Under no circumstances may this Presentation be deemed or construed to be an offer to sell, a solicitation to buy or a solicitation of an offer to buy securities of any kind in any jurisdiction.

The information set forth herein is qualified in its entirety by the information set out in the Company's financial statements for the year ended on December 31, 2023. This Presentation contains summary information only and does not purport to be comprehensive and is not intended to be (and should not be used as) the sole basis of any analysis or other evaluation. No representation, warranty or undertaking, express or implied, is made as to, and no reliance should be placed on, the fairness, accuracy, completeness or correctness of the information or the opinions contained herein. Accordingly, none of the Company nor any of its shareholders, directors, officers, agents, employees, representatives or advisers takes any responsibility for, or will accept any liability whether direct or indirect, express or implied, contractual, tortious, statutory or otherwise, in respect of the accuracy or completeness of the information or for any of the opinions contained herein or for any errors, omissions or misstatements or for any loss, howsoever arising from this Presentation. The information set out herein may be subject to revision and may change materially. The Company is under no obligation to keep current the information contained in this Presentation and any opinions expressed in it are subject to change without notice. In addition, the information contained herein has been obtained from sources believed to be reliable, but the Company does not represent or warrants that it is accurate and complete and such information has not been independently verified.

This Presentation contains non-International Financial Reporting Standards ("**IFRS**") industry benchmarks and terms, such as EBITDA, EBIT and EBITDA Margin. Such measures should not be considered as alternatives to other indicators of operating performance, cash flows or any other measure of performance derived in accordance with IFRS. In addition, these measures are used by different companies for differing purposes and are often calculated in ways that reflect the circumstances of these companies. In particular, the methodology used to calculate these operational metrics may differ from that used by other companies, thus limiting their usefulness as comparative measures. Furthermore, the unaudited financial information contained in this Presentation does not take into account any circumstances or events occurring after the period it refers to. This Presentation may include forward looking statements and information that is necessarily subject to risks, uncertainties, and assumptions. In particular, these statements include statements about our outlook, plans, strategies, business conditions, business trends and expectations, prospects or future events and involve known and unknown risks that are difficult to predict. As a result, our actual results, performance or achievements may differ materially from those expressed or implied by these forward-looking statements. In some cases, you can identify forward-looking statements by the use of words such as "believes", "expects", "may", "are expected to", "intends", "will", "will continue", "should", "could", "would be", "seeks", "approximately", "estimates", "predicts", "projects", "aims" or "anticipates", or similar expressions or the negative thereof or other variations thereof or comparable terminology, or by discussions of strategy, plans or intentions or of other statements that do not relate strictly to historical or current matters. Such forward-looking statements are necessarily based upon estimates and assumptions that, while considered reasonable by us and our management, are inherently uncertain and subject to risks, uncertainties, and assumptions. All forward-looking statements attributable to us or persons acting on our behalf are expressly qualified in their entirety by the cautionary statements set forth above. We caution you not to place undue reliance on any forward-looking statements, which are made only as of the date of this Presentation. We do not undertake or assume any obligation to publicly update any of these forward-looking statements to reflect actual results, new information or future events, changes in assumptions or changes in other factors affecting forward-looking statements, except to the extent required by applicable law. If we update one or more forward-looking statements, no inference should be drawn that we will make additional updates with respect to those or other forward-looking statements. Moreover, certain percentages of this Presentation have been rounded and accordingly may not add up to 100%. In addition, the unaudited financial information presented in the Presentation has been prepared by management. Our independent auditors have not audited, reviewed, compiled or performed any procedures with respect to such unaudited financial information for the purpose of its inclusion herein and accordingly, they have not expressed an opinion or provided any form of assurance with respect thereto for the purpose of this Presentation. Furthermore, the unaudited financial information does not take into account any circumstances or events occurring after the period it refers to. The unaudited prospective financial information set out above is based on a number of assumptions that are subject to inherent uncertainties subject to change. In addition, although we believe the unaudited financial information to be reasonable, our actual results may vary from the information contained above below and such variations could be material. As such, you should not place undue reliance on such unaudited financial information and it should not be regarded as an indication that it will be an accurate prediction of future events.

Today's voices



MR. MATTEO
MILANESI
General Manager



MR. ALBERTO
ALGISI
CFO

Contents

	Brebemi Overview	05		EFP Rebalancing status	22
	Traffic performance	09		Operation and Investments	26
	2023 Key Financial Figures	14		Sustainability	31
	Credit Ratings	18			
	Key Events	20		Appendix	33



Brebemi Overview

“



Best-in-class asset
in the fastest
growing area in Italy



Who we are



First Project Financing
in mobility infrastructure in Italy

>2 mln km
covered by overall traffic between 2015 and 2023

Strategic location
part of Northern Italy's highway network, connecting the A58 eastern ring-road of Milan to the A4 Turin-Trieste motorway

3 interchanges
with A4 and A58

Part of the international Aleatica Group since 2020
20 concessions in 7 countries; 366 million vehicles annually on 1,154 kms of highway

26K
AADT 2023
+12.9% vs 2022

€ 123.5 mln
Revenues 2023
(+13,6% vs 2022)

71.1%
EBITDA Margin

€ 87.9 mln
EBITDA 2023 (+17,7% vs 2022)

62.1 km highway
A35 toll road connecting Milan, Bergamo and Brescia

18 access points





Unique infrastructure asset in one of the wealthiest regions in Europe with 2023 GDP growth, nearly double than that of the Euro Area*

Sound **financial structure** that ensures adequate coverage ratios

A recent infrastructure with **high growth potential** in a corridor with ongoing **high-profile projects**

Continuously growing commitment towards projects that support the **green transition**

Why BreBeMi

Focus on **traffic management**
Faster and smoother alternative compared to A4

Strong relationship with local authorities, industrial players and civil communities



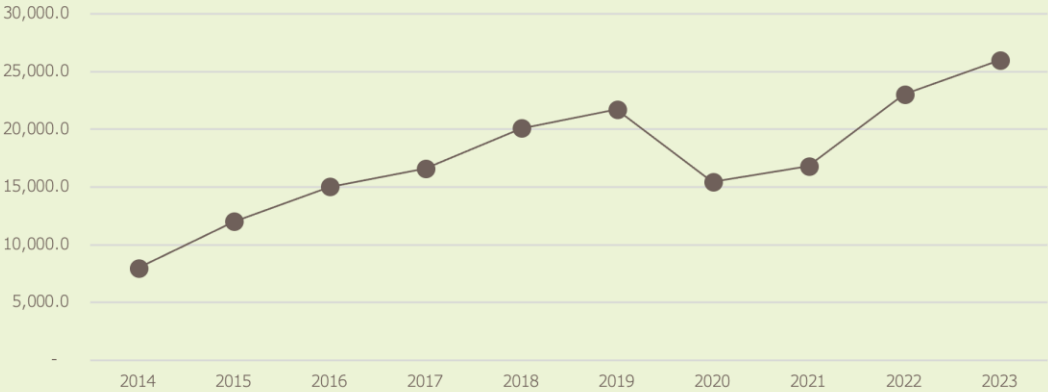
↑
↓
Traffic
performance



Traffic performance with proven ability to maintain high growth rates

2023 Average daily traffic		Total Vehicles
Month	AADT	Δ% vs 2022
January 2023	22,112.4	27.8%
February 2023	25,192.1	12.4%
March 2023	26,350.1	16.6%
April 2023	26,062.9	14.7%
May 2023	26,995.2	11.2%
June 2023	28,022.4	9.7%
July 2023	28,640.6	13.1%
August 2023	19,790.1	11.4%
September 2023	28,373.6	10.3%
October 2023	28,405.3	12.4%
November 2023	26,963.4	9.1%
December 2023	25,066.2	11.0%
Full Year 2023	25,989.6	12.9%

Full recovery of traffic post pandemic: +12.9% vs 2022



2024 Average daily traffic		Total Vehicles
Month	AADT	Δ% vs 2023
January 2024	23,430.8	6.0%
February 2024	26,575.8	5.6%
March 2024	26,554.8	0.8%
April 2024	27,727.7	6.4%
Ytd . April Δ%	26,050.3	4.6%

Total traffic ramp-up continues during 2024: + 4.6% vs 2023

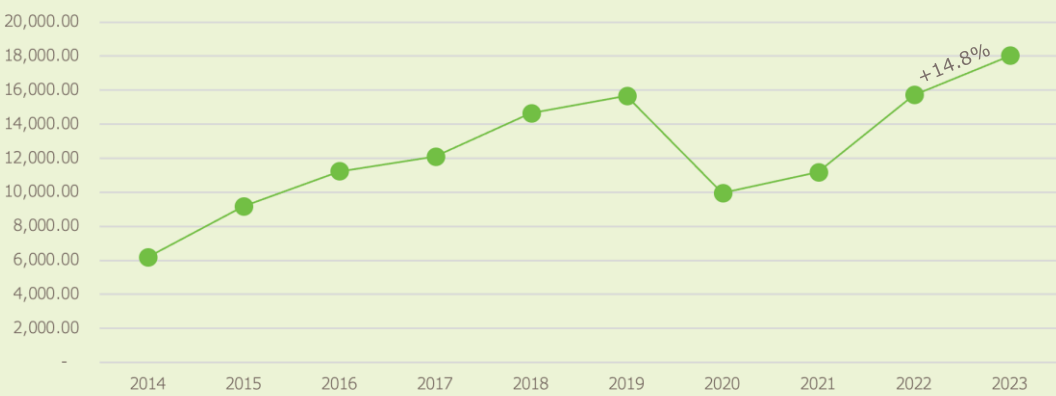
Traffic volumes in the last 15 months:

- Positive 2023 traffic performance: +12.9% vs 2022 reaching 26k AADT;
- Outperformance vs Italian toll road network, which in 2023 grew by 3.8% y/y, also compared to the Italian economy that grew by 0.9% in the same period;
- Positive performance of LV (+14,8% vs 2022) and HV (+9.1% vs 2022) due to 2022 Covid restrictions;
- 2023 traffic performance was positively impacted by the change in the tolling system at Castegnato barrier.

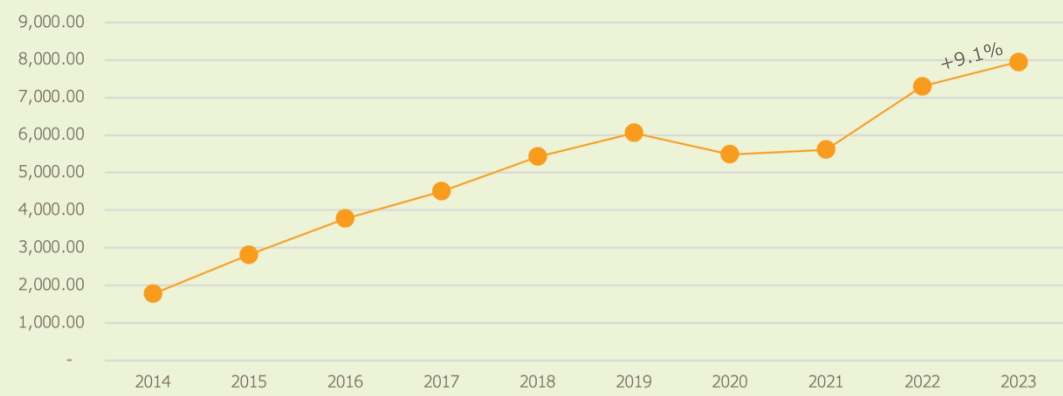


Latest trends have supported the increase in traffic volumes

Light Vehicles Traffic performance



Heavy Vehicles Traffic performance



2024 Average daily traffic		Light Vehicles (LV)	
Month	AADT	Δ% vs 2023	
January 2024	16,089.6	6.2%	
February 2024	18,098.7	5.2%	
March 2024	18,395.0	2.4%	
April 2024	19,443.5	3.9%	
Ytd . April Δ%	17,993.3	4.3%	

2024 Average daily traffic		Heavy Vehicles (HV)	
Month	AADT	Δ% vs 2023	
January 2024	7,341.2	5.4%	
February 2024	8,477.1	6.1%	
March 2024	8,159.8	-2.8%	
April 2024	8,284.2	12.7%	
Ytd . April Δ%	8,057.0	5.0%	

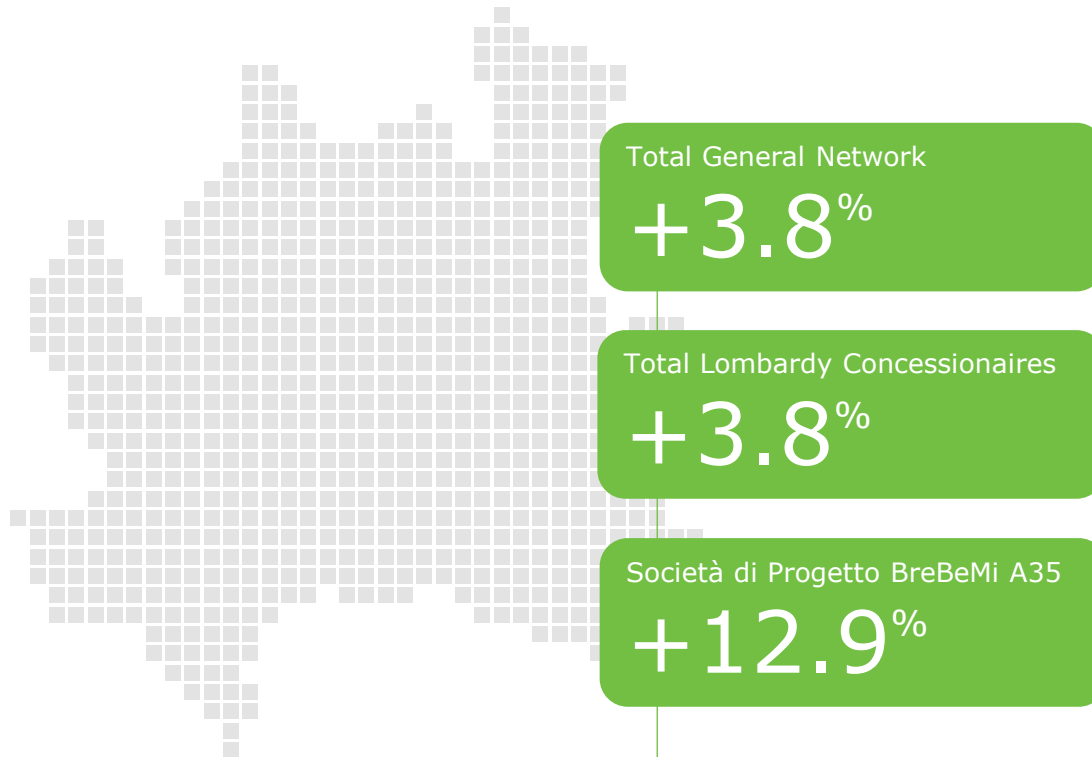
Even in 2024 LV and HV traffic volumes outperformed 2023 thanks to economic development and new projects:

- 2024 HV traffic levels (YTD April) **+5% vs 2023**
- 2024 LV traffic levels (YTD April) **+ 4.3% vs 2023**

↑↓ Still outperforming our main peers

Traffic Volumes for main Lombardy Concessionaires

(in millions of vehicle-kilometers)

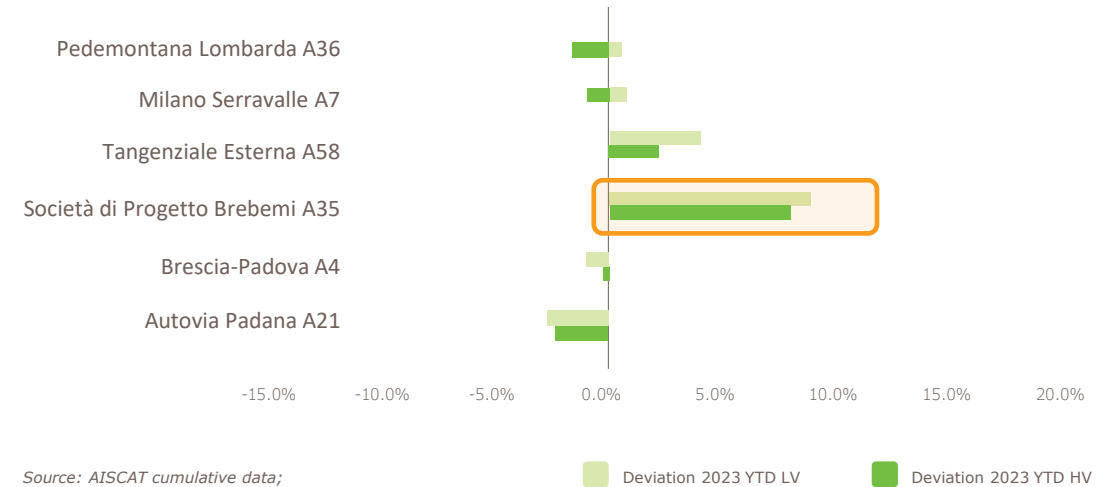


2023 vs 2022 $\Delta\%$ YTD

* Source: AISCAT Associazione italiana società concessionarie autostrade e trafori

Traffic volumes deviation from the aggregate Lombardy concessionaires

(2023 vs 2022)



- Through 2023, BreBeMi continued to outperform its peers for both heavy and light vehicles
- BreBeMi's robust traffic volumes can still be attributed to economic drivers and industrial / distribution activities in close proximity to the motorway. Strong catchment area with growth prospects
- Logistic and commercial centers have contributed to robust heavy vehicles performance
- Regional and national traffic performance well above GDP growth.



Serving economic and social activities of one of the fast-growing regions



2023: new main industrial and logistic sites in the BreBeMi area:

- 1 May 2023: 38,000 sqm new warehouse logistics construction by a company that has already built a 220,000 sqm site nearby.
- 2 June 2023: 27,000 sqm international logistics hub in the Lodi area, specialized in international goods transport and logistics contracts.
- 3 July 2023: 3,000 sqm goods storage centre for national and international shipments, located in Melzo

Other relevant projects (WIP):

- 4 August 2023: 24,500 sqm new logistics warehouse under construction in Calvenzano (BG) (from March 2024)
- 5 December 2023: 22,000 sqm new logistics centre in Covo acquired by a company operating within the industrial and technology logistics real estate market in Germany and Europe (projected completion 2025).
- 6 January 2024: 46,000 sqm new warehouse in Calcio by a full-service transport and storage company.
- 7 May 2024: auction opening for 75,000 sqm new logistics centre in Isso
- 8 Milan's new stadium project: euro 40 million investment. Purchase of the San Donato land with inauguration of the new Milan stadium from 2028.
- 9 Completion of Raccordo Ospitaletto-Montichiari ("Corda Molle") expected in H2 2024



2026 Winter Olympic and Paralympic Games Milano-Cortina

The best travel experience and the faster way to reach Cortina from the Milano Olympic Village

3,000 Olympic and **600** Paralympic athletes, **600** staff members and over **20,000** volunteers

100,000 tourists expected for the event, with peaks of 130,000

(Source: International Olympic Committee)

 Santa Giulia Village Milano



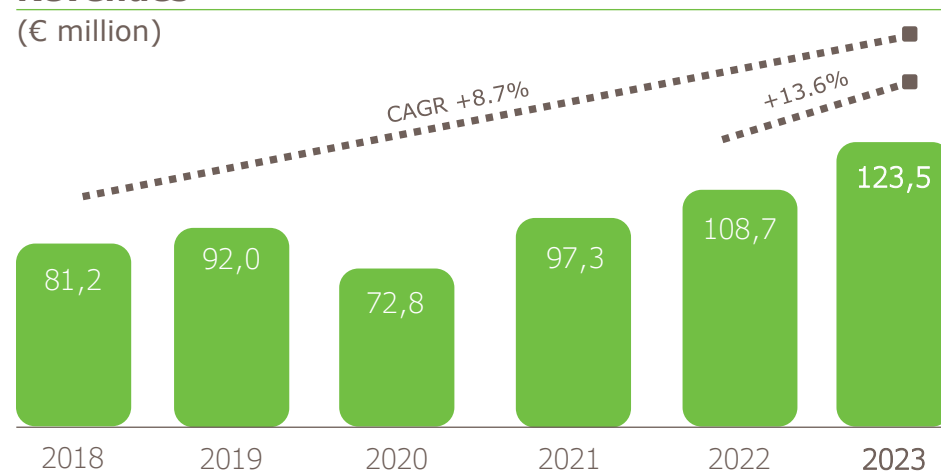
2023 Key Financial Figures



2023: a further step on the growth path

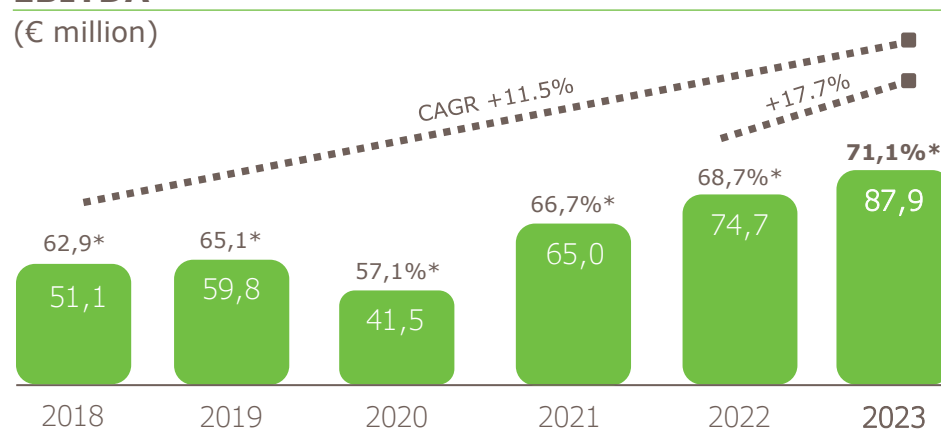
Revenues

(€ million)



EBITDA

(€ million)



* Ebitda Margin

Highlights

- 2023 net revenues equal to Euro 123.5 mln, +14.8 mln vs 2022 (+13.6%) and exceeding latest EFP forecast by 1.0 mln (0.8%)
- Steady and predictable opex equal to Euro 35.7 mln, below EFP forecast by 1.0 mln (-2.7%).
- Net interest expenses paid by cash Euro 57.8 mio
- EBITDA rose to Euro 87.9 mln (+13.2 mln vs 2022), in line with the revenue growth
- EBITDA margin increased by 250 bps to 71.1%

€ million (unless otherwise indicated)	31 Dec 2023	31 Dec 2022	Change %
Revenues	123,5	108,7	13,6%
EBITDA	87,9	74,7	17,7%
<i>EBITDA margin (%)</i>	71,1%	68,7%	
Depreciation and Amortisation	14,8	14,1	5,5%
EBIT	73,0	60,6	20,5%
<i>EBIT margin (%)</i>	59,1%	55,8%	
Net interest expense	139,5	111,1	25,6%
EBT	(66,5)	(50,5)	31,8%
Tax expense	(2,9)	10,5	(127,3%)
Net Results	(69,4)	(40,0)	73,4%



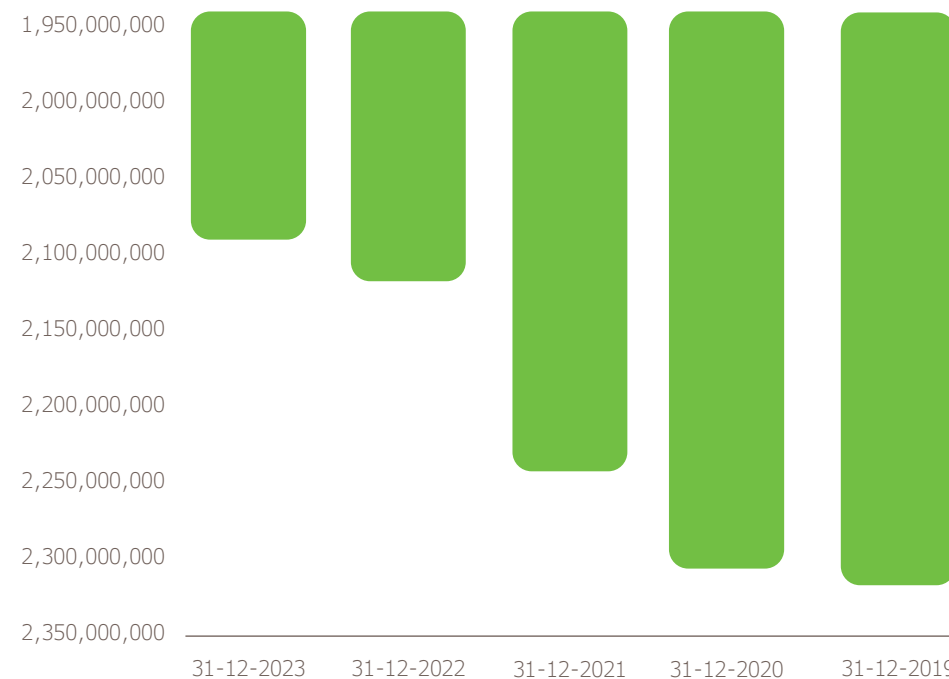
2023: a strong balance sheet minimizes risk

Highlights

- Net Financial Position decreased by Euro 28.5 mln vs 2022. Senior secured debt reimbursed by Euro 43 mln vs 2022.
- Net Cash Flow available for debt service Euro 100,4 mio.
- Cash and cash equivalents: Euro 103,4 vs 141 mln., the reduction is a consequence of the Junior Debt repayment in June 2023.
- Asset deriving from concession rights is worth Euro 1.62 bn.
- Generally low capex requirements. In 2023 only Euro 1.7 mio new capex for residual expropriation costs - fully covered by cash deposits.

€ million (unless otherwise indicated)	31 Dec 2023	31 Dec 2022	Change
Cash and Cash Equivalents	103,4	141,4	(38)
Net Financial Position	(2.094,1)	(2.122,7)	28,5

Net Financial Position





2023: cash generation ensures debt service

Financial Ratios

Financial Ratio	Default Ratio	Distributions Lock-Up	30-Jun 23	31-Dec 2023
BLCR	1.10	1.30	2.17	2.11
Historic DSCR	1.05	1.25	1.24	1.28
Projected DSCR	1.05	1.25	1.33	1.27
Total Debt CLCR	N/A	1.30	1.69	1.67

- Envisaged conversion of Euro 69 mln of shareholder loans in order to cover 2023 losses that exceed one third of share capital (art. 2446 civil code) and to restore Euro 100 mln net equity.
- 2023 Hystorical Debt Service Coverage Ratio (DSCR) still above 1.25x area (1.28x).

A Distributions Lock-Up is no longer in place as the Historic and projected DSCR is above Lock-Up level

Cash Position and Debt Service

- Available cash as at of April 30, 2024: **EUR 129,9 million**
 - 45,3** free cash on bank accounts
 - 43,1** Funded Debt Service Reserve Account
 - 29,1** Funded Maintenance Reserve Account
 - 11,8** cash on Expropriation accounts that can be used only to pay residual expropriation costs
 - 0,6** estimated cash at toll gates
- We expect that the payments falling due in the next two interest periods (*i.e.* June 30, and December 31, 2024) will be covered by free cash and cash generated by operations

Imminent debt service requirements (June 2024 - December 2024):

amount in Euro million

Senior Debt	86,5
• June 30, 2024	42,5
• December 31, 2024	44,0
Junior Debt	44,4
• June 30, 2024	29,2
• December 31, 2024 ⁽¹⁾	15,2
Total:	130,9

⁽¹⁾ Subject to June 30, 2024
Distribution Lockup test

Outstanding debt

(June 2024 - December 2024):

amount in Euro million

Senior Debt	
• June 30, 2024	1,155,7
• December 31, 2024	1,136,5
Senior Class A3 Zero-coupon bond	
• June 30, 2024	666,9
• December 31, 2024	679,8
Junior Debt	
• June 30, 2024	131,5
• December 31, 2024 ⁽¹⁾	123,0

⁽¹⁾ Subject to June 30, 2024
Distribution Lockup test



Credit Ratings



Ratings yet confirmed in 2023

FitchRatings

Issuer rating	Outlook	Previous rating	Date of last update
BB+	Negative Outlook	BB+ Negative Outlook	July 17, 2023

MORNINGSTAR | DBRS

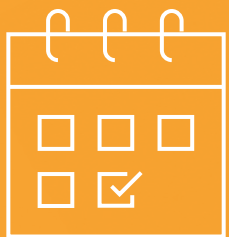
Issuer rating	Outlook	Previous rating	Date of last update
BB (high)	Stable Trend	BB (high) Stable Trend	June 13, 2023

Fitch Ratings

- The confirmation considers the recent **positive traffic trend** in Brebemi as well as stronger than expected revenue and debt service coverage ratio (DSCR) metrics for 2022.
- The Negative Outlook reflects the **limited visibility** of approval of the EFP and recent **regulatory interventions** at the 2023 tariff setting.
- Under the updated Fitch Rating Case, the **DSCR** remains **below 1.3x** until 2026
- Strong economic fundamentals of the route location that links relatively wealthy and densely populated areas

Morningstar | DBRS

- The confirmation reflects a sustained **improvement** in **traffic revenues** and **volumes** well **ahead** of the previously **predicted** full traffic recovery
- Good traffic performance partly explained by the fact that Brebemi is still in the ramp-up stage and it has therefore **outperformed** its **peers** in the Italian **region**.
- **Key financial metrics improved** by these better-than-expected volumes: the minimum debt service coverage ratio (DSCR) from 2025 onwards is now 1.23 times (x), up from 1.20x in DBRS Morningstar's 2022 base case.
- Brebemi's ratings are constrained by traffic volume forecasting, country and regulatory risks.



Key Events



2023 key events

Distribution Lock-up

- No Distribution Lock-up is in place anymore based on the December 31, 2023 Compliance Certificate

Issue of Participative Financial Instruments (“PFSs”):

- On March 21, 2024, the Board of Directors of the Company approved the issuance of the fifth tranche of 69,000,000 PFSs to be offered for subscription to all its shareholders
- These PFSs will be issued by early July 2024
- After this issuance, the aggregate notional value of PFSs issued will be EUR 322,000,000
- Restated Net Equity as at December 31, 2023 is EUR 100,03 million including of next PFSs’ issuance*

Junior Debt Interest and Principal paid

- As at 31 December 2023, the Principal Amount Outstanding of the Junior Notes is equal to Euro 145,363,299.
- As a result of the Compliance Certificate at 31 December 2023, which highlighted a No Distribution Lock-up, the unpaid interest on 31 December 2023, equal to Euro 7,749,155.95, will be paid at the next Interest Payment Date of 30 June 2024.

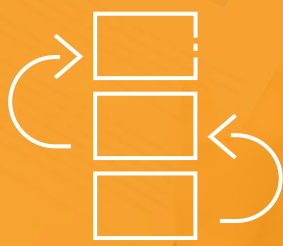
Acquisition process:

- During 2023, shareholder Aleatica S.A.U, further consolidated its stake in the Brebemi acquiring from Autostrade Lombarde n. 11,000,000 shares of the Company, increasing its shareholding from 21.91% to **25.02%**

Tariff Levels:

- On October 12, 2023, the Company addressed the Grantor for a tariff adjustment for 2023 equal to 7.7%.
- Law decree “Milleproroghe” approved on 28 december 2023 provided a tariff increase by 2.3%, equals to the projected inflation rate
- The company filed an appeal against this decision on 28 Febraury 2024. A hearing on the appeal is yet to be held.

** Not including the Cash Flow Hedge Reserve which is of a transitional nature*



EFP Rebalancing status



EFP – *Economic and Financial Plan* Rebalancing status

After several discussions, in June 2022 Brebemi and the Grantor agreed the terms of a new EFP for the regulatory period 2021-2025:

- the extension of the Concession maturity until December 31, 2046 (+7years)
- the recovery of 2020 Covid losses;
- a yearly tariff increase by 4.49% (5.61% from 2023 to 2026, in order to recover 2022 lost tariff increase);
- an increase of Terminal Value from Euro 1,205 mln to Euro 1,450 mln, as well as Euro 419 mln final balance of Poste Figurative; and
- WACC 8.10% applied on the current Regulatory Asset Base.

After submission from the Grantor to the Ministry of Infrastructure and to Italian Transport Authority ("ART"), in February 2023 ART required certain amendments to the Economic and Financial Plan, including the increase of Terminal Value and the determination of the *Poste Figurative*.

An amended EFP (the "**New EFP**"), in accordance with ART's requests, has been proposed by the Grantor and agreed by Brebemi on 11 September 2023. The New EFP envisages the main 2022 rebalancing assumptions in terms of concession extension providing a slightly higher tariff increase in order to compensate the lack of increase of Terminal Value (which would at the same level set out in the current EFP, i.e. Euro 1,205 mln) and the deletion of Poste Figurative. More specifically, the main terms of the New EFP are the following:

- extension of the Concession Terms until December 31, 2046 (+7years);
- recovery of 2020 Covid losses;
- a yearly tariff increase by 4.83% (5.61% from 2023 to 2026, in order to recover 2022 lost tariff increase); and
- WACC 8.10% applied on the current Regulatory Asset Base.

The New EFP has been submitted by the Grantor to the Ministry of Infrastructure and to ART on 5 October 2023.
The New EFP has been submitted by Ministry of Infrastructure to ART on 16 October 2023.



EFP – *Economic and Financial Plan*

Rebalancing status

On **26 October 2023**, ART issued its non-binding opinion No. 22/2023, relating to the New EFP.

Following ART Opinion, the Grantor asked the MIT to submit Draft Addendum No. 4 to the Concession Agreement and the New EFP to CIPESS (Interministerial Committee for Economic Planning) for the continuation of the authorisation process.

Although the approval procedures of EFP, in respect of toll road concessions have been generally delayed by the Government, Brebemi continued to urge the Grantor to quickly and timely perform the approval procedure, reserving the right to bring an action to protect its rights in case of further delays.

Most recently, on **13 February 2024**, Brebemi (i) invited CAL to cooperate with the Central Administrations for the purpose of the immediate resumption of the approval procedure of the New EFP (ii) invited the MIT to submit the New EFP to the CIPESS, taking into account the relevant serious delay (iii) reserved the right, in the absence of swift conclusion of the procedure, to start any further initiative to safeguard its interests.

Furthermore on **20 February 2024** the Administrative Court of Lazio upheld the appeals brought by Brebemi against the 2022 and 2023 tariff suspension decided by the MIT. Although the sentence has been appealed to the Council of State by the MIT, Brebemi requested the Grantor to give effect to the ruling. The aggregate missed tariff increase for 2022 and 2023 amounts to 12.11%.



EFP Rebalancing status – next steps

Resumption
and finalization
of the New EFP
authorisation process;

- i. procedure definition and development by the MIT, Ministry of Finance, and NARS (a government internal authority);
- ii. issuance by CIPESS of a specific resolution approving Draft Addendum No. 4 to the Concession Agreement;
- iii. issuance of the Interministerial Decree by the MIT and Ministry of Finance approving the Draft Addendum No. 4 to the Concession Agreement; and
- iv. the registration, by the Corte dei Conti of the aforementioned Interministerial Decree.

Timing required to complete of the above is highly uncertain, as it is mostly dependent on the responsiveness and cooperation of the Government authorities involved.



Operation
and Investments



Innovation as a value creation tool



BreBeMi actively invests in researching innovative and efficient technologies to electrify the motorway network, as part of its dedication to reducing environmental pollution, combating climate change, and decreasing CO₂ emissions.



Innovation as a value creation tool

Road safety and maintenance



The O&M Contractor (Società Argentea Gestioni) provides day to day ordinary and extraordinary maintenance services

*In 2023 major maintenances on **18 km** of **asphalts resurfacing***

Sensor installation for remote bridge control

Remote control of bridges, viaducts and tunnels on the main road network by installation of sensors in four viaducts of the A35 BreBeMi in 2023

Safe Roads Program (within the Recovery Plan): EUR 1,8 million allocated to A35 BreBeMi





Innovation as a value creation tool

Implementation
of the European Electronic
Toll Service Standard (EETS)



Enables easy payment
of tolls throughout
the European Union:

- ease circulation conditions
- improves flow
- reduces congestion



Innovation as a value creation tool

ERS technology testing
(Electric Road System)

"Arena del Futuro" Project

Approx. 1,050 m of asphalt ring equipped with a system of coils supplied with 1MW electrical power capable of transferring, without contact, energy to electric vehicles, which can be powered statically or as they move along the track. as they move along the track.



Development of an innovative zero-emission mobility system to provide an important contribution to the decarbonisation of the transport sector

Launched a scientific-technical trial for the development of the ERS DWPT Dynamic wireless power transfer system, along motorway transport corridors:

Update of 2023:

- pilot project for the implementation of dynamic and static charging system in the public transportation system in urban context
- assessment of the technical feasibility of applying the Dynamic and Static wireless power transfer to serve shuttle buses for airport passenger transport
- additional tests and measurements of electromagnetic field strength and compatibility with electromedical devices

During **2024** further test expected with new and different vehicles



Sustainability



A sustainable plan for value generation

Strategic Sustainability Plan

5

year time horizon

a strategic tool

on the group level in line with the guidelines
of the parent company Aleatica

aimed to develop projects

in accordance with the goals of Agenda 2030

Circular economy

Re-use of already recycled
asphalt produced
by the milling of the motorway
axis for the resurfacing
of wearing courses



Education to increase road safety

Project AutostradaFacendo to
organise events on the theme of
road safety to spread awareness



Biodiversity protection

Installation of 2 apiaries equipped with
monitoring systems and the planting of 50
nectariferous species



EV Charging Station

During 2023 8 plug-in recharging
stations were installed managed by
EWIWA for 300 KW electric/hybrid
vehicles



Reduction of energy consumption of lighting systems

Plan for gradual replacement of lighting
with LED systems along the motorway to help
contain CO2 emissions (less maintenance required)
and an increased visual comfort:

- 2023: replaced of a total of 99 metal halide
bodies into LED bodies
- 2021 and 2022: replaced a total of 117 metal
halide bodies into LED bodies



Reduction of environmental pollution and CO2 emissions

Actively researching innovative technologies for
the electrification of the motorway network with
'Arena of the Future' project:

- creation of 1,050 m asphalt ring powered by
1MW electric power capable to transfer
energy to electric vehicles
- application of 'Dynamic Wireless Power
Transfer' technology to several electric
vehicle ranges in static and dynamic settings



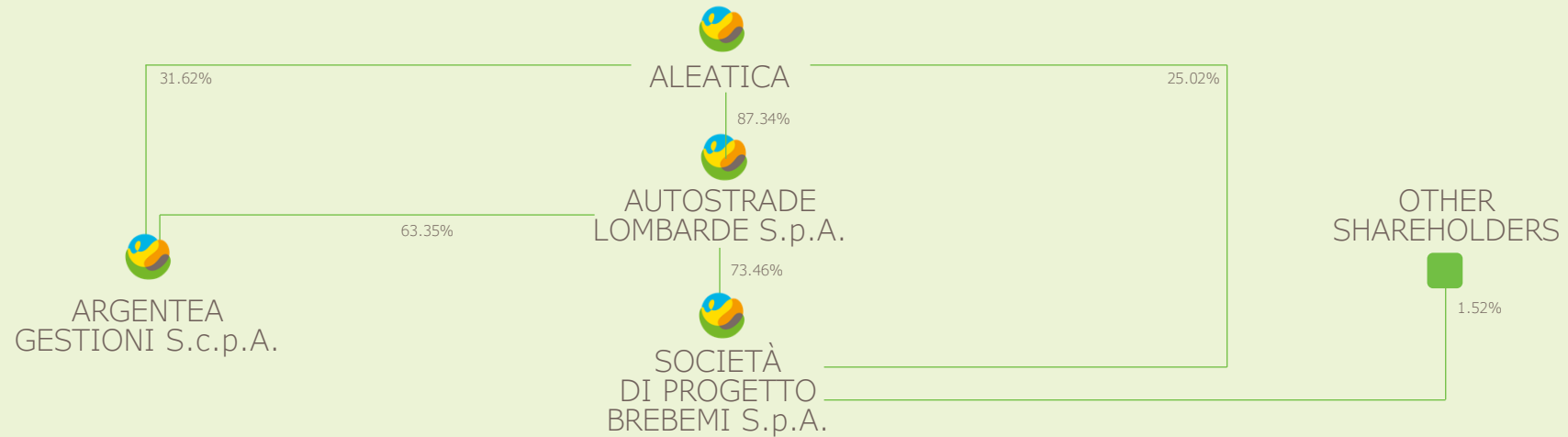


Appendix

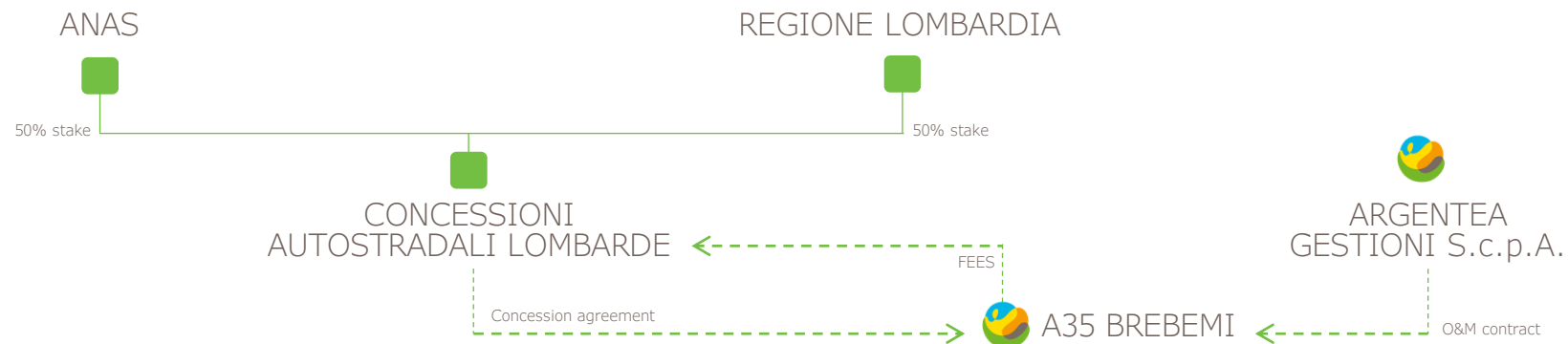


Appendix

Group Structure



Contractual Framework





Glossary



- **AADT** Annual Average Daily Traffic
- **LV** Light vehicles
- **HV** Heavy vehicles
- **O&M** Operation and Maintenance
- **EETS** European Electronic Toll Service
- **ERS** Electric Road System
- **DWPT** Dynamic Wireless Power Transfer
- **SWPT** Static Wireless Power Transfer
- **EV** Electric vehicles
- **EFP** Economic and Financial Plan