

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: 8 April 2025

Periodic Investor Report for the Relevant Period from 1 July 2024 to 31 December 2024 (the **Relevant Period** or the **Second Half of 2024**)

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 the **Company**), the Note Trustee and the Facility Agent (the **CTA**). Capitalized terms not defined herein shall be construed in accordance with, and have the meanings ascribed to them 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 information relating to:

(i) Maintenance liabilities

The Maintenance Liabilities actually incurred during the Relevant Period, which are related to the O&M Contract entered into between the Issuer and the O&M Contractor, amount to Euro 12,198,154, which is substantially in line with the current PEF forecast set out in the most recent Semi-Annual Financial Model of Euro 12,261,730.

Soggetta alla direzione e coordinamento
di ALEATICA SAU

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(ii) Other Liabilities

The Other Liabilities actually incurred during the Relevant Period amount to Euro 6,920,867, which is slightly than the current PEF forecast set out in the most recent Semi-Annual Financial Model of Euro 7,297,335 as further detailed below:

Item	2024 Second Half Actual	2024 Second Half Forecast
Cost of goods solds	28,950	43,130
G&A Costs ⁽¹⁾	1,854,139	2,152,573
Other toll roads costs ⁽²⁾	947,323	1,137,559
Other costs /rentals	145,341	149,070
Personnel Costs	2,111,362	1,952,236
Fee and other costs	1,833,751	1,862,767
Total Other Liabilities	6,920,867	7,297,335

(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 described in the previous Investor Report, pursuant to the rulings of the Lazio Regional Administrative Court n. 3385/2024 and 3386/2024 which upheld the appeals lodged by Brebemi in relation to the tariff increases relating to the years 2022 and 2023 requested and illegitimately denied, as of 8 August 2024, motorway tolls have increased by 12.11%, for both light and heavy vehicles.

With respect to the 2025 toll charges, the Company, with a communication dated 12 October 2024, following the agreement dated 11 September 2023 concerning the updating of the Concession Economic and Financial Plan, asked the Grantor Cal S.p.A. to adjust its toll charges for 2025. The request was made with reference to the updated Economic and Financial Plan sent to the Grantor on 11 September 2023 and provided for a variation deriving from the calculation of the management tariff and the construction tariff, requested for the year 2025, equal to 4.73%.

The Company also specified that, should the procedure for updating the Economic and Financial Plan not be finalised in time for the tariff adjustment, the adjustment itself should be ensured for the year 2025, on the basis of the current concession Economic and Financial Plan determined according to the following revision formula:

$$\Delta T: \Delta P - X + K = 1,8\% - (-2,99\%) + 0,000\% = +4,79\%$$

Lastly, it is pointed out that in a note dated 31 December 2024, the Ministry of Infrastructure and Transport stated what follows: *"In light of the provisions*

introduced by Article 16 of Legislative Decree no. 109/2018, converted by Law no. 130/2018, the decisions relating to tariff regulation and annual variations, also for Companies under agreement, are taken on the basis of the resolutions of the Transport Regulation Authority (ART).

With reference to the tariff adjustment procedure for the year 2025, with note prot. no. 121069 of 25 November last, the ART confirmed the orientation already previously represented, certifying the absence of the conditions for the recognition of tariff variations with respect to the concessionaires with expired regulatory period, having to first perfect the process of updating the respective Economic and Financial Plan.

Given that the above conditions are met for the Brescia-Bergamo-Milano S.p.A., it is confirmed that as of January 1, 2025, the variation in the average unit rate applicable to users is equal to 0.00% (zero percent). In any case subject to the respect of the principle of financial equivalence is guaranteed during the next update of the Economic and Financial Plan."

A petition against the measure taken by the Ministry of Transport was filed with the Regional Administrative Court of Lazio, this being deemed to be prejudicial to the interests and rights of Brebemi, since the tariff increase that was due had not been recognized.

For further details, please refer to the description in section (vii) "Description of the claim".

(iv) Traffic figures for Light and Heavy Vehicles

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

Traffic Figures Actual Veh*km	Q3 2024	Q4 2024	Second Half 2024 - Actual	Second Half 2024 Forecast	Δ	Δ%
Light Vehicles	104,760,619	112,981,202	217,741,821	213,842,689	3,899,132	1.8%
Heavy Vehicles	45,698,145	48,711,637	94,409,782	94,621,246	(211,464)	(0.2%)
Total	150,458,764	161,692,839	312,151,603	308,463,934	3,687,669	1.2%

(v) Project Revenues

The Project Revenues received during the Relevant Period amounted to Euro 73.2 million compared to the Euro 72.6 million of the current PEF forecast set out in the most recent Semi-Annual Financial Model.

Toll road revenues	Second Half 2024 - Actual	Second Half 2024 - Forecast	Δ	Δ%
Net toll revenues (*)	71,141,140	70,722,323	418,817	0.6%
Discounts and other adjustments	51,108	-	51,108	-
Total	71,192,248	70,722,323	469,925	0.7%

Other Revenues	Second Half 2024 - Actual	Second Half 2024 - Forecast	Δ	Δ%
Other revenues (**)	2,027,587	1,922,167	105,420	5.5%
Total	2,027,587	1,922,167	105,420	5.5%

Total Project Revenues	73,219,835	72,644,490	575,345	0.8%
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(*) Net of Anas surcharge (Euro 2.496 k in the Second Half of 2024)

(**) 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 summarizes the insurance policies in force during the Relevant Period:

	Policy	Insurer	Policy number
1	Third Party Liability/Employer's Liability	Liberty Mutual Insurance Europe Europe	SMCOL0001118
2	All Risk Property Insurance / Business Interruption	Axa Assicurazioni 50% Unipolsai 40% Revo 10%	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%	1/85088/188/150 689335/1
5	Theft and Fire Policy e Daily Iveco	Reale Mutua	2024/6180973
6	Headquarter multirisk policy	AXA Assicurazioni	409237718
7	Lessee policy - (rented apartment)	Itas Mutua	M13969667
8	Professional Liability Insurance	Revo	OX00041181
9	Life insurance policy (executives)	Zurich Investment	8017263
10	Injuries/Accidents policy (executives and employees)	Chubb	ITBBBK04080
11	Photovoltaic system Calcio motorway toll booth	Axa	412081269
12	Photovoltaic system Castrezzato motorway toll booth	Axa	412081249
13	Employee transfers abroad	Chubb	ITBBBK04828
14	Posi 'Public Offering Securities Insurance'	Axa XL 50% Generali 50%	IT00022667IP19A
14.1	Posi 'Public Offering Securities Insurance' FIRST EXCESS	Aig Europe SA 60% Swiss RE 40%	IFL0012534
14.2	Posi 'Public Offering Securities Insurance' SECOND EXCESS	Beazley Solutions Ltd 40% ACT - Lloyd's Insurance Company S.A. 20% Zurich Insurance PLCE 40%	W7288519PNDK
14.3	Posi 'Public Offering Securities Insurance' THIRD EXCESS	Tokio Marine Europe S.A. 50% Aviva Insurance Ireland DAC 40% Dual Corporate Risks Ltd 10%	FSEMA1903559
14.4	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

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

(vii) Description of the claim

- Two administrative cases brought by Brebemi, with appeals to the Regional Administrative Court of Lazio for:

- 1) the appeal against the note with the Ministry of Infrastructure and Transport, dated 30 December 2023, has partially, suspended the tariff adjustment to be granted to Brebemi for 2024, stating that "*In consideration that Company meets the conditions set out in the above-mentioned legislation, it is hereby confirmed that the adjustment of the average unit tariff equal to +2.30% has been recognized as effective from 1 January 2024*".
- 2) the appeal against the note with the Ministry of Infrastructure and Transport dated 31 December 2024, concerning "motorway tariffs update for the year 2025-Brescia-Bergamo-Milano motorway", which communicates that: "on the basis of an ART orientation, there are no prerequisites for the recognition of tariff changes in relation to Companies with expired regulatory period, which must first complete the process of updating the respective Economic and Financial Plan; ii) therefore, and with reference to this Concession, as of 1 January 2025, the variation in the average unit rate applicable to users is 0.00% (zero percent)".

Brebemi's appeals are based on the illegitimacy of the ministerial measures that have denied/suspended the tariff adjustment to be recognized in Brebemi for 2024 and 2025 as they are without adequate motivation and in any case clearly in contrast with the forecasts and the Concession Agreement, which expressly provide for the annual adjustment of the toll tariffs according to a well-defined procedure.

No provision, conventional or legal, allows you to exclude the annual increase of the motorway tariffs if the rebalancing procedure of the economic and financial plan has not yet started and not yet completed.

Both appeals must be discussed on the merits.

It must also be shown that, with regard to the tariff adjustments 2022 and 2023, Brebemi has already obtained a favorable pronouncement by both the Lazio Tar (judgments nn. 3385 and 3386 of 2024, appealed by the MIT) and the Council of State (judgments nos. 921 and 922 of 2025).

- Since the date of the last Periodic Investor Report, there have been no material 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 the 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 shows 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, 2024	Amount (in Euro) as of December 31, 2024
Debt Service Reserve Account (DSRA)	45,538,684	45,713,260
Maintenance Reserve Account (MRA)	29,594,163	29,648,714

(xi) Financial Ratios

Financial Ratio	Ratio for Relevant Period	Default Ratio (if applicable)	Distributions Lock-Up (if applicable)	Calculations, in reasonable detail
BLCR	2.16	1.10	1.30	See Appendix 1 (a)
Historic DSCR	1.45	1.05	1.25	See Appendix 1 (b)
Projected DSCR	1.36	1.05	1.25	See Appendix 1 (c)
Total Debt CLCR	1.85	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)

Please note that, as of today, there are no other reports available on the Aiscat website.

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

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

Notes	Principal Amount Outstanding (in Euro) as of December 31, 2024
Class A1 Notes	13,896,601
Class A2 Notes	865,295,032
Class A3 Notes	679,789,012
Senior Secured Loan	257,327,400

(xv) Junior Notes Interest and Principal paid

On 28 November 2024, the Issuer notified the Junior Noteholders and the Note Trustee of its intention to exercise the option to fully redeem all of the outstanding Junior Notes on the Interest Payment Date of 31 December 2024.

The outstanding Junior Notes have been redeemed at their Principal Amount Outstanding plus interest accrued, therefore at the Interest Payment Date of 31 December 2024, the Issuer has repaid Euro 131,540,936 as Principal Amount and Euro 6,842,876.42 as accrued interests.

(xvi) PEF Rebalancing

Further to the developments described in the previous Periodic Investor Report, on 5 October 2023, CAL sent the 2023 PEF and the draft Addendum No. 4 to the MIMS, requesting that all documentation be promptly submitted to the Transport Regulation Authority (the **ART**) for the issuance of its opinion as required by applicable law.

On 16 October 2023, the MIMS submitted the 2023 PEF and the draft Addendum No. 4 to the ART to receive its opinion pursuant to Article 43 of the Legislative Decree No. 201/2011 and subsequent amendments; on 26 October 2023 the ART issued Opinion No. 22/2023.

On 7 November 2023, a meeting was held between CAL and the Company, during which the CAL confirmed its intention to ask the MIMS to submit to the Inter-ministerial Committee for Economic Planning (the **CIPESS**) the draft Addendum No. 4 and the 2023 PEF in order to continue the approval process.

By a notice dated 15 November 2023, the Company invited CAL to play an active and diligent part vis-à-vis the Central Administrations so that the proposed rebalancing could be submitted to the CIPESS in a timeframe compatible with the

conclusion of the approval procedure under Article Decree Law 201/2011 by the end of 2023.

On 24 January 2024, the Grantor informed the Company that (i) on 24 November 2023 it requested the MIMS to send the documentation relating to the PEF update to the CIPESS as soon as possible, in order for CIPESS to resolve on the PEF update pursuant to art. 43, of Decree Law No. 201/2011 and s.m.i.; and (ii) it did not receive any feedback from the MIMS to the note, nor a confirmation of the delivery of the documents to the CIPESS.

By a notice dated 13 February 2024, the Company (i) invited CAL to cooperate with the Central Administrations for the purpose of the immediate resumption of the approval procedure pursuant to Article 43, Decree Law 201/2011 and s.m.i. (ii) invited the MIMS to submit the 2023 PEF 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.

By note dated 19 June 2024, the Company formally repeated its request that CAL and MIT complete expeditiously the procedure for the update of the economic and financial plan; In case of failure, the Company informed CAL and MIT it would take any further action (including in Court) to protect its claims.

In light of the continuing inertia of the competent bodies, and in the absence of any response to its communications, on 10 July 2024 the Company served on CAL and MIT a petition before the Regional Administrative Court of Lazio against their silence - within the meaning of Articles 31 and 117 of the Code of Administrative Procedure - to have the Court hold them liable to provide therefor and thus declare the illegitimacy of the grantor CAL, MIT and the other competent Administrations' silence on the update of the economic and financial plan at the end of the regulatory period and on the related Addendum no. 4 to the Concession Agreement pursuant to Article 43 of Decree Law no. 201/2011. This petition is designed to unblock the proceedings so that they can be concluded with an express decision.

On 7 November 2024, the CIPESS (Inter-ministerial Committee for Economic Planning and Sustainable Development), subject to the prior favorable opinion from NARS (Advisory Unit for the Implementation of the Guidelines on the Regulation of Public Services) and DIPE (Department for Economic Policy Planning and Coordination), has issued its favorable opinion with prescriptions and

recommendations regarding the proposal to update the Economic and Financial Plan (PEF) for the period 2021-2025 and on the outline of the Fourth Supplementary Act. On 7 April 2025, the Company learned that the Court of Auditors, on 25 March 2025, denied the registration of resolution n. 62/2024 of November 7, 2024 of the CIPESS, concerning the proposed update of the new Economic and Financial Plan for the regulatory period 2021-2025 and the draft of additional deed No. 4 to the concession agreement for the construction and management of the Brescia-Bergamo-Milan direct motorway.

On the basis of the information available to the Company, the Court of Auditors has highlighted concerns regarding, inter alia, the extension of the Concession term in the context of a procedure to update the Economic and Financial Plan, as well as the quantification of the refunds related to the lower revenues caused by the health emergency due to Covid-19.

The Company intends to initiate a dialogue with CAL, in order to assess the options available and thus be able to define the procedure for the update of the Economic and Financial Plan provided for by the Concession agreement and, in any case, reserves the right to evaluate, together with its consultants, the determinations of the Grantor and the competent administrations, in order to protect its reasons and more generally the procedure for updating the Economic and Financial Plan.

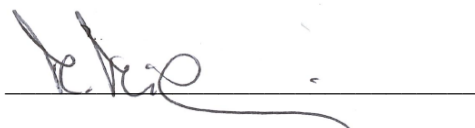
It should also be noted that, with ruling no. 20590 published on 20 November 2024, the TAR of Lazio accepted the appeal filed by the Company pursuant to articles 31 and 117 of the C.p.a. for the determination of the obligation to provide and consequently of the illegitimacy of the silence maintained by the grantor CAL, the MIT and the other competent Administrations on the update of the Economic and Financial Plan at the end of the regulatory period and on the related Fourth Supplementary Act. to the Concession Agreement pursuant to art. 43 of Legislative Decree no. 201/2011. Accepting the Company's reasons, the TAR affirmed the MIT obligation, in agreement with the MEF, to conclude the procedure, formally expressing its opinion on the proposal to update and approve the Financial and Economic Plan.

(xvii) Credit Rating

No updates to the last Periodic Investor Report for DBRS's rating which is "BB (High)" with "Stable" trend.

On 5 December 2024, Fitch Ratings has upgraded the rating on Società di Progetto Brebemi S.p.A.'s Senior Secured Notes to "BBB-" and revised the Outlook from "Negative" to "Stable".

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 Dicembre 2024. 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 2024;
 - 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 2025 to (and including) 31 December 2038.
- The items considered for the calculation of the BLCR ratio are the following:

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

$$\frac{2,236,715}{1,037,045} = 2.16$$

b) Historic DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 January 2024 and ending on 31 December 2024; 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:

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

$$\frac{125,169}{86,534} = 1.45$$

c) Projected DSCR Calculation:

Note that:

- values used in the calculation are for the Relevant Period commencing on 1 January 2025 and ending on 31 December 2025; 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:

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

$$\frac{125,853}{92,570} = 1.36$$

d) Total Debt CLCR Calculation:

Note that:

- values used in the calculation are as at close of business on 31 December 2024;
- 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 2024 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:

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

$$\frac{3,181,277}{1,716,834} = 1.85$$

A35 Brebemi



APPENDIX 2

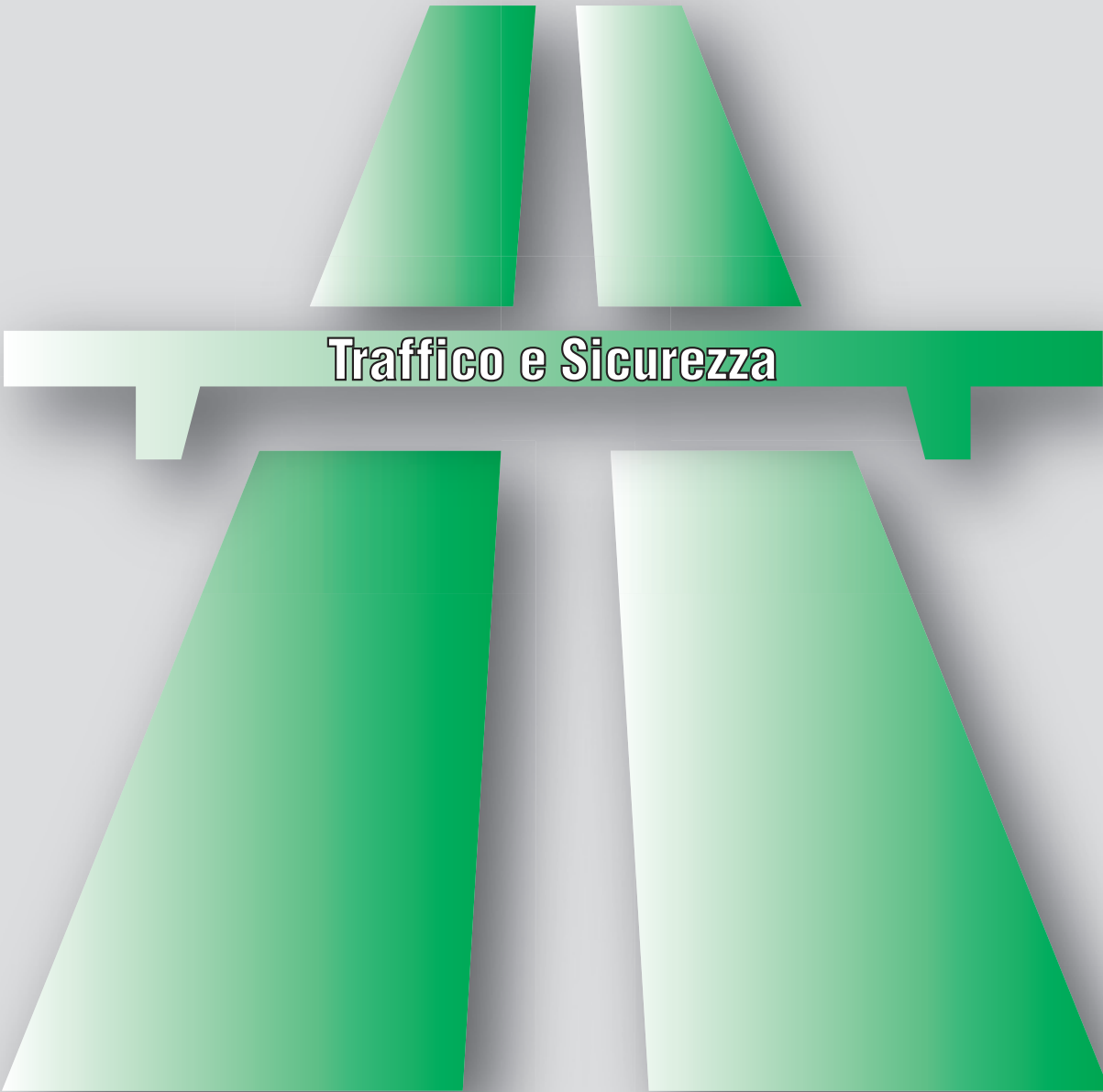
AISCAT REPORT



INFORMAZIONI

DATI PROVVISORI
DELLE AUTOSTRADE ITALIANE
IN CONCESSIONE

5. 2024



Traffico e Sicurezza



In Breve

I dati sulla mobilità registrati nel mese di maggio mostrano un sensibile incremento (+5,2%) del traffico totale rispetto allo stesso periodo dell'anno precedente. Dopo la sostanziale invariabilità che ha caratterizzato il mese scorso, si riscontra, infatti, un aumento generalizzato lungo tutta la rete. La consueta analisi per componente veicolare evidenzia la crescita del traffico pesante (+2,2%), ma ancor di più l' incisivo incremento di quello leggero (+6,4%) sicuramente riconducibile all'inizio di una stagione meteorologicamente più favorevole nel suo complesso che ha incentivato gli spostamenti, soprattutto connessi al tempo libero. In questo senso, nel raffronto con l'anno precedente, non si può non ricordare come maggio 2023 sia stato caratterizzato da condizioni avverse con precipitazioni intense ed eventi alluvionali di particolare gravità.

Il dato cumulato dei primi cinque mesi dell'anno si conferma soddisfacente (+3,5%), in linea con il trend osservato a partire da gennaio, presentando una percorrenza di veicoli-km pari a poco meno di 34 miliardi, a fronte dei 32,7 miliardi registrati nel medesimo arco temporale del 2023. Tale incremento è la risultante di una crescita pressoché equivalente tra la componente leggera (+3,5%) e quella pesante (+3,6%).

Passando alla sicurezza stradale, dalla disamina dei relativi dati emerge una rassicurante riduzione nel mese di tutti gli indici caratteristici: diminuisce infatti del -20,1% il numero di sinistri totali occorsi, e di pari passo il numero di feriti coinvolti, in calo del -19,1%. Per quanto riguarda gli incidenti mortali, è decisamente consistente il loro decremento (-52%), come la relativa contrazione del numero

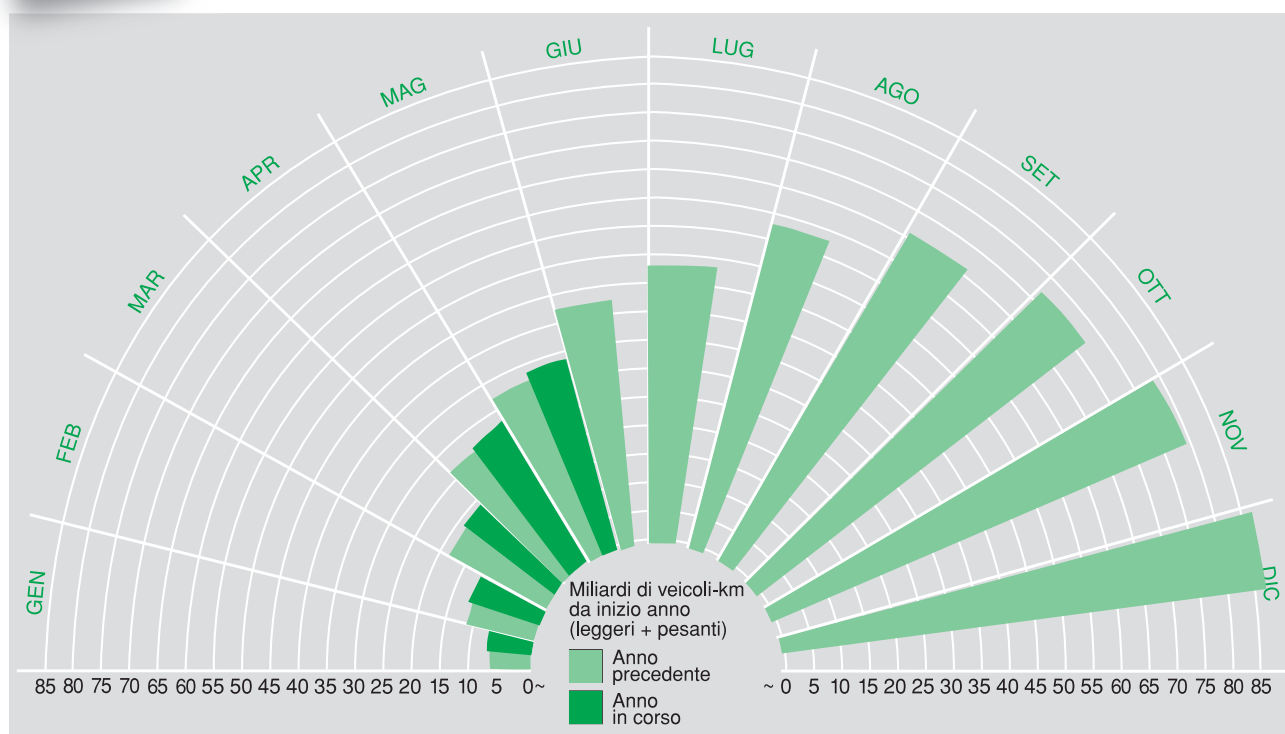
dei morti, che dai 27 registrati nel 2023 scende a 15 (-44,4%). Nonostante tali variazioni siano inevitabilmente correlate a fluttuazioni fisiologiche intrinseche alla circolazione stradale, è bene sottolineare che esse si sono comunque verificate in presenza di un incremento dei volumi di traffico come precedentemente riportato.

In riferimento, invece, ai dati cumulati relativi ai primi cinque mesi dell'anno, pur ricordando che si tratta ancora di variazioni riferite a valori assoluti piuttosto contenuti, si può osservare come a fronte di un lieve incremento degli incidenti totali (+0,8%), gli incidenti più gravi registrino una forte contrazione (-28,9%). In termini di conseguenze sulle persone, prosegue il favorevole trend di decremento del numero di morti (-26,1%), mentre rimane pressoché stabile quello dei feriti.

N.B.: Dal 1° gennaio 2024 la gestione delle autostrade A24 e A25 è stata riassegnata alla società Strada dei Parchi, a seguito del reintegro disposto dall'Articolo 14bis del D.L. 145/23 come modificato dalla legge di conversione 15.12.2023, n. 191



La Mobilità nell'Anno





Traffico Veicoli Leggeri

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

SOCIETÀ ASSOCIATE ALL'AISCAT

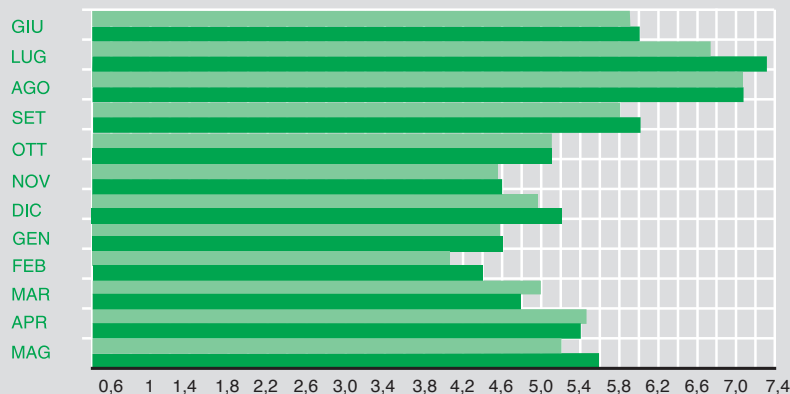
Maggio '24	'23	%	Società	km	2024	2023	%
3.148,0	2.963,1	6,2	AUTOSTRADE PER L'ITALIA	2.854,6	14.202,9	13.721,2	3,5
0,6	0,6	6,4	TRAFORO M.TE BIANCO	5,8	2,9	2,8	3,8
1,3	1,1	11,5	TRAFORO S. BERNARDO	12,8	4,4	4,2	5,3
5,9	5,5	7,6	R.A.V.	32,4	34,6	32,8	5,4
15,9	15,2	4,8	S.I.T.A.F.	82,5	98,0	96,4	1,7
110,9	105,1	5,6	MILANO SERRAVALLE - MI. TANG.LI	86,3	488,1	475,4	2,7
38,2	36,0	6,1	SOCIETÀ DI PROGETTO BREBEMI	62,1	173,9	165,1	5,4
19,2	18,8	2,0	PEDEMONTANA LOMBARDA	30,2	86,5	84,1	2,9
347,9	344,5	1,0	BRESCIA-PADOVA	235,6	1.600,5	1.587,5	0,8
38,4	21,0	-	SUPERST. PEDEMONTANA VENETA	93,8	148,3	83,9	-
117,7	115,2	2,2	C.A.V.	74,1	536,5	525,2	2,2
311,1	278,2	11,8	BRENNERO	314,0	1.344,4	1.305,7	3,0
161,8	154,4	4,8	AUTOSTRADE ALTO ADRIATICO	210,2	687,9	663,7	3,6
21,8	19,4	12,2	S.A.T.	45,4	81,3	77,9	4,4
73,1	73,2	-0,2	TANG.LE DI NAPOLI	20,2	345,5	341,1	1,3
120,3	113,0	6,4	CONSORZIO AUT. SICILIANE	318,0	532,4	505,8	5,3
4.531,9	4.264,2	6,3	TOTALE	4.478,0	20.368,1	19.672,7	3,5

SOCIETÀ ESTERNE ALL'AISCAT

Maggio '24	'23	%	Società	km	2024	2023	%
21,1	19,4	8,8	S.A.V.	59,5	118,9	112,6	5,6
10,6	9,8	7,8	ASTI-CUNEO	55,7	48,9	47,3	3,4
32,3	29,7	8,6	A.T.I.V.A.	74,8	169,7	165,1	2,8
153,8	149,7	2,7	S.A.T.A.P. A4	127,0	746,2	725,4	2,9
114,1	107,3	6,3	S.A.T.A.P. A21	164,9	515,3	497,7	3,5
62,8	55,9	12,3	AUTOSTRADA DEI FIORI A6	124,3	288,2	285,6	0,9
23,4	21,5	8,7	TANGENZIALE ESTERNA	33,0	105,2	97,1	8,3
54,7	51,4	6,4	AUTOVIA PADANA	105,6	255,0	244,7	4,2
78,1	72,2	8,1	AUTOSTRADA DEI FIORI A10	113,3	334,7	330,7	1,2
58,9	52,1	12,9	S.A.L.T. TRONCO AUTOCISA	101,0	226,7	218,7	3,6
138,7	128,1	8,3	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	583,4	553,6	5,4
146,7	137,5	6,7	STRADA DEI PARCHI*	281,4	679,1	655,8	3,6
143,8	139,0	3,5	SALERNO-POMPEI-NAPOLI	51,6	654,8	634,0	3,3
1.038,9	973,8	6,7	TOTALE	1.447,0	4.726,0	4.568,5	3,4
5.570,8	5.238,0	6,4	TOTALE GENERALE	5.925,0	25.094,1	24.241,2	3,5

Ultimi dodici mesi

Anno precedente Periodo in esame Miliardi di veicoli-km



(*) A partire da gennaio 2024, vengono riportati i soli dati di traffico soggetti a effettiva rilevazione. Pertanto, al fine di mantenere la coerenza e l'omogeneità delle informazioni, i dati del 2023 sono stati soggetti ad opportuna rielaborazione.



Traffico Veicoli Pesanti

milioni di veicoli-km

DATI MENSILI

DATI CUMULATI DA INIZIO ANNO

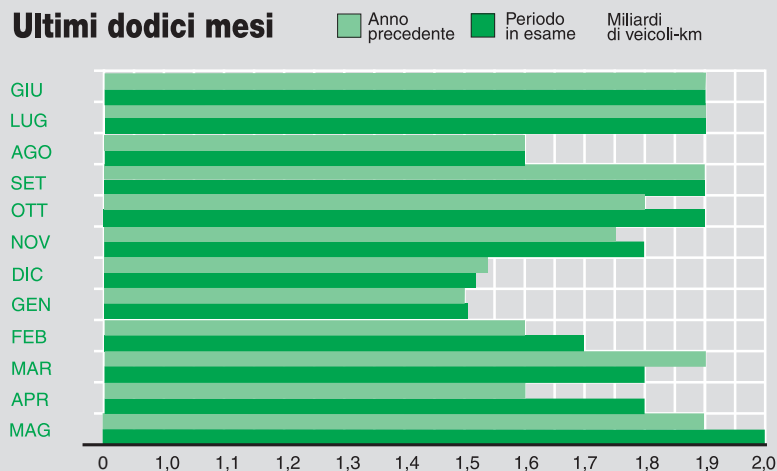
SOCIETÀ ASSOCIATE ALL'AISCAT

Maggio '24	'23	%	Società	km	2024	2023	%
1.081,5	1.058,4	2,2	AUTOSTRADE PER L'ITALIA	2.854,6	4.880,2	4.715,6	3,5
0,2	0,3	-21,6	TRAFORO M.TE BIANCO	5,8	1,3	1,6	-13,5
0,0	0,0	0,0	TRAFORO S. BERNARDO	12,8	0,2	0,2	17,9
2,3	2,6	-11,4	R.A.V.	32,4	11,7	12,5	-6,8
10,8	9,7	11,3	S.I.T.A.F.	82,5	50,5	46,1	9,6
30,1	29,7	1,3	MILANO SERRAVALLE - MI. TANG.LI	86,3	132,9	131,2	1,3
16,9	16,3	4,2	SOCIETÀ DI PROGETTO BREBEMI	62,1	77,8	73,7	5,6
4,8	4,8	-0,5	PEDEMONTANA LOMBARDA	30,2	21,4	21,0	1,6
150,8	153,0	-1,5	BRESCIA-PADOVA	235,6	696,2	683,8	1,8
12,8	7,4	-	SUPERST. PEDEMONTANA VENETA	93,8	49,5	28,4	-
45,3	46,0	-1,5	C.A.V.	74,1	208,0	202,6	2,7
149,3	144,2	3,6	BRENNERO	314,0	648,2	635,5	2,0
81,6	80,9	0,9	AUTOSTRADE ALTO ADRIATICO	210,2	366,4	350,0	4,7
5,8	5,3	9,0	S.A.T.	45,4	21,9	20,8	5,2
1,3	1,3	-0,2	TANG.LE DI NAPOLI	20,2	6,0	5,9	1,3
24,0	22,4	6,9	CONSORZIO AUT. SICILIANE	318,0	105,0	98,4	6,7
1.617,6	1.582,3	2,2	TOTALE	4.478,0	7.277,1	7.027,3	3,6

SOCIETÀ ESTERNE ALL'AISCAT

Maggio '24	'23	%	Società	km	2024	2023	%
6,7	7,1	-5,6	S.A.V.	59,5	32,6	33,5	-2,7
4,0	4,0	0,1	ASTI-CUNEO	55,7	18,1	18,0	0,6
7,1	8,1	-13,3	A.T.I.V.A.	74,8	33,9	38,0	-10,7
59,8	57,7	3,6	S.A.T.A.P. A4	127,0	281,7	265,6	6,0
65,1	64,3	1,2	S.A.T.A.P. A21	164,9	297,9	287,4	3,6
18,0	17,5	2,4	AUTOSTRADA DEI FIORI A6	124,3	81,1	79,6	1,8
11,1	10,6	4,8	TANGENZIALE ESTERNA	33,0	50,7	47,5	6,8
33,5	33,1	1,2	AUTOVIA PADANA	105,6	155,0	150,7	2,9
31,4	30,5	2,9	AUTOSTRADA DEI FIORI A10	113,3	144,0	138,5	4,0
20,5	20,2	1,8	S.A.L.T. TRONCO AUTOCISA	101,0	83,9	81,4	3,0
39,9	38,4	3,8	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	167,6	161,5	3,8
27,9	27,1	3,1	STRADA DEI PARCHI*	281,4	125,9	118,0	6,6
15,7	15,8	-0,9	SALERNO-POMPEI-NAPOLI	51,6	68,7	66,6	3,2
340,6	334,5	1,8	TOTALE	1.447,0	1.541,0	1.486,4	3,7
1.958,2	1.916,8	2,2	TOTALE GENERALE	5.925,0	8.818,1	8.513,7	3,6

Ultimi dodici mesi



(*) A partire da gennaio 2024, vengono riportati i soli dati di traffico soggetti a effettiva rilevazione. Pertanto, al fine di mantenere la coerenza e l'omogeneità delle informazioni, i dati del 2023 sono stati soggetti ad opportuna rielaborazione.



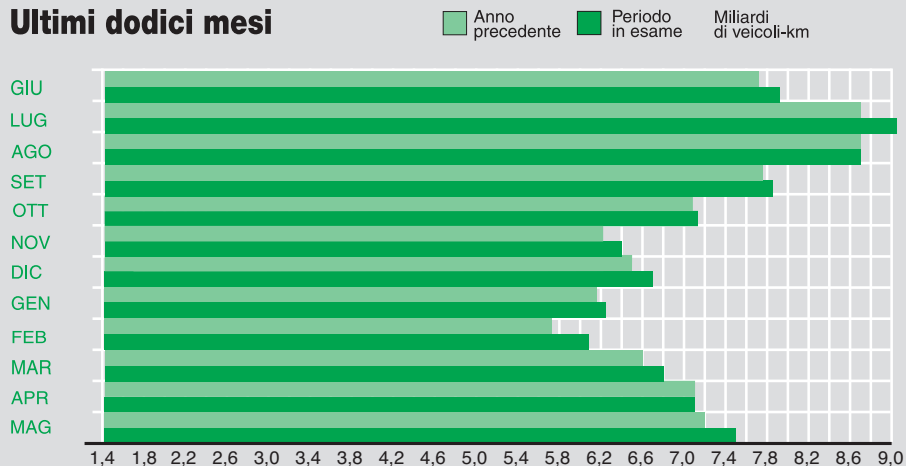
Traffico Totale

milioni di veicoli-km

DATI MENSILI				DATI CUMULATI DA INIZIO ANNO			
SOCIETÀ ASSOCIATE ALL'AISCAT							
Maggio '24	'23	%	Società	km	2024	2023	%
4.229,5	4.021,5	5,2	AUTOSTRADE PER L'ITALIA	2.854,6	19.083,1	18.436,8	3,5
0,8	0,9	-3,4	TRAFORO M.TE BIANCO	5,8	4,3	4,4	-2,3
1,3	1,2	11,1	TRAFORO S. BERNARDO	12,8	4,6	4,4	5,8
8,2	8,1	1,5	R.A.V.	32,4	46,3	45,3	2,0
26,7	24,9	7,3	S.I.T.A.F.	82,5	148,5	142,5	4,2
141,0	134,7	4,7	MILANO SERRAVALLE - MI. TANG.LI	86,3	621,0	606,6	2,4
55,1	52,2	5,5	SOCIETA' DI PROGETTO BREBEMI	62,1	251,8	238,8	5,4
24,0	23,7	1,5	PEDEMONTANA LOMBARDA	30,2	107,9	105,1	2,6
498,7	497,5	0,2	BRESCIA-PADOVA	235,6	2.296,7	2.271,3	1,1
51,2	28,4	-	SUPERST. PEDEMONTANA VENETA	93,8	197,8	112,2	-
163,0	161,2	1,1	C.A.V.	74,1	744,5	727,7	2,3
460,4	422,4	9,0	BRENNERO	314,0	1.992,6	1.941,3	2,6
243,4	235,2	3,5	AUTOSTRADE ALTO ADRIATICO	210,2	1.054,2	1.013,7	4,0
27,6	24,7	11,5	S.A.T.	45,4	103,2	98,7	4,6
74,3	74,5	-0,2	TANG.LE DI NAPOLI	20,2	351,4	347,0	1,3
144,2	135,4	6,5	CONSORZIO AUT. SICILIANE	318,0	637,4	604,2	5,5
6.149,5	5.846,4	5,2	TOTALE	4.478,0	27.645,2	26.700,0	3,5

SOCIETÀ ESTERNE ALL'AISCAT							
Maggio '24	'23	%	Società	km	2024	2023	%
27,8	26,5	4,9	S.A.V.	59,5	151,5	146,1	3,7
14,5	13,8	5,6	ASTI-CUNEO	55,7	66,9	65,2	2,6
39,3	37,9	3,9	A.T.I.V.A.	74,8	203,7	203,1	0,3
213,6	207,4	3,0	S.A.T.A.P. A4	127,0	1.027,9	991,0	3,7
179,2	171,6	4,4	S.A.T.A.P. A21	164,9	813,2	785,1	3,6
80,7	73,4	9,9	AUTOSTRADA DEI FIORI A6	124,3	369,3	365,3	1,1
34,5	32,2	7,4	TANGENZIALE ESTERNA	33,0	155,9	144,6	7,8
88,2	84,5	4,3	AUTOVIA PADANA	105,6	410,0	395,4	3,7
109,5	102,7	6,6	AUTOSTRADA DEI FIORI A10	113,3	478,7	469,3	2,0
79,4	72,3	9,8	S.A.L.T. TRONCO AUTOCISA	101,0	310,5	300,2	3,5
178,6	166,6	7,2	S.A.L.T. TRONCO LIGURE TOSCANO	154,9	751,0	715,2	5,0
174,6	164,5	6,1	STRADA DEI PARCHI*	281,4	805,0	773,8	4,0
159,5	154,8	3,0	SALERNO-POMPEI-NAPOLI	51,6	723,5	700,5	3,3
1.379,5	1.308,3	5,4	TOTALE	1.447,0	6.267,0	6.054,8	3,5
7.529,0	7.154,7	5,2	TOTALE GENERALE	5.925,0	33.912,2	32.754,8	3,5

Ultimi dodici mesi



(*) A partire da gennaio 2024, vengono riportati i soli dati di traffico soggetti a effettiva rilevazione. Pertanto, al fine di mantenere la coerenza e l'omogeneità delle informazioni, i dati del 2023 sono stati soggetti ad opportuna rielaborazione.



Sicurezza*

DATI CUMULATI DA INIZIO ANNO

Società associate all'Aiscat

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	1.331	1.366	-2,6	27	44	-38,6
PESANTI	411	406	1,2	23	26	-11,5
TOTALE	1.742	1.772	-1,7	50	70	-28,6
TASSO	6,30	6,64	-5,1	0,18	0,26	-30,8

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
2.297	2.386	-3,7	32	51	-37,3
560	521	7,5	24	26	-7,7
2.857	2.907	-1,7	56	77	-27,3
10,33	10,89	-5,1	0,20	0,29	-31,0

Società esterne all'Aiscat

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	319	308	3,6	5	7	-28,6
PESANTI	116	80	45,0	4	6	-33,3
TOTALE	435	388	12,1	9	13	-30,8
TASSO	6,94	6,41	8,3	0,14	0,21	-33,3

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
486	502	-3,2	8	8	0,0
173	115	50,4	4	7	-42,9
659	617	6,8	12	15	-20,0
10,52	10,19	3,2	0,19	0,25	-24,0

Totale rete in concessione

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	1.650	1.674	-1,4	32	51	-37,3
PESANTI	527	486	8,4	27	32	-15,6
TOTALE	2.177	2.160	0,8	59	83	-28,9
TASSO	6,42	6,59	-2,7	0,17	0,25	-31,3

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
2.783	2.888	-3,6	40	59	-32,2
733	636	15,3	28	33	-15,2
3.516	3.524	-0,2	68	92	-26,1
10,37	10,76	-3,6	0,20	0,28	-28,6

DATI MENSILI - MAGGIO

Società associate all'Aiscat

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	273	356	-23,3	6	13	-53,8
PESANTI	81	89	-9,0	4	7	-42,9
TOTALE	354	445	-20,4	10	20	-50,0
TASSO	5,76	7,61	-24,3	0,16	0,34	-52,9

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
485	629	-22,9	8	15	-46,7
110	109	0,9	4	7	-42,9
595	738	-19,4	12	22	-45,5
9,68	12,62	-23,3	0,20	0,38	-47,4

Società esterne all'Aiscat

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	58	74	-21,6	1	3	-66,7
PESANTI	13	13	0,0	1	2	-50,0
TOTALE	71	87	-18,4	2	5	-60,0
TASSO	5,15	6,65	-22,6	0,14	0,38	-63,2

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
88	117	-24,8	2	3	-33,3
27	23	17,4	1	2	-50,0
115	140	-17,9	3	5	-40,0
8,34	10,70	-22,1	0,22	0,38	-42,1

Totale rete in concessione

INCIDENTI

	TOTALI ⁽¹⁾			MORTALI		
	2024	2023	%	2024	2023	%
LEGGERI	331	430	-23,0	7	16	-56,3
PESANTI	94	102	-7,8	5	9	-44,4
TOTALE	425	532	-20,1	12	25	-52,0
TASSO	5,64	7,44	-24,1	0,16	0,35	-54,4

PERSONE COINVOLTE IN INCIDENTI

FERITI			MORTI		
2024	2023	%	2024	2023	%
573	746	-23,2	10	18	-44,4
137	132	3,8	5	9	-44,4
710	878	-19,1	15	27	-44,4
9,43	12,27	-23,2	0,20	0,38	-47,2

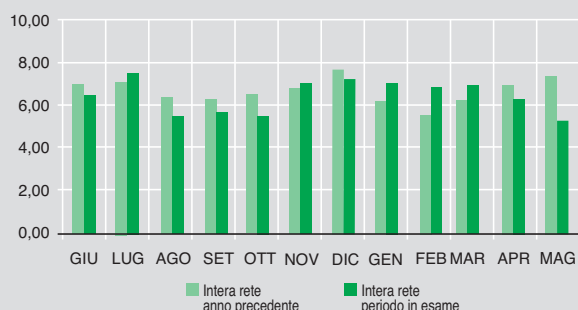
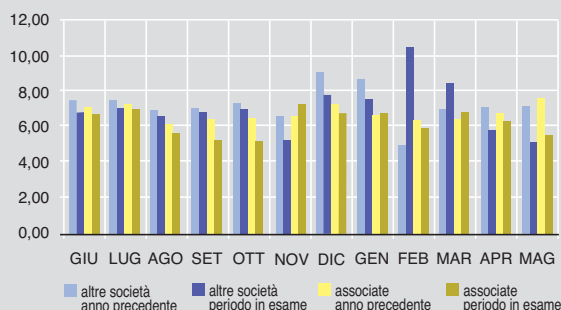
(*) A seguito di alcune revisioni nel conteggio dei traffici e della classificazione degli incidenti da gennaio 2024, si è proceduto ad una opportuna rielaborazione dei dati del 2023 qui riportati, al fine di mantenere la coerenza e l'omogeneità della serie storica.



Sicurezza

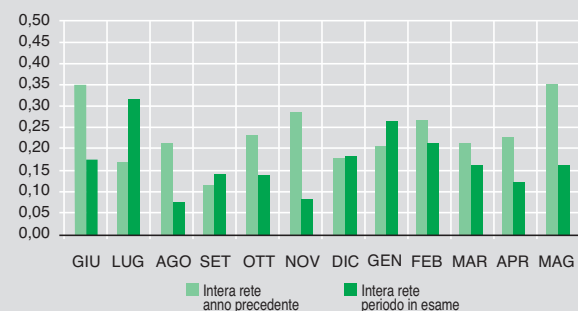
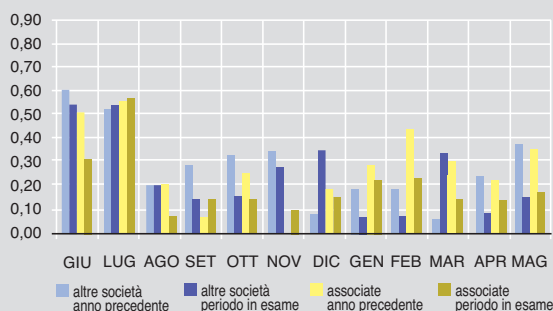
Incidenti ⁽¹⁾

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



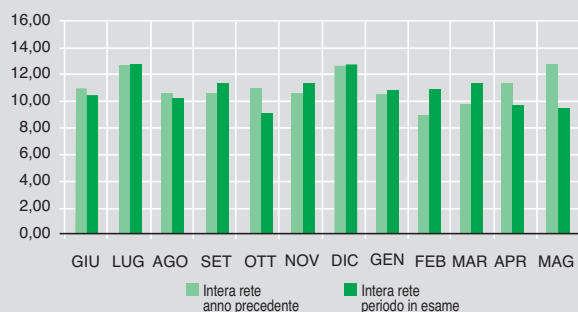
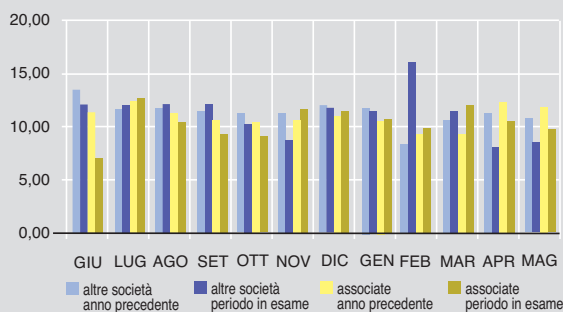
Incidenti mortali

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



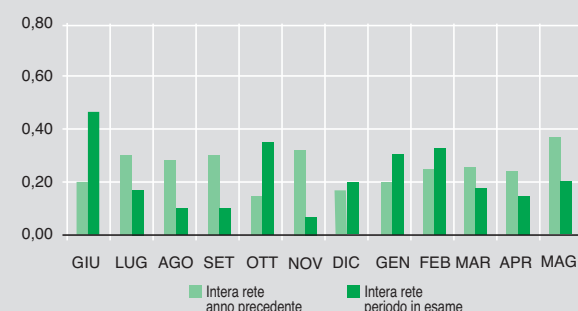
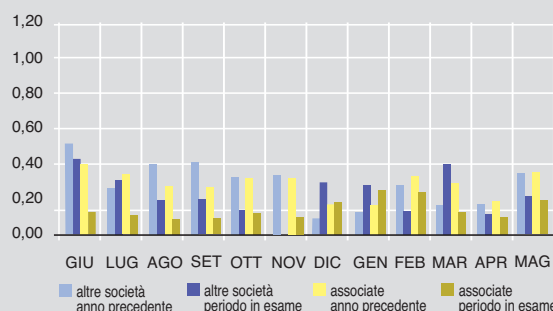
Feriti

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		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	Autostrada Pedemontana Lombarda	A60 Tangenziale di Varese*	7,0
	A12 Genova-Sestri Levante	48,7		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	93,8
	A11 Firenze-Pisa Nord	81,7		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	Concessioni Autostradali Venete - C.A.V.	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		A22 Brennero-Verona-Modena	314,0
	A14 Bologna-Bari-Taranto	781,4	Autostrada del Brennero	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
				A34 Villesse-Gorizia	17,0
Italiana Traforo del Gran San Bernardo	T2 Traforo del Gran San Bernardo	12,8	S.A.T.	A12 Livorno-San Pietro in Palazzi	40,0
				A12 Tarquinia-Civitavecchia	14,6
Raccordo Autostradale Valle d'Aosta	A5 Aosta-Trafoiro Monte Bianco	32,4	Tangenziale di Napoli	A56 Tangenziale Est-Ovest di Napoli	20,2
				A20 Messina-Palermo	181,8
Italiana Traforo Autostradale Frejus	T4 Traforo del Frejus	6,8		A18 Messina-Catania	76,8
	A32 Torino-Bardonecchia	75,7		A18 Siracusa-Gela*	59,4
			N.B.		
Milano Serravalle-Milano Tangenziali	A50 Tangenziale Ovest di Milano*	33,0	- Le statistiche qui pubblicate non comprendono i dati delle arterie contrassegnate con asterisco (*)		
	A51 Tangenziale Est di Milano*	29,4			
	A52 Tangenziale Nord di Milano*	18,7			
	A53 Racc.do Bereguardo-Pavia*	9,1			
	A54 Tangenziale di Pavia*	8,4			
	A7 Milano-Serravalle	86,3			

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	Strada dei Parchi	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	Salerno-Pompei-Napoli	A3 Napoli-Salerno	51,6
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			

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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