

2023



ANNUAL REPORT

A|S|F|i|N|A|G

HAVE A SAFE TRIP, AUSTRIA!

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FOREWORDS



Foreword by the Federal Minister for Climate Protection Leonore Gewessler, BA

Traffic and transport are major factors when it comes to improving climate protection, and the goals for the mobility transition are clear: Avoid, relocate and improve traffic, and significantly increase the share of environmentally friendly traffic. 2023 also saw ASFINAG taking a major step in its transformation from a pure infrastructure provider to a mobility partner. In addition to numerous projects designed to be fit for purpose in the future, decarbonisation and sustainability are firmly anchored in the corporate strategy.

The company's energy strategy also ensures the work on increasing the number of renewable energy sources continues apace and net energy independence can really be achieved by 2030.

This is also demonstrated by the major projects that were started or even completed in 2023, such as the Energy Region East, where 17,000 photovoltaic (PV) panels will be installed around the A4 East motorway, the S1 Vienna Outer Ring Expressway and along the A23 Südosttangente motorway in Vienna. Energy inde-

pendence through the use of PV and smart grid storage systems is already a reality at major ASFINAG sites such as Klagenfurt and Inzersdorf, as is the fact that many road tunnels in Austria, such as the Bosruck tunnel between Styria and Upper Austria, already secure a large proportion of their electricity for lighting from PV systems.

In addition to all these undertakings, the company is of course not forgetting its core tasks, namely the operation of motorways and expressways, and particularly the improvement of road safety. The work to upgrade safety on the S37 Klagenfurt motorway marked the start of an important project in Carinthia, and ASFINAG significantly increased safety on the S 4 Mattersburg expressway between Wiener Neustadt and Mattersburg within just a few weeks by installing a temporary centre divider. The safety and protection of road users is always of paramount importance. This is also made possible by the new noise protection directive, which significantly improves the quality of life of local residents.

We have already achieved so much in all of these areas, thanks predominantly to the considerable dedication shown by our employees and to whom I would now like to express my sincere gratitude.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end, representing the signature of Leonore Gewessler.

Federal Minister Leonore Gewessler, BA



Foreword by the Chairwoman of the Supervisory Board Mag.^a Christa Geyer

ASFINAG has long been one of Europe's leading infrastructure providers, and in 2023 it will continue its work on making progress in many areas. The company's successful transformation process is characterised by its clear desire to play a pioneering role as a versatile and sustainable mobility partner and to take consistent steps to build on this position. With responsibility for more than 2,200 kilometres of motorways and expressways, not only does ASFINAG manage to fulfil its core tasks of operating, building and collecting tolls in the best possible way, but also to assume responsibility for society and the environment.

The past financial year was dominated by the ambitious strategic objectives of decarbonisation, sustainable mobility, green energy, circular economy, and biodiversity. In view of the challenges posed by climate change, for example, ASFINAG is not just focusing on its current range of tasks, but also constantly developing new fields of action.

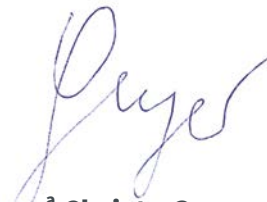
The work to increase the number of photovoltaic systems to generate renewable energy is ongoing, as is the aim to enlarge the network of e-charging stations to enable road users to be mobile in the most environmentally compatible way possible. The efforts being taken to link ASFINAG with public transport and new drives here on the motorway and expressway network all reflect ASFINAG's forward-looking approach.

As a renowned and attractive employer, there was a focus on diversity, specifically promoting and supporting women at every level of the hierarchy. ASFINAG became a more diverse company last year, benefiting from diversity being actively promoted.

ASFINAG has also been promoting sustainability in the construction industry, the key to this being a high recycling rate, evaluating the carbon footprint of construction sites and using materials having caused few carbon emissions. At the same time, nationwide

investment remains an indispensable stimulus for the economy, with the focus being increasingly on maintaining a reliable high-performance network, something which will continue to present the company with major challenges in the coming years.

The fact that 2023 was also one of the company's most economically successful years with this diverse programme and further developments proves once again that ASFINAG is on the right track. I would like to take this opportunity to thank our employees for their tireless dedication.



Mag.^a Christa Geyer, Chairwoman of the Supervisory Board



Foreword by the ASFINAG Board of Management

Stable and extraordinarily successful despite enormous social and geopolitical challenges – that sums up the past financial year in a nutshell. In 2023, ASFINAG once again demonstrated that it is staying true to its vision of being a sustainable and innovative mobility partner for the whole of Austria.

ASFINAG is one of Europe's top infrastructure operators and one of the most valuable shareholdings of the Republic of Austria. With investments totalling over one billion euros, we are one of the key drivers of our country's economic engine.

The focus of these investments is squarely on maintaining our network of motorways and expressways, exemplified last year by the work to renovate the Werfen tunnel chain along one of the country's most important north/south arteries, the A10 Tauern motorway. Completely overhauling Austria's oldest motorway tunnel as quickly as possible while allowing traffic to continue using it has been and remains a structural and communicative challenge that seemed virtually impossible in the eyes of many experts. Precise traffic figures and forecasts, comprehensive communication measures along with careful and foresighted construction site management on the part of ASFINAG make this general overhaul a pioneering project for other major renovation projects, which, after initial scepticism, is now also seen as such by the local communities.

Our overriding goal at all times as an infrastructure operator is to increase road safety, which is why we are particularly proud of our ability to implement a temporary centre divide along the S4 Mattersburg expressway in a short space of time. The project team managed in just a few short weeks to implement this very important measure and thus prevent serious head-on accidents until work begins on the safety upgrade. The ground-break-

ing ceremony signalling the start of construction work on the S10 Mühlviertel expressway along the section to Rainbach took place in November 2023. The purpose of the Rainbach bypass is to both reduce the impact of traffic and, in particular, to protect local residents from the huge volume of through traffic.

We at ASFINAG see socio-political changes such as the energy turnaround as an opportunity for us to showcase our skills in our transformation process. The launch of the Energy Region East with 21 photovoltaic systems and the reduction of our energy consumption from 230 to 205 gigawatt hours are proof of how effective our efforts for the sustainable mobility of tomorrow have already been. This mobility of tomorrow will be electric, which is why we want to erect 1,500 charging points for cars by 2030 and 1,300 for HGVs by 2035 across our network.

There were a great deal of updates and changes in respect of tolls during 2023. In preparation for the adoption of the EU directive on charging for road use, we have introduced a number of improvements to our toll system in the interest of our customers. We have introduced a digital one-day toll sticker for the very first time, along with a system of CO₂ pricing for HGVs.

All this is shouldered by our 3,100 dedicated employees. With a response rate of over 80 percent in the employee survey, they have demonstrated just how important the company is to them and how much they value having an opportunity to shape their place of work. And it is because our colleagues work tirelessly around the clock to ensure safety and provide high-quality services that we want to have them more in the limelight. It is our aim, with the launch of a gamification-style employer branding campaign specifically tailored to the young target group, to become more visible in the future, especially among Generation Z.

We are demonstrating how much knowledge, creativity, awareness and innovative strength ASFINAG employees possess with drives such as our internal Climate Protection and Innovation Days, the first ever Health Days campaign and the No to Cybercrime initiative rolled out throughout the company.

In addition to their extensive technical expertise and skills, our colleagues proved once again last year that they also have their hearts in the right place, for example with the aid mission undertaken in the wake of the floods in Slovenia.

ASFINAG and its employees work around the clock to ensure that the whole of Austria can get safely and quickly from A to B. Our slogan “Safe travels, Austria” is our promise: We work to ensure safe transport connections, a modern and durable infrastructure, climate-neutral and sustainable mobility, to have well-trained and satisfied employees – and to take care of Austria!



**Mag. Hartwig Hufnagl and Dr. Josef Fiala,
ASFINAG Board of Management**

GOALS

ASFINAG VISION 2030

„WIR VERBINDEN REGIONEN UND MENSCHEN IM HERZEN
EUROPAS, ALS VERLÄSSLICHER, INNOVATIVER UND
NACHHALTIGER MOBILITÄTSPARTNER.“



In the fast lane once again as a mobility partner in 2023

As an innovative and sustainable mobility partner in Austria, ASFINAG is an indispensable partner when it comes to the climate turnaround. We have a dedicated climate and environmental protection programme in place, built on four pillars (including the energy strategy), to achieve our ambitious goals.

In 2023, we became the first road operator in the world to build a private energy transport network, renewable electricity production and high-performance energy storage to self-supply a section of motorway more than 30 kilometres in length with Energy Region East. When it comes to generating green electricity, our focus is squarely on photovoltaics. We already operate more than 30 systems for generating renewable energy on tunnel gantries, roofs and open spaces across Austria, as well as two small-scale hydropower plants. Another piece of the puzzle on our journey to achieving net energy independence by 2030 is making the switch to energy-saving LED lighting in more than half of our tunnels now.

Initiatives were stepped up in the strategic fields of decarbonisation, carbon footprint in construction, sustainable mobility, circular economy and biodiversity. As an attractive employer, ASFINAG continued to actively promote women, diversity and targeted communication at all levels in 2023. An employee survey was also conducted.

Autumn saw the start of a particular challenge, namely the work to rehabilitate five tunnels along Salzburg's A10 Tauern motorway. Here we are setting new standards with our secondary multimodal measures – such as developing the public transport offer and enlarging commuter car parks.



ECONOMIC EFFICIENCY



ECONOMIC EFFICIENCY

Business and the economy

ASFINAG remains on track, economically speaking. It is a safe share in turbulent times and a reliable partner for Austria as a business location. A fact clearly underscored by 2023's result. Investments of around EUR 11 billion until 2029 have a positive effect on the economy, breathe life into Austria's labour market, and provide much needed impetus to the construction industry in particular. Because the company has an excellent economic starting position, the investments of EUR 1.6 billion in the high-level road network can also be maintained in 2024 – despite the lack of inflation-related adjustment, which has been suspended for toll tariffs in 2024. The ASFINAG brand is synonymous with investment funded by itself and its users, requiring nothing from the state purse and thus being one of the Austria's most valuable equity investments.

The core data: We generated a surplus of EUR 844 million and increased our equity ratio to more than 45 percent. In 2023, the level of liabilities was again reduced by EUR 49 million to EUR 10.4 billion (taking into account the development of the cash position).

Record turnover and substantial increase in equity

After the economic difficulties in previous years caused by the coronavirus pandemic and the associated restrictions, 2023 brought saw a record turnover. ASFINAG's excellent position is what enabled the positive financial result, but the fact that tolls will not be adjusted for inflation in 2024 bleakens the medium-term outlook somewhat.

The main reason for the record year in terms of turnover was the significant increase in car traffic, which was brought about in particular by a strong revival in tourism. By contrast, there was a slight decline in HGV traffic, reflecting the fact that Austria's economy as a whole is stumbling. Despite this, we managed to generate a surplus of EUR 844 million, with equity totalling an impressive EUR 8.9 billion.

Revenue from HGV and bus tolls (vehicles over 3.5 tonnes gross vehicle weight) as well as vignettes and route tolls (vehicles under 3.5 tonnes gross vehicle weight) increased by a total of 2.3 percent compared to the previous year. Revenue from the HGV and bus toll amounted to EUR 1.7 billion, and EUR 812 million from the car toll (EUR 574 million from the vignette, EUR 238 million from the route toll).

In addition, we reduced liabilities by around EUR 49 million to a current value of around EUR 10.4 billion (taking into account the development of the cash position). Investments totalling EUR 1.3 billion, which were channelled into infrastructure and security in 2023, were therefore made using the company's own resources.

“

Tourism made an incredibly strong comeback in 2023, as the increase in car traffic clearly showed. However, the slight decline in HGV traffic was for us a sign of a weakening economy, which is why we expect mileage to stagnate in 2024. The fact that we managed to get by in 2023 without a single bond financing shows that we are in an optimal financial position. However, the lack of inflation adjustment for 2024 has a negative impact on the short and medium-term outlook. However, this does not change our planned investments of EUR 1.6 billion for more safety and comfort on Austria's motorways and expressways in 2024.

”

Dr. Josef Fiala

CEO, ASFINAG



Significant increase in car mileage in 2023

A significant increase in car mileage illustrates that there was strong growth in tourism in 2023. The overall increase of 3.7 percent compared to the previous year also means that the figures for the pre-Covid years were exceeded. At the same time, HGV traffic fell slightly – the 3.0 percent drop is a sign of a weakening economy. Total traffic grew by 2.9 percent compared to 2022. In a direct comparison with the pre-crisis level of 2019, HGV traffic is just under 1 percent higher and car traffic just under 1 percent lower. In overall terms, this means a decrease of 1 percent.

The increase in car use on the A13 Brenner motorway is particularly significant, with an increase of 3.4 percent compared to 2022. In the greater Vienna area, there was an increase of 6.2 percent compared to 2022. The number of cars on the A10 Tauern motorway has increased by 0,4 percent. In the south the increase compared to the previous year was 4.0 and on the A 13 Brenner motorway 3.4 percent. In terms of traffic volume, we expect stagnation for both cars and HGVs in 2024.



Strategic objectives – our guidelines in the transformation process

In 2023, ASFINAG invested EUR 1.3 billion, EUR 717 million for network maintenance and EUR 499 million for new construction. Maintenance measures, and also monumental acts of communication, included the tunnel renewal on the Salzburg A10 Tauern motorway between Golling and Werfen and the renovation and closure of the Arlberg tunnel on the S16 Arlberg expressway between Tyrol and Vorarlberg. Work on extending the S10 Mühlviertel expressway towards the Czech border was started, and there was also a focus on the new construction projects S7 Fürstenfelder expressway and the A26 Linz motorway with the Danube bridge.

The Group's strategic objectives ensure that the Group strategy is implemented in the planning and execution of the construction programme projects. We are able to adhere to sustainable, strategic objectives using relevant and measurable targets, storing all key projects with their deadlines, such as for road traffic safety measures, and a combination of key performance indicators from our maintenance strategy, such as system safety and structural conservation.

Programmes for the further development of the company's transformation process and our tasks – such as the programme for the expansion of renewable energy generation or for trendsetting rest areas in the network – are also clearly mapped in the strategic objectives and guarantee consistent corporate development.



“

Our strategic objectives and the associated programmes range from availability and innovation to tolls and digitalisation. Far from making it easy for ourselves, we are instead working tirelessly to make these requirements more precisely measurable and easier to control. If an implementation risk becomes apparent, we take appropriate and timely action to counteract it. This only adds to our reputation as being a reliable partner for the construction industry and all our stakeholders.

”

Mag. Hartwig Hufnagl

CEO, ASFINAG

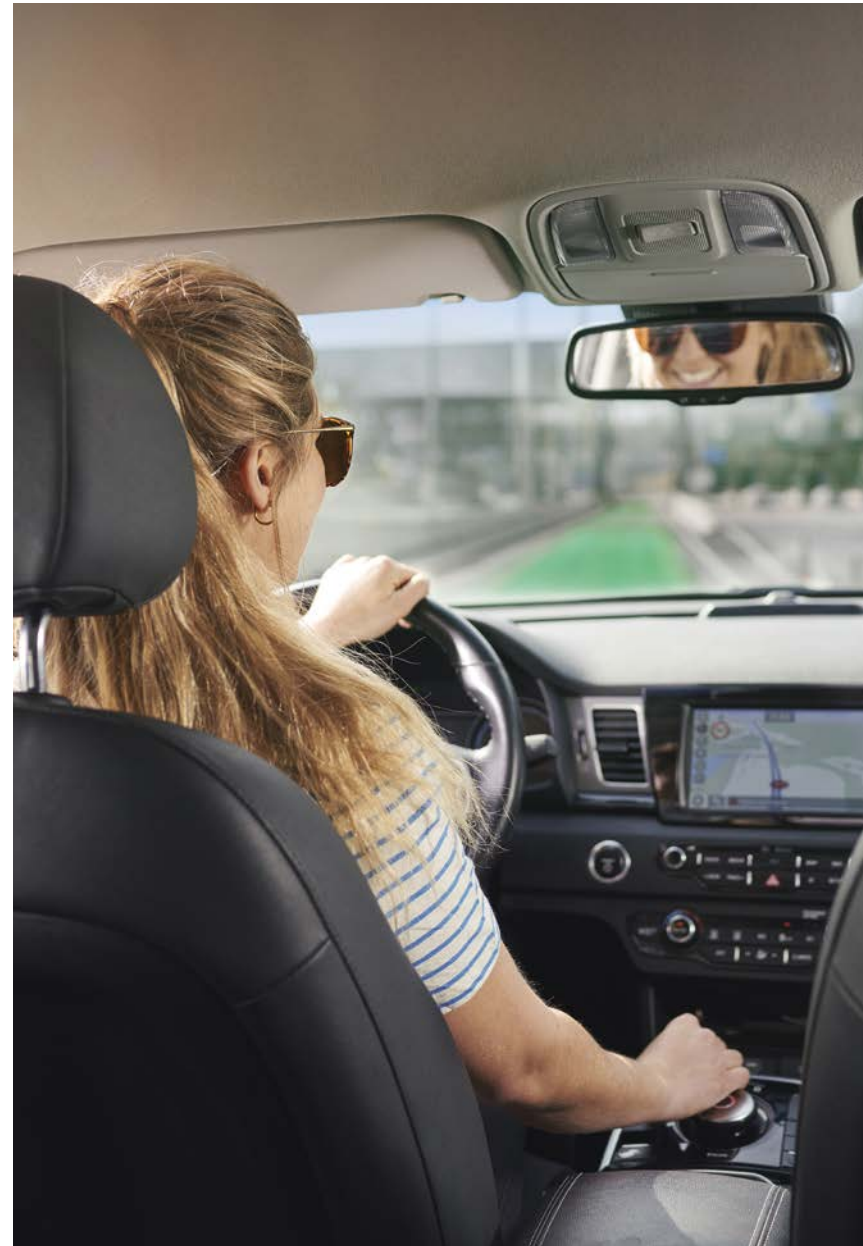


Toll news: from a one-day toll sticker to CO₂ pricing

Rarely have there been as many new developments at the start of a new toll sticker year as there were at the end of 2023. For the first time, ASFINAG is now offering a one-day toll sticker for EUR 8.60. This toll sticker must be booked on a calendar day and can only be obtained digitally. Any such one-day or ten-day toll stickers purchased online are valid immediately.

The annual section toll card previously in place was replaced by the multi-journey card. Customary service under a new name: the multi-journey card can be utilised for section use any day of the year. As all changes are based on the EU directive on the charging for use of road infrastructure, annual toll stickers will not be taken into account when purchasing this multi-journey card in future. At between EUR 74 and EUR 80, the prices of multi-journey cards have dropped significantly.

With the GO toll, CO₂ emissions will be included in the HGV toll price in future. There are five different emission categories. We have created an online CO₂ calculator so that our customers navigate this issue quickly and easily.



“

We have taken a pioneering lead with such a rapid advancement in tolls. In all areas of tolling, the changes primarily highlight the prospects for our sustainable mobility. And this is all in the interests of our customers: There are now even more types of toll sticker to choose from, the multi-journey cards are cheaper than the previous annual route toll card, and the handling of the toll has been harmonised across the EU. We mastered a major challenge in a very short space of time for this all to work.

”

Mag.^a Claudia Eder, MBA

Managing Director, ASFINAG Maut Service GmbH



ASFINAG's international presidency in 2023

Under the motto “Safe, convenient and sustainable mobility solutions”, ASFINAG CEO Dr Josef Fiala held the presidency of ASECAP last year. ASECAP – Association Européenne des Concessionnaires d'Autoroutes et d'ouvrages à Péage – is the European association of toll road infrastructure operators. In addition to two successful conferences in Austria focusing on road safety and sustainability, we were also able to present the association's jointly developed future paper “Tools for sustainable mobility solutions” and discuss it with European decision-makers.

Another highlight was the cooperation with the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) as part of the Austrian presidency of the Conference of European Directors of Roads (CEDR). As part of this, a memorandum of understanding was signed with the Comité de Liaison Européen des Commissionnaires et Auxiliaires de Transport du Marché Commun (CLECAT), i.e. the European Association for Freight Forwarding, Transport, Logistics and Customs Services, to bolster the dialogue between infrastructure operators and infrastructure users.

The World Road Congress organised by the World Road Association took place in Prague in October 2023, during which the technical committees presented numerous results from the 2020-2023 cycle.

“

I am very proud of our solid international networks, with which we are pursuing the goal of ensuring that our customers travel across borders safely, comfortably and with the smallest possible carbon footprint.

”

**DI (FH) René Moser,
MBA**

Managing Director,
ASFINAG Commercial
Services GmbH



Alliance agreement: the bridge to tunnelling

As an innovative company, ASFINAG is also breaking new ground with construction contracts. We developed an alliance agreement as part of the Sieggraben valley crossing project (S31 Burgenland expressway) in 2023 – with the aim of also using this type of contract for other complex and risk-laden projects in the medium term. The focus of the cooperation among contracting partners is on doing what is best for the project to succeed. What this essentially means is having a shared sphere of risk, in which the majority of such risks are borne jointly, as well as having a remuneration model on the basis of which both partners can participate in the success of the project. The previous year also saw us start preparatory work under an alliance agreement for the Landeck Tunnel project (new construction of the escape and rescue tunnel and general refurbishment of the existing tunnel) on Tyrol's A12 Inntal motorway.

Partnership for sustainable procurement

The Austrian action plan for sustainable procurement (“naBe-Aktionsplan”) provides contracting parties in the public sector with an efficient tool and set of regulations that can be implemented in a targeted fashion. 2023 saw a corresponding strategic partnership signed between ASFINAG and the Federal Ministry for Climate Action (BMK). We have already integrated this action plan into our procurement processes and, as an official strategic partner of the action plan, we want to engage in more dialogue with other public sector contracting agents and play an active role in the further development of these criteria.

“

Sustainability is the key factor in every sense. It is our aim to show responsibility here by continuing to develop the strategic targets for this issue. Procurement has a major part to play here, and it has also been given boost by the signing of a strategic sustainable procurement cooperation agreement.

”

Mag.^a Andrea Schneider

Team Leader Purchasing, ASFINAG



SUSTAINABILITY



Mobility is one of the cornerstones of affluence and economic development, yet people are becoming increasingly aware that it must not be at the expense of the climate and the environment. This is precisely why ASFINAG is creating the framework conditions that will make tomorrow's mobility sustainable. The company also wants to be self-sufficient in electricity by 2030, drive forward its own production of renewable energies and expand its range of e-charging infrastructure. Because we are convinced that the transport of the future will be electric. In 2023, significant steps were taken towards this sustainable future: By 2030, all rest areas are to be equipped with charging stations for HGVs and cars; the globally unique facilities of the Energy Region East are promoting photovoltaic systems on noise protection walls and in tunnels; innovations such as noise protection walls made of reeds and the reduction of ASFINAG's own energy requirements are decisive steps. ASFINAG is and will remain an important partner for the energy and climate transition because renewable energies, e-mobility and photovoltaics are worth the investment.

ASFINAG's energy strategy: self-sufficiency in electricity on paper by 2030

One of the four cornerstones of ASFINAG's climate and environmental protection programme is the energy strategy. Here, the company is focusing firstly on reducing its overall energy requirements by 20 percent and secondly on expanding its own energy plants (photovoltaic, wind and hydropower) to produce renewable electricity with a total output of 100 megawatt peak. In addition to the ongoing expansion of our own facilities for sustainable electricity generation, we have launched two innovations: the utilisation of noise protection walls to install photovoltaics and the start of construction of the first energy region (see "Energy Region East") to supply a number of ASFINAG facilities and road infrastructure. By converting the entire lighting system to LED, electricity consumption can also be reduced by up to 35 percent.

By steadily increasing the proportion of renewable energy, we are not only contributing to climate targets, we are also relieving the burden on the public electricity grid and optimising our blackout resilience. This is how we maintain the availability of our infrastructure.

DI Marko Jandrisits

Head of the Group
Management department,
ASFINAG Holding



Energy Region East: green electricity for an entire motorway section

With the Energy Region East, ASFINAG has installed the world's first private energy transport network with a high-performance energy storage system for self-supply on a section of motorway that covers a length of 38 kilometres. This region includes the A4 East motorway from the Prater junction to the Schwechat junction, the S1 Vienna outer ring expressway from the Schwechat junction to the Vösendorf junction and the A23 Südosttangente motorway from the Vösendorf junction to the Prater junction. More than 17,000 photovoltaic (PV) modules, 21 new PV systems and four high-performance battery storage units for daytime-independent power supply are part of this area. In addition to increasing the proportion of renewable energy for our own supply, we will also relieve the burden on the public electricity grid in future and increase our blackout resilience.

ASFINAG

**BIS 2026:
12.000 PANELEE
FÜR SONNEN-
STROM**



&

**Photovoltaik für
grünen Strom**

Mehr dazu auf asfinag.at

Photovoltaic campaign at the company's own sites and on tunnel gantries

With the commissioning of a large photovoltaic (PV) system on the portal of the Bosruck tunnel on the A9 Pyhrn motorway, the photovoltaic areas along the S1 Vienna outer ring expressway and the expansion of two existing systems in Carinthia, we have taken another major step in terms of renewable energy. The 1300-square-metre system on the tunnel gantry in Styria supplies 240,000 kilowatt hours of electricity, which can be consumed directly in the tunnel. In Carinthia, PV systems already supply our sites in Villach and Klagenfurt. Both systems will be significantly enlarged, the one in Klagenfurt from 200 to 500 kilowatt peak and the one in Villach by almost three times to 800 kilowatt peak. In 2023, a total of 20 new photovoltaic systems with around 5,000 kilowatt peak were installed throughout Austria. This means that more than 60 renewable energy plants are now in operation, totalling 8,800 kilowatt peak for self-supply with electricity.



Mountain water will supply electricity for the Karawanken tunnel in future

Construction of ASFINAG's third small-scale hydropower plant began in autumn 2023. Normally, tunnel seepage water is discharged from a tunnel without being used. In the case of the Karawanken tunnel, all this mountain water will be collected in future and channelled to the north gantry, where it will be used to generate energy in a hydropower plant. The mountain water flows very evenly throughout the year, which means that a continuous service life of more than 60 years can be assumed. The annual output of the power plant will be around 470 megawatt hours, i.e. as much as around 100 single-family homes need per year. The electricity generated is fed directly into the tunnel. Around 30 percent of the electricity required – not including ventilation – can therefore be covered by hydropower in future.



“

Our third small hydropower plant is an important step towards our goal of being self-sufficient in electricity by 2030. Power plants of this type have two additional advantages: The electricity produced can be fed into the grid and consumed directly on site, and electricity is produced all year round without any significant fluctuations.

”

Ing. René List, MSc

Head of the Electrical and Mechanical Equipment department, ASFINAG Bau Management GmbH



Red asphalt helps save electricity in Tyrol

Using red asphalt paint to save electricity for lighting in tunnels – ASFINAG is pursuing this innovative goal with a pilot project in the Simmeringgalerie on the A12 Inntal motorway. The colour red has proven its worth in terms of cost and benefit, and also has a positive effect on the attention of road users.

As a reddish surface reflects light more strongly than the usual dark grey roadway colour, less artificial lighting is required in galleries and especially in tunnels, which reduces energy costs. This is particularly the case when the asphalt is new. We believe that we will be able to cut energy needs by around 30 percent in this way.



We can make valuable contributions in the construction sector in particular when it comes to environmental and climate mitigation efforts. And sometimes the solution is both simple and brilliant. We significantly reduce energy consumption using the colour red. The result is a win-win situation, in which we save energy and at the same time significantly improve safety in tunnels or galleries.

DIⁱⁿ Elisabeth Mair

Regional Manager,
ASFINAG Bau Management
GmbH



Micro wind turbines on the Europabrücke bridge generate green electricity

Eight micro wind turbines, unique in Europe, have been a source of green energy since May 2023. They were installed in the northern section of the Europabrücke bridge (A13 Brenner motorway) at a height of 140 metres. We implemented the innovative pilot project together with the Berlin-based start-up MOWEA. Based on the data from the wind measurement at Europabrücke bridge, we assume that the system with a nominal output of four kilowatts will deliver an annual yield of around 5,000 kilowatt hours per year – in other words, enough to meet the annual energy needs of a large single-family house. The findings obtained in real-time use will determine whether turbines might be implemented on other bridge pillars. Such wind turbines offer many advantages: They supply energy around the clock, are easy to integrate visually and do not result in any soil being sealed.



“

The sustainable energy from the wind turbines is intended to cover the primary energy needs of the Patsch subsidiary toll station. If required, we draw energy from the public grid or feed any surplus into the grid.

”

DI Dietmar Harbauer

Project Leader, ASFINAG Alpenstraßen GmbH



Sustainable noise protection made from reeds, clay and wood

There are many research projects for green alternatives at ASFINAG, with one in particular taking shape last year for noise protection: We erected a noise protection wall using reeds from Lake Neusiedl on the S33 Kremser expressway in the Herzogenburg area in order to investigate the potential of this natural material in terms of CO₂ savings. Removing reeds supports the development of the ecosystem in which it thrives and only then will it grow back and be able to bind CO₂ again. In addition, the innovative noise protection wall from the company REEDuce provides a valuable home for insects and effectively shields the people behind it from noise. With an expected service life of more than 20 years, the environmentally friendly wall will last at least as long as conventional noise protection walls.



“

We are using the new noise protection reed wall to test the technical handling during construction, the noise-related effectiveness, its ability to resist the elements, and thus its service life and the effects during the operating phase. The result is a recommendation regarding whether building other such walls in the future.

”

DIⁱⁿ Katharina Spiegl

Noise Protection Coordinator,
ASFINAG Bau Management
GmbH



New primary school made from recycled motorway concrete

Asphalt, concrete, and other recovered and demolition materials are valuable, which is why they are systematically removed, processed and recycled on our construction sites. Recycling is the right way to go, as a considerable amount of demolition material is produced in around 330 construction projects every year. An exemplary project for reusing recycled concrete: the new primary school in Adnet. The municipality in Salzburg's Tennengau region used old material from a motorway construction site in Pongau for its new educational facility. The concrete was crushed, processed and worked into the fresh concrete mix – a sensible example of the circular economy to which we are committed in the interests of protecting the environment.



“
Our aim is to increase the rate at which material is recycled. Over 90 percent of the demolished concrete and asphalt is already being used to produce recycled construction materials.
”

DIⁱⁿ Reingard Vogel

Head of ASFINAG Bau
Management Services



Climate Protection Day raises awareness of the climate turnaround

We have to pull together to protect the climate, which is why ASFINAG prioritises this important issue time and again. In 2023, the company once again organised the ASFINAG Climate Protection Day. As part of this programme, we informed our colleagues about sustainable mobility, gave tips on how to save energy at home and motivated them to get involved with workshops and campaigns at three locations across Austria. Our Climate Rangers acted as ambassadors for our sustainable projects and innovations, and answered all questions relating to climate protection. This is how we created greater awareness of what we have already achieved and also of the challenges that still lie ahead.



CUSTOMERS



CUSTOMERS

ASFINAG launched a range of unique and innovative projects in 2023. With its “rest area of the future” on the A1 motorway near Roggendorf and the HGV parking area near Hausruck, for example, the company is breaking completely new ground when it comes to driving breaks. Easy handling, more efficiency and therefore satisfaction: These are the goals for all services that are performed in the interests of our customers. But ASFINAG has also set itself the goal of ensuring maximum transparency. We rely on our expertise in handling major projects and focus on user-financed investments for greater safety on motorways and expressways. This is how we are making the network fit for the future.

“Rest areas for the future” on the A1 and A8

Last year, Austria’s most modern motorway rest area was built on the A1 West motorway in Lower Austria. ASFINAG has built a trend-setting area near Roggendorf that is completely tailored to its customers, consisting of sanitary facilities, a catering area, modern open spaces as well as a generously covered area, a children’s playground, a dog run and a fitness trail.

Supplying green energy with photovoltaics, minimising soil sealing and promoting sustainable mobility with a wide range of e-charging infrastructure as an ASFINAG premiere are all part of the sustainability concept.

At the same time, the company has built the “Truck-Stop Hausruck” on the A8 Innkreis motorway, Austria’s most modern service station specifically for heavy goods vehicles. Near the municipality of Weibern, 112 new HGV parking spaces are available to long-distance drivers on the carriageway heading towards Linz. A so-called queued parking system makes optimum use of the available space, with an intelligent control system assigning the driver to the specific parking space at the entry terminal according to the desired departure time. We also enable the charging of electric HGVs and low-noise load cooling.



“

Being able to rest comfortably is driven by the desire to improve road safety. With our pioneering sites on the A1 and A8 motorways, we now offer even more service and are fully focused on the needs of our customers. The results of comprehensive surveys of HGV drivers were incorporated into the planning of the Hausruck HGV stop. Sustainability and e-mobility are a top priority at both rest areas.

”

Heimo Maier-Farkas, MSc

Managing Director, ASFINAG Service GmbH



An extra lane at the Schöenberg toll station to cut waiting times

We have now opened the GO toll lane, which was previously closed to cars to all traffic so that customers can pass through our largest toll station in Schöenberg (A13 Brenner motorway) even more efficiently and quickly in the future. The hope is that this will reduce waiting times and traffic jams particularly at weekends. This additional lane, under optimum conditions, will mean a further 1,200 vehicles an hour can be processed. In order to use this barrier-free lane, drivers will need to have an existing or purchased digital section toll ticket or to have activated the FLEX digital section toll product. Motorbikes, camper trailers and motorhomes also benefit from this because the GO toll lane is wider and therefore offers more space.

Wide selection of tolls for customers

The EU is pursuing the goal of standardising toll regulations throughout member states to make it even easier for customers to manage these. It is for this reason that ASFINAG has also enlarged its network of sales points, conducting an EU-wide tender for digital toll products, as part of which ADAC Reise und Medien GmbH, Autopay GmbH, tolltickets GmbH and Kapsch TrafficCom AG were selected as licenced online sales partners to optimise the supply of toll products. The advantages are comprehensive customer support and the immediate validity of toll products purchased online. The risk of a customer withdrawing from a purchase is now born by the concessionaires. This cooperation is due, contractually, to last five toll sticker years.



Digital toll products: information campaign at the Red Bull Ring

ASFINAG launched new marketing and sales channels in 2023 to showcase to customers the benefits of the digital section toll and toll sticker. The company worked in coordination with the management of the Red Bull Ring to distribute information material on the digital section toll, the FLEX digital section toll and the digital toll sticker at 18 campsites and four large car parks during the Formula 1 weekend in Spielberg. The 25-strong team from the Toll Collection, Enforcement and Sales, Marketing and Communication departments as well as external promoters had their hands full, as there was a great deal of interest in our digital toll products. And there was some early success to report here, with over 800 individuals registering then for the FLEX digital section toll product. These and other such measures meant that the share of digital tolls increased to over 70.9 percent in 2023.



Start of construction work on the “toll station of the future”

In February 2023, the work on renovating and rebuilding the Gleinalm toll station began, the first to be redesigned and styled as a “toll station of the future”. The old toll building and all toll booths will be demolished and rebuilt. Wood will be the primary building material. Photovoltaics will supply the site with green electricity, while heating and cooling will be provided by an air-heat pump.

All toll booths will, in the future, provide a more modern, pleasant working environment for employees as well as being thermally and acoustically insulated. The new buildings will also be in a class of their own, as an architectural competition was held to determine their design.

The renovation work is being done in a way that enables the station to continue operations all the while, with a provisional toll gantry being erected for this purpose and which can be used for subsequent toll station newbuilds. The new Gleinalm toll station will be completed in autumn 2024.





Our toll stations will in future be ultra-modern and comfortable places to work, meeting the highest environmental standards. Our toll stations are also a kind of calling card for Austria and ASFINAG, so having an attractive architectural design was very important to us.

Stefan Zangerle

Head of the Toll Collection,
Enforcement and Sales
department, ASFINAG
Maut Service GmbH



Noise protection drive for more quality of life in Tyrol

The noise protection drive is rooted in the new “working directive for noise protection along existing federal highways (motorways and expressways). This working direction governs the planning and implementation of measures to protect people against noise emissions.

The next five years will see more than 28 noise protection projects being undertaken in Tyrol alone with a view to protecting residents from noise to an even greater extent. Funding for this work is coming wholly from ASFINAG, without burdening the public purse at all. By 2028, the company will expand the noise protection area in Tyrol to 130,000 square metres and invest more than EUR 40 million. At Kundl, the area will be increased from 4,100 to 10,800 square metres, at Vomp-Altmahd from around 400 to more than 3,100 square metres and at Schönberg from around 4,000 to 6,000 square metres.



“

Noise protection is a key issue for ASFINAG. At the European level, we are already leading the way with our measures for protecting residents. Austria now has more than 1,400 kilometres of noise protection walls. The investments are particularly valuable for Tyroleans, with which we are now fulfilling our responsibility to improve their quality of life to an even greater degree.

”

Ing. Stefan Siegele

Managing Director, ASFINAG Alpenstraßen GmbH



The ASFINAG community takes a look behind the scenes

In 2023, two Instawalks were on the programme, giving the ASFINAG community the opportunity to experience construction sites live and take a peek behind the scenes. An Instawalk (short for Instagram and walk) is a walk with the purpose of taking photos that are later published as a series of images on the social media platform Instagram.

March saw photo enthusiasts and local residents meet up at the A26 Linz motorway, with all eyes being on the Danube bridge and the newly built tunnels. The work on the tunnel construction site in the Ofenauer and Hiefler tunnel (A10 Tauern motorway) was the subject of many a photo motif in October. The highlight was when explosives were used to create an evacuation route across the two tunnel tubes.

The focus in the two Instawalks was both on photography and also on knowledge being delivered by the project team. Particular focus was also placed on answering questions from the affected residents.



EMPLOYEES



EMPLOYEES

2023 was a year full of challenges in which we initiated and implemented a great deal for our colleagues together. Worth mentioning here is the first Health Days campaign and the opening of our rest area at the central location in Vienna, as well as the internal “No to cybercrime” campaign, which raised awareness among employees regarding the issue of cybercrime. Our new employer branding campaign “Choose your career” has also been launched with great success. The BEST RECRUITER Award is once again proof that we are already doing very well when it comes to finding and recruiting young talent. Our involvement in disaster operations in Slovenia showed that our employees are always ready to help. It was very pleasing to see so many employees participate in the employee survey: Nearly 80 percent of all employees took advantage of this opportunity.

2023 employee survey – all systems green

The 2023 Employee Survey including the “Evaluation of Mental Stress”, was launched on 25 September – with a major new feature: digital first. This meant that most employees could do the survey online. Paper questionnaires were only available for certain employees, who also had the opportunity to participate online. All employees had until 13 October to provide feedback on how they are doing at work.

What is clear to see is that the employees are loyal, satisfied and motivated. With a response rate of 78 percent, ASFINAG is well above 70 percent in all areas, i.e. very good to excellent. A fantastic performance when compared to other infrastructure companies. Compared to the 2020 survey, however, there were decreases of one to two percentage points in almost all question categories. The detailed results will be subsequently analysed in detail. Managers then work with all employees to develop specific improvement measures.



“

Having such a high response rate with consistently good results is no mean feat and certainly very unusual when compared to others. Most of the employees enjoy working at ASFINAG, find their work meaningful and are correspondingly motivated. This result clearly demonstrates that we have a corporate culture at ASFINAG in which we are honest about how we are doing together and what we can still improve. And this is exactly what we will now be focusing on: We see internal employee orientation and strengthening our culture of ‘us’ as our mission for the coming years.

”

Dr. Josef Fiala and Mag. Hartwig Hufnagl

Members of the ASFINAG Board of Management



Aid for a neighbour following storms in Slovenia

The considerable amount of rainfall in the summer of 2023 caused severe damage both in southern Austria and in neighbouring Slovenia. While the situation in Carinthia and southern Styria quickly calmed down, it remained critical in numerous municipalities in Slovenia for a long time, which is why international help was requested. We were of course involved in the subsequent relief operations and sent three employees with two large excavators to the Slovenian municipality of Solčava, south of Bad Eisenkappl, which was affected particularly badly by the floods. The employees of the Styrian motorway depots in Bruck an der Mur and Knittelfeld and the Lower Austrian motorway depot in Warth who had volunteered, helped with the clean-up work for almost two weeks.



“

Numerous ASFINAG employees were deployed as volunteers with the fire brigade and Red Cross after these storms. It was great to see that our employees were prepared to spend several days on a difficult assignment abroad in order to quickly provide help where it was urgently needed.

”

Mag.^a Dr.ⁱⁿ Tamara Maria Christ

Managing Director, ASFINAG Service GmbH



Modernised offices at Graz-Raaba with a shared desk concept

Following the example of the head office in Vienna's Austro Tower, work on remodelling the Graz-Raaba offices to meet the demands of modern workplaces began in spring 2023. The offices were adapted accordingly and equipped with ergonomic furniture, which made it possible to implement the shared desk concept and consolidate the employees of the individual companies on a single floor. The remodelling also created space for eleven new meeting rooms, which were equipped with high-quality technical equipment for video conferencing. It will also enable the site to handle a growth in staff numbers. In addition, the building was adapted to improve access security and a purely digital reception for external visitors was installed.

IT security as a key internal focus

ASFINAG is well protected against cybercrime thanks to a range of highly developed IT systems. There is, however, no such thing as 100 percent protection, because people are usually the weakest link. This led to us launching the internal "No to cybercrime" campaign in 2023, in which information about the various types of cybercrime was presented in a generally understandable and entertaining way across all internal channels. For example, there were articles in the employee newspaper "unterwegs" and on the intranet. Regular "Security Get-togethers" were held with cyber security experts, in which up to 500 employees were able to participate and ask questions via our collaboration platform.

The campaign focused on imparting knowledge, on raising awareness of how cyber criminals work and instilling a healthy sense of scepticism.



“
Our campaign has enabled us to achieve the goal of informing our employees about current cyber threats and sensitising them to the tell-tale signs of various schemes in their daily work with IT systems.
”

Ing. Mag. Bernd Datler

Managing Director, ASFINAG Maut Service GmbH



E-bikes and e-scooters available at new locations

The promotion of active mobility is a key component of the ASFINAG mobility concept, alongside the focus on environmentally friendly and sustainable mobility, which is why we are gradually equipping our locations with e-bikes and e-scooters. In 2023, the popular two-wheelers were delivered to the Innsbruck, Zirl and Seestadt Aspern locations. The feedback from employees was certainly positive. While the e-scooters proved their worth during tunnel tests in the Arlberg tunnel, among other things, the e-bikes replaced the car in Seestadt for the journey from the construction office to the building site. A good 2,500 kilometres have since been covered on the e-scooters throughout Austria and nearly 4,600 kilometres on the e-bikes.



“

The regular survey of usage times shows us that we have struck the right chord with e-two-wheelers. The feedback from colleagues has been certainly positive. They can combine business trips with physical activity without exhausting themselves and easily avoid short car journeys.

”

Florian Koch

Fleet manager at
ASFINAG Maut Service GmbH



Two days dedicated to health and safety

A health and safety forum organised jointly with Austro Control took place for the first time in 2023 in the Austro Tower in Vienna. The aim was to raise awareness among employees for the value of health and safety in mobility issues. The programme ranged from shiatsu and back training to tips for healthy snacks showcased in cooking shows to bike checks and preventative measures, such as those against bowel cancer. The campaign also made it possible to make a contribution to the health of others and be typed as a potential donor for leukaemia patients at “Geben für Leben” (Giving for Life).

Other highlights included presentations by prominent guest speakers such as former track and field athlete Kira Grünberg and volleyball professional Clemens Doppler.



“

We were able to try out a lot of new things at our first health and safety forum and the feedback was extremely positive. We take advantage of any feedback provided to improve our existing services and develop follow-up offers.

”

Mag. Christoph Weiß

Team Leader for Occupational Health Management at ASFINAG Holding



Opening the ASFINAG Austro Tower rest area

Within a very short space of time, we redesigned the area next to the Austro Tower, the site of the head office in Vienna's third district. A previously unused strip next to the Prater motorway junction was transformed into a new, visually attractive recreational area in the branding of the ASFINAG rest areas, with plenty of new green space. This is available both to colleagues and anyone who works in the office tower.

This new rest area is much more than just a place to take a break - it also comes with a few extras. Among other things, it is equipped with solar benches for charging mobile phones, a bicycle service station and a drinking water fountain. There is also a charging station for e-bikes and e-scooters available for use on work days. In addition, all ASFINAG toll products can be purchased from a vending machine.



Childcare during the school holidays now in Upper Austria

Following the successful pilot project of the children's holiday camp at the head office in Vienna in 2022, we expanded our offer to include the offices in Ansfelden, Upper Austria, in summer 2023. A total of 55 children aged between six and eleven enjoyed a varied holiday week, during which a pedagogically trained team provided exciting excursions, educational workshops and plenty of exercise. As an attractive employer, the company supports its employees with this childcare option during the school holidays and enables them to leave their children in the care of the camp team at their place of work and pick them up again after work. Further camps at other locations are planned for 2024.



Recruitment at ASFINAG

ASFINAG's aim as an attractive employer is to create a working environment in which employees can develop and flourish. The company offers a great deal of creative freedom, plenty of scope for personal responsibility and flexible working. The focus here is on the employee experience, i.e. the sum of all experiences that an employee has in the company. 2023 showed that we are on the right track. ASFINAG was awarded the golden BEST RECRUITERS seal in the "State-owned companies/chambers" sector for the second time in a row. With a ranking of 21, we were able to improve our position by 73 places. We were also delighted to receive the "Best Employer" award in the "Construction" sector, also awarded as part of the BEST-RECRUITERS study. The company owes these awards not only to the people who work in Human Resources, but also to the employees who enthusiastically recommend the Group to relatives and friends.



Our continued commitment to the ongoing development of hybrid and flexible working models not only ensures that we have the best opportunities on the recruitment market today, but also guarantees our future viability. We support the implementation of our forward-looking corporate vision by continuously optimizing and shaping the working environment in line with the needs of our employees.

Mag.^a Birgit Eder

Head of Human Resources
at ASFINAG Holding



Choose your career – turn your skills into your career

In 2023, an innovative employer branding campaign was developed in a playful gamification style to make young talent aware of the wide range of jobs on offer at ASFINAG. Instead of going through conventional application processes, talented young Generation Z people in particular can enter a “virtual” world they are familiar with and explore the company and the various fields of activity in a playful way. For the five major job worlds (construction, road, toll, IT and office), 15 animated avatars were developed that applicants can tailor to their interests and preferences in order to test the extent to which they match the jobs on offer. The campaign was promoted throughout Austria by means of posters, online banners and various social media channels and will accompany ASFINAG’s employer branding for the next few years.



How can we familiarise Gen Z with the professional world of ASFINAG and get them excited about our company and our numerous and varied jobs? We have taken up this challenge in close cooperation with HR: This campaign further showcases that ASFINAG is different to what you might think. We want to use a playful approach to encourage young and talented individuals to join one of Austria's most innovative companies.

Mag.^a Petra Mödlhammer-Prantner

Head of Marketing and Communications, ASFINAG Holding



#SHEasfinag – ASFINAG's women's network

Our women's network #SHEasfinag enables us to forge a sense of belonging and an inclusive environment for everyone. This characterises ASFINAG both as an employer and as a company. Since being set up, the #SHEasfinag network has undergone an impressive development. While the focus was initially on what specific measures ASFINAG can implement for women, attention has now turned increasingly to the topic of DEIB (Diversity, Equity, Inclusion, Belonging) and is also increasingly integrating external perspectives. With this in mind, the #SHEasfinag core team has already organised a number of exciting (online) events such as expert talks, health discussions and regular get-togethers – and there is a lot in the pipeline for 2024.

Management kick-off under the banner of communication

The 2023 management kick-off was all about “Don't stop thinking about tomorrow”. More than 190 of our managers came together in Andau, Burgenland, to refresh their knowledge, learn new things and have good and correct communication practices explained to them by professionals in a workshop. Seven market stands, as there were called, on the topics of sustainability, circular economy, energy partnership, construction site management, cybercrime, tolls and taxonomy took centre stage on the first day. If you look at leadership qualities as a whole, communication is the most important. The focus of the second day, which Prof Benny Briesemeister opened with his keynote speech “What neuroscience says about successful leadership”, was therefore on what managers should pay attention to in communication. All managers agreed that talking to each other more, listening to each other, engaging with the other person and understanding what is meant are the key pillars of good communication.



ROAD TRAFFIC SAFETY



ROAD TRAFFIC SAFETY

Cautious road safety work is based on three key pillars, which were also an integral part of our efforts to make motorway traffic safer in 2023. Using new technologies, such as the drone pilot project on the A8 Innkreis motorway, can help assess the situation more quickly and comprehensively when accidents happen. Infrastructure maintenance and structural improvements are the second important component. The two safety upgrades on the S37 Klagenfurt expressway and the S4 Mattersburg expressway, which have been or will be equipped with a structural centre divider, will significantly improve road safety. Finally, the human factor is the third and most important pillar that harbours the greatest potential for greater safety. The best example is average speed check systems, which harmonise speed and thus massively reduce the frequency of accidents. Awareness-raising campaigns such as those for HGV drivers, a high percentage of whom “do without” seat belts, round off ASFINAG’s package of measures.

20 years of average speed checks: a resounding success for greater road traffic safety

Average speed check stations, whether fixed or mobile, have shown the value they have when it comes to improve road traffic safety. The flow of traffic is more fluid, drivers do not brake or change lanes abruptly, and average speeds decline by seven kilometres an hour. While mobile units are used to monitor traffic around roadworks, the nation's network of motorways and expressways currently has six permanent such systems. ASFINAG only resorts to permanent average speed check stations in places where, despite other measures being taken and clear signage used, drivers persist in speeding, with the result being serious accidents. The first permanent average speed check system was put into service in Vienna’s Kaisermühlen tunnel in September 2003. And the results speak for themselves: There have been no more fatal accidents in Austria's most frequented motorway tunnel since then.

Introducing the average speed check system here was a milestone in road traffic safety, because there is no other way of monitoring speed as effective as this one. The systems harmonises the flow of traffic and ensures that everyone is driving safely.

DI Bernhard Lautner

Road Traffic Safety Expert,
ASFINAG



A10 tunnel renovation: “Safety makes perfect sense”

After three years of intensive planning, an examination of possible variants and numerous consultations with politicians, businesses and municipalities, the urgently needed renovation of the Ofenauer and Hiefler tunnels and the Werfen tunnel chain on the A10 Tauern motorway began on 12 September 2023. Work is being carried out around the clock to make this important transport artery fit for the future in the shortest possible time. To this end, we are renewing the carriageway, renovating the tunnel shells, extending the escape routes and updating the entire safety equipment. The tunnels will also be fitted with innovative LED lighting and the AKUT acoustic tunnel monitoring system.

One tunnel tube will be closed at a time until June 2024, while two-way traffic will be allowed in the second tube. Due to the heavy traffic load in summer, work on the 14-kilometre section will be suspended from July to September. Then work will begin on the other respective tubes. Such extensive renovation work in a construction period of just ten months requires a monumental effort of construction engineering, demanding the utmost precision and communication with professional construction site management. The tunnels are scheduled to be reopened at the end of June 2025. We are setting new standards with a comprehensive set of secondary multimodal measures, such as a priority lane for regional public transport buses, to cushion the impact of traffic.



“

The chain of tunnels on the A10 was built in the 1970s, making it one of the oldest in the Austrian motorway network, and will soon cease meeting the requisite safety standards. This makes the general overhaul a necessity. We have chosen this renovation method as it guarantees the shortest possible construction time to keep the impact on commuters, local traffic and travellers as low as possible.

”

DI Andreas Fromm, MBA

Managing Director, ASFINAG Bau Management GmbH



Work has begun on upgrading the safety of the Klagenfurt expressway

ASFINAG began one of the most important road safety projects in Carinthia in the spring of 2023 with its work to upgrade the safety of the S37 Klagenfurt expressway. The initial focus here was on the six-kilometre-long section between St. Veit Süd and Nord. A key component of the project is the construction of a structural centre divider to prevent head-on collisions in the future. In total, six new bridges will have to be built or widened, and two breakdown bays will be built in each direction; wildlife protection fences and 5,000 square metres of noise protection walls will complete the project. Once the work has been completed in summer 2025, dangerous oncoming traffic will be a thing of the past.



“

The safety upgrade has been a long time in the making, with there being a multitude of technical and legal hurdles to overcome and many challenges to solve. Bringing this project to fruition is a milestone in our efforts to improve road traffic safety on our motorways and expressways.

”

DI Alexander Walcher

Managing Director, ASFINAG Bau Management GmbH



Mega construction site in Austria's longest road tunnel

A tight schedule and a huge construction site: in 2023, over 200 people were hard at work on modernising the 14-kilometre-long carriageway in the Arlberg tunnel. This meant that the tunnel on the S16 Arlberg expressway needed to be closed for nearly five and a half months.

To compensate for this closure, ASFINAG developed a clever diversion concept that worked excellently and will be used again for the next closure in 2024. The renovation work is being carried out to improve safety for the 8,000 or so persons using the road every day, with a new carriageway being built, complete with lining and a drainage concept. The amount we are investing here is EUR 75 million.

Conserving resources is of paramount importance to the company, even on a construction site of this size, and so recycling was at the forefront of our approach when laying the concrete carriage comprising 23,500 cubic metres. In addition, a light-coloured aggregate is used for the carriageway in order to reduce the electricity required for lighting by 210,000 kilowatt hours per year.



Temporary measures to improve safety immediately on the S4

Following a number of serious and at times fatal road traffic accidents on the S4 Mattersburg expressway, work began on erecting a number of temporary safety measures in November 2023. ASFINAG experts obtained the necessary permits required to rapidly implement the measures in cooperation with the responsible authorities in record time. To increase traffic safety, a centre divider was installed, with traffic alternating between two or one lane in each direction. Such a system of lane alternation is already in use, for example, on the S3 Weinviertel expressway. Another safety measure involves monitoring the speed of cars using speed cameras. The actual work to implement permanent safety measures along the S4 between the Mattersburg and Wiener Neustadt intersections will begin in 2025.



This project has demonstrated our fantastic ability to work together as a team, across departments and companies. Particularly when time is of the essence and road traffic safety is at stake.

DIⁱⁿ Jessica Taucher

Head of ASFINAG Project
Development East Region



Drones for greater road traffic safety

We have been using drones to inspect structures at inaccessible sites, particularly bridges, for a number of years now. The use of unmanned aircraft systems (UAS) was tested for the first time last year to transmit a situation picture of motorways in order to obtain information quickly and to support incident management in the event of accidents, traffic jams, natural disasters or other traffic obstructions. The first promising flight was undertaken in spring 2023. The aircraft with a wing span of three metres took off from the Ried im Innkreis motorway depot, travelled ten kilometres along the A8 Innkreis motorway at a height of around 100 metres, before landing safely again. A brand-new feature here was that this class of drone flew beyond the visual line of sight.



Greater protection against natural Alpine hazards

Over the past five years, ASFINAG has reduced the risk posed by 41 natural hazards along the S16 Arlberg expressway. In most cases, it was to provide protection against flooding – e.g. for bridges spanning mountain streams. The company has invested around EUR 7.5 million in these structures in Tyrol and Vorarlberg. A range of measures to protect against rock falls, mudslides and avalanches have also been implemented in addition to those for flooding.

We are also part of an EU project in which we are looking at the question of what specifically needs to be done when disaster happens and how emergency services can remain effective.



Safety campaign for HGV drivers

2022 saw over 300 HGV drivers being injured in accidents on motorways and expressways, nine fatally. One of the reasons for this was failing to wear a seatbelt. It is with this in mind that we launched the information campaign “The most valuable cargo is you” in 2023. With the involvement of the Road Safety board and the Austrian Economic Chamber's Transport division, HGV drivers were shown just how big the risk is of being seriously injured or even killed when having an accident without wearing seatbelt.

A simulator showing how HGVs roll was set up at rest areas in Lower Austria, Upper Austria, Salzburg and Tyrol over the course of several campaign days, allowing many HGV drivers to both see and feel themselves for the first time just how much force an accident can produce.

Campaign promoters also handed out goodie bags and scented trees for the driver's cab at numerous rest areas, carrying on the message “The most valuable cargo is you” in both German and English.



<https://www.asfinag.at/verkehr-sicherheit/lkw-bus/lkw-angurten/>



Ö3 Traffic Award for the Traffic Managers in Upper Austria

Vehicles that lose their load can pose a major risk to other drivers. In May 2022, the report “Pool in the right-hand lane” is what spurred Traffic Managers Kerstin Gföllner and Jörg Hofman, based in Wels, into action near Asten on the A1 West motorway. A driver had loaded an inflated whirlpool on a trailer that was much too small and failed to tighten the transport belts enough. The result was the pool ending up on the motorway. Fortunately no-one was injured, and our Traffic Managers were able to resolve the situation quickly. It was this operation that was behind the Ö3 Traffic Award 2023, which was presented by the Minister for Climate Action, Leonore Gewessler and the Minister for the Interior, Gerhard Karner.



AVAILABILITY



AVAILABILITY

In 2023, ASFINAG invested EUR 1.3 billion in the network of motorways and expressways. Two key maintenance measures were the tunnel renewal on the Salzburg A10 Tauern motorway between Golling and Werfen and the renovation of the Arlberg tunnel on the S16 Arlberg expressway between Tyrol and Vorarlberg. The ground-breaking ceremony for the new S10 Mühlviertler expressway construction project in the Freistadt to Rainbach section took place in 2023. The S7 Fürstenfeld expressway and the A26 Linz motorway with the Danube bridge, which will be opened to traffic in 2024, are in the final construction phase.

Multimodal measures to take the pressure off the A10

ASFINAG has developed multimodal measures together with the mobility partners to cushion the impact of the tunnel renovations on traffic on the A10 Tauern motorway. On the one hand, we are providing more than 500 parking spaces for commuters, the purpose of these being to facilitate the formation of car pools and make it easier to switch to public transport. As well as additional trains, there will also be more buses, which will be given priority on the motorway and allowed to use the hard shoulder to bypass traffic jams in both directions approaching the roadworks area. This makes the switch to public transport even more attractive. We also provide ongoing, real-time information on the traffic situation on the A10 motorway in the ASFINAG app and on the comprehensive landing page <https://www.asfinag.at/en/construction-maintenance/construction-projects/a-10-tauern-motorway-tunnel-rehabilitation-golling-werfen/>.

Not only are roadworks increasing in technical complexity, but they are also getting ever more difficult to handle in terms of traffic management. The Ofenauer and Hiefler tunnels and the Werfen tunnel group on the A10 Tauern motorway represent the next steps we are taking to implement innovative mobility solutions. Something which will only become more important in the years to come.

DI Hans-Peter Treichl

Team Leader Construction West,
ASFINAG Bau Management GmbH



Linz: Renovation of the Voestbrücke bridge on the A7 completed

The end of 2023 saw ASFINAG completing one of the largest construction projects in Austria in recent years. The Linz Voestbrücke bridge on the A7 motorway and the subsequent section to Dornach were renewed from the beginning of 2022 under enormous traffic volumes in the urban area. Building two Danube bypass bridges from 2018 to 2020 was the logistical prerequisite for subsequently being able to renovate the main bridge. During the renovation work, the bypasses absorbed all the traffic in each directional carriageway, helping traffic to flow better when crossing the Danube. They have since become an integral part of Linz's cityscape.



A26 Linz motorway newbuild

Work on the first section of the A26 Linz motorway, Linz's fourth Danube bridge, was completed on schedule in 2023. Once the bridge was closed, work could begin on asphaltting the carriageway and installing the electrical safety technology. The entrances and exits to the motorway network will be built as tunnels on both banks of the Danube and will be equipped with state-of-the-art lighting, ventilation, radio systems, emergency call and video systems. The suspension bridge spans 300 metres and does not have any pillars, making it truly unique around the world. The tunnel system has a total length of 3,200 metres. The largest tunnel cross-section of the entire future ASFINAG motorway network was built for the Donau Nord junction located in the mountains.





New junction on the A7 Mühlkreis motorway

In February 2023, work began on the Linz-Auhof junction on the A7 Mühlkreis motorway. The objectives of the project in Linz-Urfahr are to optimise accessibility to the district with its educational and research facilities and to reduce traffic congestion. The junction will be finished by autumn 2024, with an additional connection to the national road network to and from Linz. The result will be that a substantial portion of the through traffic in the Dornach / Auhof district will move to the new, direct connection, i.e. the A7, once it opens. The costs of this project are being split equally between ASFINAG, the State of Upper Austria and the City of Linz.



Start of construction work for the S10 Rainbach bypass

The ground-breaking ceremony signalling the start of construction work on the S10 Mühlviertler expressway in the Freistadt North to Rainbach North section took place in November 2023. The seven-kilometre-long western bypass for Rainbach will be completed in mid-2027 and is all about relieving traffic congestion and protecting local residents and the environment. ASFINAG is investing EUR 346 million in the construction of the new route and is compensating for the impact on nature with extensive compensation areas. We are implementing ecological compensation measures on an area of more than 50 hectares or almost 80 football pitches – the area required for the route is 19 hectares.

Ten years of Traffic Managers – now in the greater Graz area

Clear efficiently traffic jams, maintain the flow of traffic, provide accident and breakdown assistance and quickly remove objects from the carriageway: Our Traffic Managers were launched as a pilot project and since marked their ten-year anniversary in Vienna in 2023. Traffic managers were then introduced to Linz and Salzburg, and since May they have also been working to ensure greater levels of safety in the greater Graz area. The teams execute around 10,000 assignments a year, clearing 1,800 accident sites, repairing more than 2,000 breakdowns, collecting 3,500 lost objects and rescuing more than 100 animals. In the last ten years, the Traffic Managers have spent almost 22,000 hours on operations and have made 700,000 radio calls. In the meantime, they have become an indispensable unit in urban centres and are valued by road users for their rapid assistance in the event of an incident.



The concept of Traffic Managers trained in all traffic, legal and operational matters has proven its worth since it was established ten years ago. The Graz Traffic Managers are now ASFINAG's unit active 'Around the Clock for Customers'

Mag. Walter Riepler

Head of Service and Control
Management department





Spectacular new bridge structures on the A10 and A1 motorways

ASFINAG is using an innovative method to build the 608-metre-long Steinbrückenbach valley crossing on the A10 Tauern motorway near Spittal an der Drau. As the bridge was built back in 1975, its condition meant that rebuilding the structure had become a necessity. Construction work began in March 2023 and the spectacular newbuild was started in 2024. In the process, the supporting structure of the old bridge will be lifted by up to six metres along the entire length of the bridge using hydraulic presses, with the newbuild being erected underneath. This method is more cost-effective and sustainable to implement compared to conventional ones. The old supporting structure will be used as a scaffolding and support structure, saving the company from having to transport a specially manufactured scaffolding girder to and from the site. This means that we need almost 1,000 tonnes less steel, thereby saving on the need to transport a lot of material.

Another innovative method is being used in the construction of the Aurach bridge on the A1 West motorway. A new (temporary)

bridge was built parallel to the existing bridge to minimise disruption to traffic. Once the old bridge has been demolished, the supporting structure of the new bridge will be moved across to the future Salzburg carriageway.

Eine andere neuartige Methode kommt beim Bau der Aurachbrücke auf der A 1 West Autobahn zum Einsatz. Um den Verkehr möglichst wenig zu behindern, wurde parallel zur bestehenden Brücke eine neue (temporäre) Brücke errichtet. Nach dem Abbruch der alten Brücke wird das Tragwerk der neuen mittels Querverschub zur künftigen Richtungsfahrbahn Salzburg.

Traffic information in real-time with the EVIS.AT project

Well-informed road users are safer road users, which is why we provide essential data, for example on current traffic obstructions. The EVIS.AT joint project pools data from more than 18 partners –including ASFINAG, ÖAMTC and the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology – and makes them available to customers around the clock in over 25 mobility and traffic information apps.

The information covers more than 12,000 kilometres of road network, i.e. not only motorways and expressways but also regional and local roads. The EVIS.AT data is the basis for an Austrian traffic situation picture in real time and delivers an information advantage – for more safety, less congestion and optimised driving management.



CORPORATE- GOVERNANCE-REPORT





CORPORATE-GOVERNANCE-REPORT

Corporate Governance Report Pursuant to the Federal Public Corporate Governance Codex

Introduction

The ASFINAG Group wants to boost the confidence of customers, employees and the general public through a transparent, prompt and detailed information policy. As a capital market oriented company, and due to high public interest, the ASFINAG Group bases the design and communication of its company management around international standards and best practice methods.

The ASFINAG Group pursues a corporate strategy as required for the benefit of the company, taking into consideration the strategy of the owner, the Republic of Austria, and the employees. The Board of Management reports regularly to the Supervisory Board concerning business development and submits to them specific business transactions for approval in accordance with the statutes and the law. The strategic orientation is carried out in close consultation with the Supervisory Board.

Federal Public Corporate Governance Codex (in short: “B-PCGK”)

At the end of October 2012, the Austrian Government approved the Federal Public Corporate Governance Codex (B-PCGK). The B-PCGK applies to companies whose direct or indirect majority shareholder is the Republic of Austria; it must therefore also be applied by the companies of the ASFINAG Group. The ASFINAG Group recognises the principles defined in the B-PCGK. Accordingly, the formal implementation of the B-PCGK was carried out in the ASFINAG Group for the first time in the fiscal year 2013 as mandatorily envisaged by the Codex. Observance of this Codex is anchored in the set of rules of the ASFINAG Group, through which the implementation is ensured. In 2017, the Austrian Federal Government subjected the B-PCGK to a revision. This report follows the corresponding guidelines.

In accordance with sections 12 and 15 of the B-PCGK, all companies subject to the codex are to prepare their own corporate governance report and publish it on the internet. As seen in the organisational structure of the ASFINAG Group, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft is at the top of the structure. Since it provides specific services as the Group holding company (e.g. financing, human resources, legal services) for the entire ASFINAG Group, Autobahnen- und Schnellstraßen Finanzierungs-Aktiengesellschaft decided for reasons of transparency, clarity and efficiency and in accordance with Section 15.1.4 of the B-PCGK to prepare and publish a joint corporate governance report for all companies. Verkehrsauskunft Österreich (VAO) GmbH listed below for the sake of completeness publishes its own report on its website. The ASFINAG Group is structured as follows, with ASFINAG (wholly owned by the Republic of Austria) holding 100% of the shares in ASFINAG Bau Management GmbH, ASFINAG Maut Service GmbH, ASFINAG Commercial Services GmbH and ASFINAG European Toll Service GmbH, 85% of the shares in ASFINAG Service GmbH, 51% in ASFINAG Alpenstraßen GmbH, and 26% in Verkehrsauskunft Österreich VAO GmbH:

A|S|F|i|N|A|G

Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft



Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft

Board of Management

In the fiscal year 2023, the board of management consisted of two members, Mag. Hartwig Hufnagl and Dr. Josef Fiala.

Mag. Hartwig HUFNAGL

Year of birth 1976

Date of initial appointment: 01/02/2019

End of the current term of office: 31/01/2029

Dr. Josef FIALA

Year of birth 1962

Date of initial appointment: 08/04/2019

End of the current term of office: 31/05/2024

Supervisory Board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

Mag. Hartwig HUFNAGL

Member of the Board of Management and the Steering Committee of the Austrian Society for Construction Technology (öbv)

Vice President of Austrian Society for Traffic and Transport Science (ÖVG)

Member of the Federal Board of the Federation of Austrian Industries

Dr. Josef FIALA

Chairman of the Board of ATTC (Austrian Traffic Telematics Cluster)

Executive Board Member of the European Association of Operators of Toll Road Infrastructures (ASECAP)

Member of the Board of Management of VÖWG (Austrian Association of the Public and Common Economy)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the Board of Management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the Board of Management and a catalogue of the measures that require approval by the Supervisory Board or its working committee. This also includes significant business transactions of the most important subsidiary companies.

The areas of responsibility of the members of the Board of Management were last defined by the Supervisory Board as follows, irrespective of the overall responsibility of the Board of Management:

Mag. Hartwig HUFNAGL

ASFINAG Bau Management GmbH

ASFINAG service companies

Group Management, Marketing and Communication,
Legal Affairs and Purchasing

Compliance, Corporate Governance

Dr. Josef FIALA

ASFINAG Maut Service GmbH

ASFINAG Commercial Services GmbH

ASFINAG European Toll Service GmbH

International Collaborations and Investments

Human Resources, Financing & Accounting,
Group Controlling, Toll Fees and Facility Management/ZSW

There is no chairman of the board since the Board of Management consists of only two persons.

REMUNERATION OF THE MANAGEMENT

The total remuneration of the Board of Management of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft consists of fixed and variable remuneration components, with the variable component being limited to a maximum annual percentage of the fixed salary. For each fiscal year, objectives are agreed on with the Steering Committee of the Supervisory Board at the beginning of the year, which include both the achievement of financial key performance indicators (result for the year, cost-efficiency objectives, etc.) as well as performance criteria that are not of a financial type (e.g. network planning, customer satisfaction, etc.). At the end of each fiscal year, the agreed values are compared to the actually achieved values, with a payout being made corresponding to the level of achievement.

The composition of the remuneration of management in the Group (managing directors and managerial staff) follows these principles.

The Board of Management and the management of the ASFINAG Group have pension fund agreements in accordance with the federal regulation on specimen contracts (Bundesvertragsschablonenverordnung), according to which the company pays ten percent of the fixed salary to a pension fund. No such agreements exist for the management of ASFINAG Commercial Services GmbH and ASFINAG European Toll Service GmbH.

Name	Fixed remuneration 2023, gross	Variable remuneration for performance year 2023, gross	Benefits in kind annual
Mag. Hartwig HUFNAGL	EUR 285,000	EUR 51,802	EUR 174
Dr. Josef FIALA	EUR 285,000	EUR 51,802	EUR 11,694

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included. The variable remuneration components are contractually excluded for the calculation base according to the Salaried Employees Act.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Stock Corporation Act (Aktiengesetz), the company's articles of incorporation, the rules of procedure for the Supervisory Board and the B-PCGK.

Five Supervisory Board meetings and two audit committee meetings were held in the period under review. All Supervisory Board members attended at least half of the Supervisory Board meetings during their respective term of office.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft included the following members in the fiscal year 2023:

Name	Function	Date of initial appointment	End of the current term of office
Mag. ^a Christa GEYER, CPM, CSE Year of birth 1966	Chairperson Chairperson of the Audit Committee Chairperson of the Steering Committee	31/08/2020	AGM 2027
DI Herbert KASSER Year of birth 1964	Member Deputy Chairperson Deputy Chairperson of the Audit Committee Deputy Chairman of the Steering Committee	18/02/2020	22/11/2023
DI ⁱⁿ Kathrin Renz, BA Year of birth 1987	Member Deputy Chairperson Deputy Chairperson of the Audit Committee Deputy Chairperson of the Steering Committee	24/05/2022 04/12/2023	AGM 2027

Name	Function	Date of initial appointment	End of the current term of office
DI Wolfgang ANZENGRUBER Year of birth 1956	Member Member of the Audit Committee	24/05/2022	AGM 2027
DI Dr. techn. Harald FREY Year of birth 1978	Member Member of the Audit Committee	31/08/2020	AGM 2027
Martha SCHULTZ Year of birth 1963	Member Member of the Audit Committee	02/03/2018	AGM 2027
Roman GRÜNERBL Year of birth 1966	Chairman of the Group Representative Body Member of the Audit Committee	10/04/2014	28/03/2023
Martin PRETTERHOFER Year of birth 1977	Chairman of the Group Representative Body Member of the Audit Committee	28/03/2023	Posting for indefinite period
DI ⁱⁿ Gerlinde MATTANOVICH Year of birth 1962	Works Councillor Member of the Audit Committee	28/03/2023	Posting for indefinite period
DI Karl Christian PETZ Year of birth 1969	Chairman of the Works Council of ASFINAG Member of the Audit Committee	09/04/2021	Posting for indefinite period
Gabriele STRASSNIGG Year of birth 1962	Works Councillor Member of the Audit Committee	30/01/2018	28/03/2023

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior fiscal year.

The AGM adopted the following remuneration scheme without changes:

Function in the Supervisory Board	Remuneration p. a.	Attendance fee/meeting
Chairman	EUR 16,000	EUR 700
Deputy	EUR 12,000	EUR 700
Member	EUR 8,000	EUR 700

Remuneration and attendance fees amounting to around EUR 101,300 were paid out to the Supervisory Board in the fiscal year 2023. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Bau Management GmbH

Management

In the fiscal year 2023, the management consisted of two members, DI Alexander Walcher and DI Andreas Fromm, MBA.

DI Alexander WALCHER

Year of birth 1969

Date of initial appointment: 01/03/2008

End of the current term of office: 29/02/2028

DI Andreas FROMM, MBA

Year of birth 1976

Date of initial appointment: 01/03/2018

End of the current term of office: 29/02/2028

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

DI Alexander WALCHER

President of the PIARC
(Austrian National Committee of the World Road Association)

Member of the Executive Committee of PIARC / AIPCR
(World Road Association / Association mondiale de la Route)

Administrative Board at ÖIAV
(Austrian Association of Engineers and Architects) Member of the

Board of Management of ÖVG
(Austrian Society for Traffic and Transport Science) until 07/09/2023

DI Andreas FROMM, MBA

Board of Management of ÖBV
(Austrian Society for Construction Technology)

Member of the Board of Management of FSV
(Austrian Research Association for Road – Rail – Transport)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of the members of the management were last defined by the Supervisory Board as follows, irrespective of the overall responsibility of the management:

	DI Andreas FROMM, MBA	DI Alexander WALCHER
Departments	Construction E&M	Asset Management Project Development
Special responsibilities	Services Construction Management and Tendering	Human Resources Project Controlling
Corporate Services		Real Estate Acquisition Environment and Process Management

REMUNERATION OF THE MANAGEMENT

The total remuneration of the management of ASFINAG Bau Management GmbH consists of fixed and variable remuneration components, with the variable component being limited to a maximum annual percentage of the fixed salary.

	Fixed remuneration 2023, gross	Variable remuneration for performance year 2023, gross	Benefits in kind annual
DI Andreas FROMM, MBA	EUR 160,000	EUR 42,517	EUR 8,248
DI Alexander WALCHER	EUR 160,000	EUR 42,517	EUR 10,972

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Limited Liability Companies Act (GmbH-Gesetz), the company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

Four Supervisory Board meetings were held in the period under review. All Supervisory Board members attended at least half of the Supervisory Board meetings during their respective term of office.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Bau Management GmbH included the following members in the fiscal year 2023:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Steering Committee	01/02/2019	AGM 2024
Dr. Josef FIALA Year of birth 1962	Deputy Chairman Deputy Chairman of the Steering Committee	01/05/2019	AGM 2024
DI Mark GANSTER Year of birth 1974	Member	16/03/2018	24/05/2023

Name	Function	Date of initial appointment	End of the current term of office
Mag. Dr. Alfred KAPPL Year of birth 1965	Member	16/03/2018	24/05/2023
KR ⁱⁿ Margarete KRIZ-ZWITTKOVITS Year of birth 1959	Member	16/03/2018	24/05/2023
Laura FARIELLO, MA Year of birth 1979	Member	09/10/2023	AGM 2028
DI ⁱⁿ Mag. ^a Anna HUDITZ Year of birth 1980	Member	24/05/2023	AGM 2028
Mag. ^a Karin RATHKOLB Year of birth 1965	Member	24/05/2023	AGM 2028
Mag. ^a Marleen ROUBIK Year of birth 1990	Member	24/05/2023	09/10/2023
Ing. Wolfgang EBERHART Year of birth 1962	Chairman of the Works Council	22/06/2022	07/02/2023
Ing. Adolf ASTNER Year of birth 1962	Works Council	25/05/2022	31/01/2024
DI ⁱⁿ Gerlinde MATTANOVICH Year of birth 1964	Chairperson of the Works Council	25/05/2022	Posting for indefinite period
Ing. Manuel SCHÖNHUBER Year of birth 1983	Works Council	14/02/2023	31/01/2024

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior fiscal year.

The AGM adopted the following remuneration scheme without changes:

Function in the Supervisory Board	Remuneration p. a.	Attendance fee/meeting
Chairman	EUR 2,250	EUR 150
Deputy	EUR 1,850	EUR 150
Member	EUR 1,500	EUR 150

Remuneration and attendance fees amounting to around EUR 5,250 were paid out to the Supervisory Board in the fiscal year 2023. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFİNAG Service GmbH

Management

In the fiscal year 2023, the management consisted of two members, Mag.^a Dr.ⁱⁿ Tamara Maria Christ and Heimo Maier-Farkas, MSc.

Mag. ^a Dr. ⁱⁿ Tamara Maria CHRIST		Heimo MAIER-FARKAS, MSc	
Year of birth 1982		Year of birth 1967	
Date of initial appointment:	15/05/2022	Date of initial appointment:	01/12/2022
End of the current term of office:	14/05/2027	End of the current term of office:	30/11/2027

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

Heimo MAIER-FARKAS, MSc	
“Member of the Technical Committee Road Network Operations and ITS for Sustainability” in the PIARC (Permanent International Association of Road Congresses) since 2024. This activity is performed on a voluntary basis.	

This function is approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of the members of the management were last defined by the Supervisory Board as follows, irrespective of the overall responsibility of the management:

	Mag.^a Dr.ⁱⁿ Tamara Maria CHRIST	Heimo MAIER-FARKAS, MSc
Departments	Operational Maintenance	AVB - Anlagen- & Verkehrsbetrieb Service and Control Management
Special responsibilities	Real estate management	Fleet Management Services
Corporate Services	Human Resources Worker Protection Controlling	

REMUNERATION OF THE MANAGEMENT

The total remuneration of the management of ASFINAG Service GmbH consists of fixed and variable remuneration components, with the variable component being limited to a maximum annual percentage of the fixed salary.

	Fixed remuneration 2023, gross	Variable remuneration for performance year 2023, gross	Benefits in kind annual
Mag. ^a Dr. ⁱⁿ Tamara Maria CHRIST	EUR 160,000	EUR 45,157	EUR 174
Heimo MAIER-FARKAS, MSc	EUR 160,000	EUR 45,157	EUR 174

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Limited Liability Companies Act (GmbH-Gesetz), the company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

Four Supervisory Board meetings and two audit committee meetings were held in the period under review. All Supervisory Board members attended at least half of the Supervisory Board meetings during their respective term of office.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Service GmbH included the following members in the fiscal year 2023:

Name	Funktion	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Audit Committee Chairman of the Personnel Committee	20/02/2019	AGM 2024
Dr. Josef FIALA Year of birth 1962	Deputy Chairman Deputy Chairman of the Audit Committee Deputy Chairman of the Personnel Committee	13/06/2019	AGM 2024
DI Thomas KELLER Year of birth 1972	2nd Deputy Chairman	18/03/2020	AGM 2025
Christoph BAYRHAMMER Year of birth 1994	Member	18/03/2020	AGM 2025
DI Volker BIDMON Year of birth 1966	Member	15/11/2023	AGM 2028

Name	Funktion	Date of initial appointment	End of the current term of office
DI Josef DECKER Year of birth 1965	Member Member of the Audit Committee	18/02/2015	AGM 2025
Ing. Manfred EBNER Year of birth 1953	Member	20/02/2019	15/06/2023
Mag. Alexander FORSTER Year of birth 1993	Member	09/08/2022	AGM 2027
DI Wolfgang HECKENAST Year of birth 1977	Member	10/06/2015	AGM 2025
DI Franz SCHWAMMENHÖFER Year of birth 1967	Member	16/03/2012	AGM 2025
DI Andreas TROPPER Year of birth 1965	Member Member of the Audit Committee	20/02/2019	AGM 2024
Günter ECK Year of birth 1975	1st Deputy Chairman of the Central Works Council Member of the Audit Committee	11/03/2010	Posting for indefinite period
Christian PIRIBAUER Year of birth 1965	Chairman of the Central Works Council Member of the Audit Committee	10/02/2015	Posting for indefinite period
Martin PRETTERHOFER Year of birth 1977	Works Council	01/09/2016	Posting for indefinite period
Alexandra ADLBAUER Year of birth 1979	Works Council	20/03/2018	Posting for indefinite period
Johannes TRAUNER Year of birth 1961	Works Council	20/03/2018	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior fiscal year.

The AGM adopted the following remuneration scheme without changes:

Function in the Supervisory Board	Remuneration p.a.	Attendance fee/meeting
Chairman	EUR 2,250	EUR 170
Deputy	EUR 1,850	EUR 170
Member	EUR 1,500	EUR 170

Remuneration and attendance fees amounting to around EUR 16,300 were paid out to the Supervisory Board in the fiscal year 2023. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Alpenstraßen GmbH

Management

In the fiscal year 2023, the management consisted of one member, Ing. Stefan Siegele.

Ing. Stefan SIEGELE

Year of birth 1970

Date of initial appointment: 01/01/2017

End of the current term of office: 31/12/2026

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

Ing. Stefan SIEGELE

Tyrol State General Manager of the Austrian Society for Traffic and Transport Science (ÖVG)

Vice President of the Austrian Committee for Road Maintenance and Winter Service of the World Road Association (PIARC)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The rules of procedure contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

REMUNERATION OF THE MANAGEMENT

The total remuneration of the management of ASFINAG Alpenstraßen GmbH consists of fixed and variable remuneration components, with the variable component being limited to a maximum annual amount.

	Fixed remuneration 2023, gross	Variable remuneration for performance year 2023, gross	Benefits in kind annual
Ing. Stefan SIEGELE	EUR 160,000	EUR 45,584	EUR 8,814

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, the manager is entitled to the corresponding application of section 23 AngG (Salaried Employees Act), with the periods of service in the ASFINAG Group being included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Limited Liability Companies Act (GmbH-Gesetz), the company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

Four Supervisory Board meetings were held in the period under review. All Supervisory Board members attended at least half of the Supervisory Board meetings during their respective term of office.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Alpenstraßen GmbH included the following members in the fiscal year 2023:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Personnel Committee	14/03/2019	AGM 2024
DI Dr. Christian MOLZER Year of birth 1969	Deputy Chairman Deputy Chairman of the Personnel Committee	01/01/2022	AGM 2027
Dr. Josef FIALA Year of birth 1962	Member	12/06/2019	AGM 2024
Dr. Christian KONZETT Year of birth 1950	Member	22/03/2007	AGM 2027
Roman GRÜNERBL Year of birth 1966	Chairman of the Works Council	27/11/2005	Posting for indefinite period
Manfred LADNER Year of birth 1984	Works Council	13/01/2020	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior fiscal year.

The AGM adopted the following remuneration scheme without changes:

Function in the Supervisory Board	Remuneration p.a.	Attendance fee/meeting
Chairman	EUR 2,250	EUR 150
Deputy	EUR 1,850	EUR 150
Member	EUR 1,500	EUR 150

Remuneration and attendance fees amounting to around EUR 4,700 were paid out to the Supervisory Board in the fiscal year 2023. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Maut Service GmbH

Management

In the fiscal year 2023, the management consisted of two members, Ing. Mag. Bernd Datler and Mag.^a Claudia Eder, MBA.

Ing. Mag. Bernd DATLER

Year of birth 1973

Date of initial appointment: 17/11/2009

End of the current term of office: 29/02/2028

Mag.^a Claudia EDER, MBA

Year of birth 1981

Date of initial appointment: 01/09/2021

End of the current term of office: 31/08/2026

Konzernexterne Aufsichtsratsmandate oder vergleichbare Funktionen, welche über die in diesem Bericht aufgelisteten hinausgehen:

Ing. Mag. Bernd DATLER

Member of the Steering Committee of ÖVDAT
(Austrian Institute for Traffic Data Infrastructure)

This function is approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Supervisory Board or its working committee.

The areas of responsibility of the members of the management were last defined by the Supervisory Board as follows, irrespective of the overall responsibility of the management:

Mag.^a Claudia EDER, MBA

Ing. Mag. Bernd DATLER

Toll Collection, Enforcement and Sales

Service Management

Customer Management

Service Operations

Corporate Services:
Human Resources
Controlling

Special responsibilities:
Payment services
ITS Services

REMUNERATION OF THE MANAGEMENT

The total remuneration of the management of ASFINAG Maut Service GmbH consists of fixed and variable remuneration components, with the variable component being a maximum annual percentage of the fixed salary.

	Fixed remuneration 2023, gross	Variable remuneration for performance year 2023, gross	Benefits in kind annual
Ing. Mag. Bernd DATLER	EUR 160,000	EUR 37,413	EUR 8,265
Mag. ^a Claudia EDER, MBA	EUR 160,000	EUR 37,413	EUR 8,242

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included.

Supervisory Board

The foundation for the work of the Supervisory Board is primarily formed by the Limited Liability Companies Act (GmbH-Gesetz), the company's articles of association, the rules of procedure for the Supervisory Board and the B-PCGK.

Four Supervisory Board meetings were held in the period under review. All Supervisory Board members attended at least half of the Supervisory Board meetings during their respective term of office.

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Maut Service GmbH included the following members in the fiscal year 2023:

Name	Function	Date of initial appointment	End of the current term of office
Dr. Josef FIALA Year of birth 1962	Chairman Chairman of the Personnel Committee	01/05/2019	AGM 2024
Mag. Hartwig HUFNAGL Year of birth 1976	Deputy Chairman Deputy Chairman of the Personnel Committee	13/03/2018	AGM 2028
Mag. ^a Christa BOCK Year of birth 1972	Member	01/02/2017	AGM 2028
DI Rolf SINT, PMP Year of birth 1979	Member	30/11/2018	AGM 2028
Angelika STEINER, MSc, MIM Year of birth 1989	Member	24/05/2023	AGM 2028
Gerald Schwarzenpoller, MSc Year of birth 1989	Member	13/09/2021	AGM 2026
Gabriele STRASSNIGG Year of birth 1962	Chairperson of the Works Council	01/09/2016	Posting for indefinite period
Klaus KONRATH Year of birth 1972	Works Councillor	06/02/2019	Posting for indefinite period
Christine STAUBMANN Year of birth 1969	Works Councillor	01/02/2022	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

Employees of the ASFINAG Group have no claim to remuneration and attendance fees. To the extent that members of the supervisory board are civil servants of the federal government, their remuneration must be transferred to the account of the Federal Ministry of Finance.

The Annual General Meeting (AGM) determines yearly the remuneration of the Supervisory Board members that it elects for the prior fiscal year.

The AGM adopted the following remuneration scheme without changes:

Function in the Supervisory Board	Remuneration p.a.	Attendance fee/meeting
Chairman	EUR 2,250	EUR 150
Deputy	EUR 1,850	EUR 150
Member	EUR 1,500	EUR 150

Remuneration and attendance fees amounting to around EUR 5,400 were paid out to the Supervisory Board in the fiscal year 2023. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Commercial Services GmbH

Management

In the fiscal year 2023, the management consisted of two members, DI (FH) René Moser, MBA and Dr. Anton Sieber, MBA.

Dr. Anton SIEBER, MBA

Year of birth 1965

Date of initial appointment: 27/08/2009

End of the current term of office: indefinite

DI (FH) René MOSER, MBA

Year of birth 1979

Date of initial appointment: 01/10/2015

End of the current term of office: indefinite

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

DI (FH) René MOSER, MBA

Member / Chair of the Executive Board of the Conference of European Directors of Roads (CEDR)

Deputy Secretary General at the Austrian Society of Transport Sciences (ÖVG) until 7 September 2023, from this date Member of the Board (Treasurer)

Director of IBTTA (International Bridge, Tunnel and Turnpike Association) Board of Directors

These functions are approved by the shareholder.

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Annual General Meeting.

The areas of responsibility of the management were defined by the Supervisory Board as follows, irrespective of the overall responsibility of the management:

DI (FH) René MOSER, MBA

Corporate Affairs

Human Resources

Risk Management

Marketing/Communication

Dr. Anton SIEBER, MBA

Business Unit “Consulting”

Business Unit “Operations”

Internal Organisation

Commercial Support/Controlling

Sales of Components

REMUNERATION OF THE MANAGEMENT

The managers of ASFINAG Commercial Services GmbH exercise their management duties in addition to their main duties in Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft and do not receive any additional remuneration for the work as Managing Directors.

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included.

Supervisory Body

Due to the secondary role of the work of ASFINAG Commercial Services GmbH in relationship to the object of the ASFINAG Group, no supervisory body is installed.

ASFINAG European Toll Service GmbH

Management

In the fiscal year 2023, the management comprised two members, Mag.^a Gabriele Csoklich and Dr. Wolfgang Treitler, MBA.

Mag.^a Gabriele CSOKLICH

Year of birth 1964

Date of initial appointment: 12/03/2010

Ende der laufenden Funktionsperiode: indefinite

Supervisory board mandates that are outside the Group, or comparable functions that go beyond the ones listed in this report:

None

Dr. Wolfgang TREITLER, MBA

Year of birth 1977

Date of initial appointment: 01/10/2018

Ende der laufenden Funktionsperiode: indefinite

FUNCTION AND ALLOCATION OF DUTIES

The allocation of duties and cooperation of the management is regulated in the rules of procedure. Furthermore, they contain the information and reporting duties of the management and a catalogue of the measures that require approval by the Annual General Meeting.

The areas of responsibility of the management were defined as follows, irrespective of the overall responsibility of the management.

Mag.^a Gabriele CSOKLICH

Dr. Wolfgang TREITLER, MBA

International Toll Sticker Settlement

International (electronic) Toll Settlement (e.g. EasyGo+)

Accounting and Controlling

REMUNERATION OF THE MANAGEMENT

The managers of ASFINAG European Toll Service GmbH exercise their management duties in addition to their main duties in Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft and do not receive any additional remuneration for the work as Managing Directors.

CONCLUSION ENTITLEMENTS

At the end of the employment relationship, members of the Board of Management are entitled to the corresponding application of section 23 of the Salaried Employees Act (AngG), with the periods of service in the ASFINAG Group being included.

Supervisory Body

Due to the secondary role of the work of ASFINAG European Toll Service GmbH in relationship to the object of the ASFINAG Group, no supervisory body is installed.

Gender Aspects/Diversity Concept pursuant to section 243c (2) 2a of the Austrian Commercial Code (UGB) in Management and the Supervisory Board

The ASFINAG Group ensures equal opportunity and equal treatment irrespective of ethnic origin, skin colour, age, gender, educational and professional background, religion, nationality, sexual orientation, social background and political views. In this context, as part of the “Diversity” project, ASFINAG is working on further developments. There are numerous initiatives for the advancement of women, particularly for management positions. In particular with regard to the proportion of women, reference is made to the Equal Treatment Act (Gleichbehandlungsgesetz) in the advertisements for Board of Management and management positions. Advertisements are open equally to women, men and non-binary people. ASFINAG endeavours to increase the proportion of women and therefore urges women to apply.

The following table shows the proportion of women in management and supervisory bodies, separated by company. Although special attention is paid to gender aspects, there is a high proportion of men due to historically grown structures and the very technology-oriented content and areas of activity in the respective companies.

The proportion of women in the supervisory body was calculated with regard to the shareholder representatives because the employee representatives are delegated by the Works Council, and the company and the owner had no influence over this delegation.

“
Compliance and corporate governance have traditionally occupied a very important position at ASFINAG. Since the 2013 financial year, ASFINAG has published the annual Corporate Governance Report for the entire ASFINAG Group on the basis of the regulations in the Federal Public Corporate Governance Code. This also gives the general public access to the information policy in a transparent, timely and detailed way.
”

Dr. Wolfgang Treitler, MBA

Head of the Legal and Purchasing Department of ASFINAG Holding and Managing Director of European Toll Services GmbH



	Proportion of women in management	Proportion of women in supervisory bodies	Proportion of women in the Audit Committee	Proportion of women in the Steering and Personnel Committee
	as per 31/12/2023	as per 31/12/2023	as per 31/12/2023	as per 31/12/2023
Autobahnen- und Schnellstraßen- Finanzierungs-Aktiengesellschaft	0 %	60 %	60 %	100 %
ASFINAG Bau Management GmbH	0 %	60 %	No Audit Committee	0 %
ASFINAG Service GmbH	50 %	0 %	0 %	0 %
ASFINAG Alpenstraßen GmbH	0 %	0 %	No Audit Committee	0 %
ASFINAG Maut Service GmbH	50 %	20 %	No Audit Committee	0 %
ASFINAG Commercial Services GmbH	0 %	No supervisory body	No Audit Committee	No Steering or Personnel Committee
ASFINAG European Toll Service GmbH	50 %	No supervisory body	No Audit Committee	No Steering or Personnel Committee

D&O Insurance

D&O insurance exists for all members of the Board of Management and the Supervisory Board of the ASFINAG Group.

Deviations in the ASFINAG Group

Section 7.6.3.1 (C rule): The Articles of Association should provide for a regular duty on the part of the management to inform the shareholder about the extent to which shareholder targets have been achieved along with the corporate strategy. There is no need, however, to make an amendment to ASFINAG's Articles of Association, as ASFINAG's governing bodies are required under Section 2(4) of ASFINAG's Articles of Association to *“comply with the Public Corporate Governance Codex of the Federal Government (B-PCGK) in accordance with the resolution of the Austrian Federal Government of 30 October 2012 as amended [...]”*. To the same extent, the Board of Management of ASFINAG must observe the provisions of the B-PCGK in its management activities pursuant to Section 7(4) of the Articles of Association of ASFINAG. Regular information is provided to the shareholder in accordance with Article 7.6.3.1.

Section 11.6.6 (C rule): Due to the organisational structure and for financial considerations, the members of the Board of Management of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft are also members of the Supervisory Board in the subsidiary companies, meaning that members of the supervisory boards are simultaneously members of the respective shareholders' meeting. This personal union is permissible under Austrian stock corporation law and is a recognized control instrument for corporations. The decision on the discharge and remuneration of the members of the supervisory boards of the subsidiary companies must be approved by the Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft. This is anchored correspondingly in the rules of procedure for the administrative bodies of the ASFINAG Group.

Section 12 and Section 15: As already mentioned above, for reasons of the transparency, clarity and efficiency of its organisational structure and in accordance with Section 15.1.4 of the B-PCGK, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft prepares a joint corporate governance report for all companies of the ASFINAG Group and publishes it on the ASFINAG website. The subsidiary companies of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft do not operate websites of their own.

External Review

In accordance with Section 15.5, an external review of compliance with the provisions of the Codex was carried out by the commercial law firm Barnert Egermann Illigasch Rechtsanwälte GmbH in the fiscal year 2022. Full implementation and compliance with the requirements have been attested and there are no other deviations beyond the scope of this report. The next external review will be carried out in a timely fashion in the fiscal year 2027.

Statement of Compliance of the Board of Management and Supervisory Board Concerning the B-PCGK

The Board of Management and Supervisory Board declare the following concerning the evaluation that was carried out:

“B-PCGK has been applied in the ASFINAG Group since the fiscal year 2013 and complied with according to the explanations given above, although the regulations of the Austrian Corporate Governance Codex were already voluntarily complied with in the years from 2011 to 2013. The deviations from the Codex regulations result primarily from the organisational structure of the ASFINAG Group and have been explained and justified accordingly. Application of the B-PCGK is very important to ASFINAG and constitutes a significant component with regard to boosting the confidence of the shareholder, business partners, employees and the general public in the company. As reported at the beginning, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft decided to prepare a joint report for the entire Group due to the particular organisational structure. Consequently, this statement of compliance is also submitted by the Board of Management and Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft for all companies in the ASFINAG Group.”

The Board of Management and the Supervisory Board m.p.

FINANCIAL REPORTING



Condensed consolidated financial statements

The following is a condensed version of parts of the consolidated financial statements. This is not a publication that complies with legal requirements, which means that an audit opinion may not be attached.

The complete consolidated financial statements were audited by an auditor and an audit certificate was issued on 10 April 2024. This audit opinion contains

- an unqualified audit certificate,
- a section on particularly important audit matters,
- additional disclosures pursuant to Article 10 of the EU Regulation.

The statutory disclosure pursuant to section 277 of the Austrian Business Code (UGB) in the commercial register held at the Commercial Court of Vienna under FN 92191a and in the Wiener Zeitung had not yet been made at the time this annual report was published. The full annual financial statements and consolidated financial statements, together with the related management reports and auditor's reports, are also published in the annual financial report pursuant to section 124 of the Stock Market Act (BörseG) 2017.

Consolidated Balance Sheet – Assets

For the fiscal year ending 31 December 2023 (in EUR)

	31/12/2023	31/12/2022
Non-current assets	18,968,299,294.19	18,397,075,201.33
Intangible assets	18,112,726,399.77	17,592,967,808.78
Tangible assets	690,859,885.58	642,165,193.91
Real estate held as financial investments	14,870,695.92	15,922,806.29
Companies accounted for using the equity method	1,270,607.88	911,545.92
Other assets	75,793,341.68	84,674,136.22
Future tax assets	72,778,363.36	60,433,710.21
Current assets	593,679,230.11	485,104,204.13
Inventories	21,445,544.97	20,219,281.87
Trade receivables	252,176,226.42	266,582,630.29
Other assets	97,544,487.75	96,348,155.52
Cash and cash equivalents	222,512,970.97	101,954,136.45
TOTAL assets	19,561,978,524.30	18,882,179,405.46

Consolidated Balance Sheet – Equity + Liabilities

For the fiscal year ending 31 December 2023 (in EUR)

	31/12/2023	31/12/2022
Equity	8,928,087,515.75	8,319,837,026.07
Share capital	392,433,304.51	392,433,304.51
Capital reserves	69,915,790.07	69,915,790.07
Retained income	6,318,012.97	6,318,012.97
Accumulated consolidated earnings	8,454,720,408.20	7,846,469,918.52
Equity held by the shareholders of the parent company	8,923,387,515.75	8,315,137,026.07
Non-controlling interests	4,700,000.00	4,700,000.00
Non-current liabilities	8,477,179,492.31	9,454,644,049.45
Financial liabilities	8,291,352,856.24	9,266,243,550.33
Employee obligations	39,751,859.00	38,305,807.00
Provisions	40,622,102.27	36,307,684.76
Trade payables	5,916,915.56	16,550,376.34
Contract liabilities	98,910,567.52	96,430,316.52
Other liabilities	625,191.72	806,314.50
Current liabilities	2,156,711,516.24	1,107,698,329.94
Financial liabilities	1,052,161,825.82	102,530,791.37
Trade payables	500,233,836.46	402,940,098.39
Contract liabilities	134,064,367.85	141,056,725.40
Other liabilities	99,579,740.33	121,408,482.36
Income tax liabilities	0.00	26,512,598.57
Provisions	370,671,745.78	313,249,633.85
TOTAL equity + liabilities	19,561,978,524.30	18,882,179,405.46

Consolidated Income Statement

	2023	2022
Revenues	3,091,175,000.84	2,930,619,596.27
Other revenue	138,690,184.52	131,398,631.30
Own work capitalised	6,318,252.69	4,908,998.74
Cost of materials and purchased services	-1,357,144,169.56	-1,200,641,833.80
Personnel expenditure	-266,772,228.35	-234,448,012.78
Other expenses	-237,269,550.36	-206,978,938.19
Earnings before interest, taxes, depreciation, appreciation, other financial results and results from financial assets accounted for using the equity method (EBITDA)	1,374,997,489.78	1,424,858,441.54
Write-downs, write-ups and impairments of intangible assets, tangible assets and investment property	-88,511,662.13	-93,110,974.74
Earnings before interest, taxes, income from securities and income from companies accounted for using the equity method (EBIT)	1,286,485,827.65	1,331,747,466.80
Interest expenses	-197,105,890.12	-195,539,258.24
Other financial expenses	-2,806,655.62	-34,144,268.13
Interest income	21,650,186.40	7,568,056.84
Other financial income	2,932,749.96	31,378,303.19
Income from companies accounted for using the equity method	-189,538.04	-268,547.54

Consolidated Income Statement

	2023	2022
Financial result and earnings from companies accounted for using the equity method	-175,519,147.42	-191,005,713.88
Earnings before taxes (EBT)	1,110,966,680.23	1,140,741,752.92
Taxes on income and earnings	-266,839,517.28	-290,232,868.46
CONSOLIDATED profit/loss	844,127,162.95	850,508,884.46
Of which:		
Parent company's shareholders	844,127,162.95	850,508,884.46
Non-controlling interests	0.00	0.00

Consolidated Statement of Comprehensive Income

	2023	2022
CONSOLIDATED profit/loss	844,127,162.95	850,508,884.46
Revaluation of defined benefit plans	-1,138,536.72	3,415,417.56
Deferred taxes related to these items	261,863.45	-929,182.45
Other earnings (after income taxes) not reclassified to the income statement in subsequent periods	-876,673.27	2,486,235.11
TOTAL comprehensive income	843,250,489.68	852,995,119.57
thereof shares held by parent company's shareholder	843,250,489.68	852,995,119.57
thereof non-controlling interests	0.00	0.00

Consolidated Statement of Changes in Equity

For the fiscal year from 1 January to 31 December 2023 (in EUR)

	Share capital	Capital Reserves	Profit Reserves	Revaluation reserve for defined benefit plans
As at 31 December 2021	392,433,304.51	69,915,790.07	6,318,012.97	-6,830,009.68
Net result for the period				0.00
Other comprehensive income				2,486,235.11
Total comprehensive income	0.00	0.00	0.00	2,486,235.11
Dividends paid out				
As at 31 December 2022	392,433,304.51	69,915,790.07	6,318,012.97	-4,343,774.57
Net result for the period				0.00
Other comprehensive income				-876,673.27
Total comprehensive income	0.00	0.00	0.00	-876,673.27
Dividends paid out				
As at 31 December 2023	392,433,304.51	69,915,790.07	6,318,012.97	-5,220,447.84

Profit carried forward	Accumulated consolidated earnings	Share of parent company owners	Non-controlling interests	Total equity
7,200,304,808.63	7,193,474,798.95	7,662,141,906.50	4,700,000.00	7,666,841,906.50
850,508,884.46	850,508,884.46 2,486,235.11	850,508,884.46 2,486,235.11		850,508,884.46 2,486,235.11
850,508,884.46	852,995,119.57	852,995,119.57	0.00	852,995,119.57
-200,000,000.00	-200,000,000.00	-200,000,000.00		-200,000,000.00
7,850,813,693.09	7,846,469,918.52	8,315,137,026.07	4,700,000.00	8,319,837,026.07
844,127,162.95	844,127,162.95 -876,673.27	844,127,162.95 -876,673.27		844,127,162.95 -876,673.27
844,127,162.95	843,250,489.68	843,250,489.68	0.00	843,250,489.68
-235,000,000.00	-235,000,000.00	-235,000,000.00		-235,000,000.00
8,459,940,856.04	8,454,720,408.20	8,923,387,515.75	4,700,000.00	8,928,087,515.75

Consolidated Statement of Cash Flows (excerpt)

For the fiscal year from 1 January to 31 December 2023 (in EUR)

	2023	2022
Opening balance of cash and cash equivalents	101,954,136.45	147,061,999.92
Cash flow from operating activities	1,128,295,373.94	1,299,138,520.81
Cash flow from investing activities	-562,549,473.45	-519,702,726.65
Cash flow from financing activities	-445,187,065.97	-824,543,657.63
Closing balance of cash and cash equivalents	222,512,970.97	101,954,136.45

Economic Situation

Assets	31/12/2023		31/12/2022		31/12/2021	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Non-current assets	18,968,299	96.97	18,397,075	97.43	18,010,529	97.00
Current assets	593,679	3.03	485,104	2.57	556,976	3.00
Non-current assets held for sale	0	0.00	0	0.00	0	0.00
Assets	19,561,979	100.00	18,882,179	100.00	18,567,505	100.00

The non-current assets are mainly dominated by intangible assets, which essentially consist of the usufructuary right (new constructions) to the primary road network. The usufructuary right grows with the acquisition and manufacturing costs for the infrastructure.

The value of the usufructuary right increased by EUR 105 million in 2023 (2022: EUR 446 million) to EUR 16,074 million.

Advance payments for usufructuary rights are also recognised under intangible assets. In 2023, these increased by a total of EUR 400 million year on year to EUR 1,776 million.

Tangible assets (EUR 691 million) primarily consist of tolling facilities, traffic control systems and investments in corporate network infrastructure as well as investments in IT infrastructure.

Current assets essentially include income from billing for toll stickers and receivables from HGV tolling with a remaining maturity of up to one year as well as liquid funds. Furthermore, inventories, valuation of the short-term derivatives and the receivables from Austrian and foreign tax authorities are also some of the items included here. The increase over the previous year of about EUR 109 million is primarily attributable to the increase in bank balances.

Economic Situation						
Equity + liabilities	31/12/2023		31/12/2022		31/12/2021	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
<i>Internally generated equity</i>	8,461,038	43.25	7,852,788	41.59	7,199,793	38.78
<i>Externally generated equity</i>	467,049	2.39	467,049	2.47	467,049	2.52
Equity	8,928,087	45.64	8,319,837	44.06	7,666,842	41.29
Non-current liabilities	8,477,179	43.33	9,454,644	50.07	8,823,155	47.52
Current liabilities	2,156,713	11.03	1,107,698	5.87	2,077,508	11.19
Equity + liabilities	19,561,979	100.00	18,882,179	100.00	18,567,505	100.00

Equity (including profit carried forward) increased by the net result for 2023, adjusted for the payout of a dividend of EUR 235 million and the other income (revaluation in accordance with IAS 19).

The maturity profile of existing financial liabilities has shifted in favour of current liabilities. This is due to the fact that no repayments were made in 2023, whereas repayments of EUR 950 million (nominal value) are due in 2024. Overall, debt has increased slightly compared to 2022 (+EUR 71 million/+0.7%). Taking into account the increase in cash and cash equivalents, however, this results in a reduction in debt of around EUR 49 million compared to 2022.

Economic Situation

Sales and Result	2023		2022		2021	
	EUR thousand	in % of revenue	EUR thousand	in % of revenue	EUR thousand	in % of revenue
Revenues	3,091,175		2,930,620		2,793,243	
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	1,374,997	44.48	1,424,858	48.62	1,353,450	48.45
Write-ups and write-downs	-88,512		-93,111		-165,430	
Earnings before interest and tax (EBIT)	1,286,485	41.62	1,331,747	45.44	1,188,020	42.53
Financial result	-175,519		-191,006		-181,407	
Earnings before taxes (EBT)	1,110,966	35.94	1,140,741	38.92	1,006,613	36.04
Net result for the period	844,127	27.31	850,509	29.02	754,982	27.03
Accumulated net result for the Group	8,454,720		7,846,470		7,193,475	

Toll revenues increased by EUR 56 million (+2 percent) compared to 2022.

The cost of materials and other purchased services, which are recognised in profit or loss (i.e. excluding recharging of usufructuary rights), increased by around 7.4 percent compared with 2022 (+EUR 59 million).

Depreciation decreased as the recognition of an impairment loss on some construction projects was nearly EUR 7 million lower than in the previous year.

The financial result improved by around EUR 15 million compared to 2022, which is due in particular to higher interest income from investments.

At EUR 1,111 million, earnings before taxes for 2023 were down EUR 30 million on the previous year (EUR 1,141 million). After deducting taxes, the annual result for 2023 is EUR 844 million, around EUR 6 million (-0.8 percent) lower than in 2022.

Economic Situation

Breakdown of revenues	2023		2022		2021	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Revenue from special toll sections	237,981	7.35	226,138	7.37	173,141	5.99
Revenue from toll vignettes	574,215	17.74	539,896	17.60	476,564	16.48
Revenue from HGV tolling	1,686,473	52.11	1,676,874	54.68	1,654,608	57.21
Revenue from letting/leasing	36,619	1.13	34,564	1.13	29,122	1.01
Revenue from enforcement	57,892	1.79	52,372	1.71	41,709	1.44
Other sales revenues	147	0.00	222	0.01	198	0.01
Revenue from recharging	497,847	15.38	400,554	13.06	417,901	14.45
Revenues	3,091,175	95.52	2,930,620	95.56	2,793,243	96.58
Own work capitalised	6,318	0.20	4,909	0.16	5,980	0.21
Income from the disposal of financial assets	2,964	0.09	2,516	0.08	2,318	0.08
Income from fines	107,165	3.31	105,094	3.43	72,920	2.52
Any other income	28,561	0.88	23,789	0.78	17,786	0.61
Other revenue	138,690	4.29	131,399	4.28	93,024	3.22
Revenues and income	3,236,183	100.00	3,066,927	100.00	2,892,247	100.00

Development in the toll sector varied depending on the category. While the toll revenues for motor vehicles with a maximum permissible weight of more than 3.5 tonnes increased by just 0.6 percent in 2023 compared with 2022, the passenger car toll sticker revenues increased by 6.4 percent and the route toll revenues by 5.2 percent.

Revenues from cost charging correspond to the expenses for building and expanding the route infrastructure. These increased by around EUR 97 million year on year (+24.3 percent).

Revenues from rentals and leases increased by 5.9 percent compared with 2022.

Revenues from enforcement activities showed a further year-on-year increase (+10.5 percent; 2022: +25.6 percent). This is mainly due to higher replacement tolls being sent to other European countries as a result of more and more countries joining the EUCARIS (European Car and Driving Licence System), which enables the participating states to exchange data on vehicle owners.

Income from fines increased slightly compared to the previous year (+2.0 percent).

Economic Situation

Breakdown of expenses	2023		2022		2021	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Cost of materials and purchased services	1,357,144	69.61	1,200,642	69.19	1,126,574	66.10
Personnel expenses	266,772	13.68	234,448	13.51	224,174	13.15
Other expenses	237,270	12.17	206,979	11.93	188,049	11.03
Appreciation, depreciation, amortisation and impairment	88,512	4.54	93,111	5.37	165,430	9.71
Expenses	1,949,698	100.00	1,735,180	100.00	1,704,227	100.00

At EUR 1,357 million, the cost of materials and purchased services was well above the level of the previous year (+EUR 156 million).

This includes (among other things) the cost of purchased services of EUR 1,366 million, which rose by around EUR 200 million compared to 2022, and the cost of materials (including changes in inventory), which increased by around EUR 2 million to EUR 49 million compared with 2022. Proceeds from the capitalisation of purchased services for investments amounting to around EUR 107 million and income from the reversal of provisions for cost of materials (EUR 10 million) were deducted. The change in the provision for future maintenance obligations (IFRIC 12) amounting to EUR 59 million is also included in this item.

Personnel expenses are above the previous year's level (+13.8 percent), due in particular to the increase in salaries under the collective bargaining agreement and the higher headcount.

Depreciation and amortisation decreased by around EUR 5 million compared with 2022. This is partly due to the fact that the extraordinary impairment for some new construction projects under construction was around EUR 7 million lower than in 2022.

Economic Situation

Cash flow statement	2023	2022	2021
	EUR thousand	EUR thousand	EUR thousand
Cash flow from operating activities	1,128,295	1,299,139	1,078,636
Cash flow from investing activities	-562,549	-519,703	-494,620
Cash flow from financing activities	-445,187	-824,544	-740,479
Change in cash and cash equivalents	120,559	-45,108	-156,463
Opening balance of cash and cash equivalents	101,954	147,062	303,524
Closing balance of cash and cash equivalents	222,513	101,954	147,062

Cash flow from operating activities in 2023 amounts to EUR 1,128 million and is therefore around EUR 171 million below the previous year's figure. This is due in particular to higher material costs. Cash flow from investing activities totalling around EUR 563 million is around EUR 43 million higher than in 2022. Overall, this will result in a positive cash flow before financing (free cash flow) of EUR 566 million for 2023.

Cash flow from financing activities (EUR -445 million), taking into account the opening balance of cash and cash equivalents, results in the closing balance of funds totalling around EUR 223 million.

Economic Situation

Profitability		2023	2022	2021
Return on sales s.l. (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\text{Revenues}}$	41.62	45.44	42.53
Return on sales s.s. (%) =	$\frac{\text{Net result for the period}}{\text{Revenues}}$	27.31	29.02	27.03
Return on total capital (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\Phi \text{ total capital}}$	6.69	7.11	6.44
Return on equity (%) =	$\frac{\text{Net result for the period}}{\Phi \text{ equity}}$	9.79	10.64	10.22

Both the return on sales in the broader sense and the return on sales in the narrower sense deteriorated slightly due to the decline in earnings (operating result and profit for the period) and the increase in sales revenue.

A similar picture can be seen for the return on capital. These were also lower due to the reduction in earnings (operating result and profit for the period) and the increase in average total equity and shareholders' equity.

Economic Situation

Non-financial performance indicators

Headcount as of 31 December	Total 2023	Employees ASFINAG 2023	Employees Federal provinces 2023	Total 2022	Total 2021
ASFINAG Holding	157	157	0	153	146
ASFINAG Service GmbH	1,568	1,339	229	1,525	1,533
ASFINAG Alpenstraßen GmbH	279	279	0	264	266
ASFINAG Bau Management GmbH	501	492	9	474	446
ASFINAG Maut Service GmbH	681	681	0	653	624
ASFINAG Commercial Services GmbH	0	0	0	0	0
ASFINAG European Toll Service GmbH	0	0	0	0	0
ASFINAG Total	3,186	2,948	238	3,069	3,015

ASFINAG Commercial Services GmbH and ASFINAG European Toll Service GmbH are not companies that manage personnel.

The total number of employees as at 31 December increased by 117 compared to 2022. Of a total of 3,186 employees as at 31 December 2023, 64 are temporary employees who are deployed for a limited period to cover peak workloads.

At the end of 2023, a total of 39 apprentices were in training, 14 (young) employees were employed via the Work&Study concept; there are currently no trainees.

The staff turnover rate is 3.3 percent and has fallen by 0.1 percent compared to the previous year. Natural turnover (deaths, retirements), departures due to expiring fixed-term employment contracts (e.g. interns, holiday and seasonal workers) and regional employees are not taken into account when analysing turnover.

The non-financial statement required for the Group management report has been prepared in the form of a separate consolidated non-financial report. This report is available for download on the ASFINAG website at <https://www.asfinag.at/ueber-uns/unternehmen/unternehmensberichte/>.

Schedule of Fixed Asset Transactions IFRS

Tangible assets	Land and buildings	Plant and equipment	Operating and office equipment
Acquisition costs			
As at 1 January 2023	353,621,446.71	727,477,030.02	45,919,001.18
Additions	5,218,779.76	25,407,969.31	5,502,595.61
Reclassifications	6,056,551.48	15,149,249.72	293,546.47
Disposals	-4,610,068.98	-11,594,264.13	-8,503,552.67
As at 31 December 2023	360,286,708.97	756,439,984.92	43,211,590.59
Depreciation and impairments			
As at 1 January 2023	165,861,047.01	405,239,212.89	29,650,464.77
Depreciation	10,329,721.90	38,427,587.69	6,790,206.08
Disposals	0.00	-10,021,983.07	-8,452,912.63
Reclassification depreciation for wear and tear	225.85	-225.85	0.00
As at 31 December 2023	176,190,994.76	433,644,591.66	27,987,758.22
Carrying amount as at 31 December 2023	184,095,714.21	322,795,393.26	15,223,832.37

Vehicles and movable assets	Advance payments and construction in progress	Total
187,997,712.89	38,047,091.10	1,353,062,281.90
20,706,327.49	70,753,347.66	127,589,019.83
0.00	-23,614,139.03	-2,114,791.36
-13,491,532.06	-541,847.15	-38,741,264.99
195,212,508.32	84,644,452.58	1,439,795,245.38
109,839,422.33	306,940.99	710,897,087.99
13,978,470.16	0.00	69,525,985.83
-12,705,877.33	-306,940.99	-31,487,714.02
0.00	0.00	0.00
111,112,015.16	0.00	748,935,359.80
84,100,493.16	84,644,452.58	690,859,885.58

Schedule of Fixed Asset Transactions IFRS

Intangible assets	Right of usufruct	Advance payment usufructuary rights
Acquisition costs		
As at 1 January 2023	15,969,303,707.96	1,467,536,270.73
Additions	62,423,870.05	444,969,478.22
Reclassifications	42,353,228.64	-42,497,304.98
Disposals	-15,121.58	0.00
As at 31 December 2023	16,074,065,685.07	1,870,008,443.97
Amortisation		
As at 1 January 2023	0.00	91,457,881.02
Depreciation	0.00	0.00
Impairment	0.00	2,176,599.09
Disposals	0.00	0.00
As at 31 December 2023	0.00	93,634,480.11
Carrying amount as at 31 December 2023	16,074,065,685.07	1,776,373,963.86

Rights and licenses	Advance payments intangible assets	Total
217,904,068.63	21,476,203.47	17,676,220,250.79
19,387,593.76	10,370,893.22	537,151,835.25
14,397,266.20	-12,282,474.84	1,970,715.02
-30,929,149.36	-109,800.87	-31,054,071.81
220,759,779.23	19,454,820.98	18,184,288,729.25
144,826,698.38	0.00	236,284,579.40
16,828,771.94	0.00	16,828,771.94
0.00	0.00	2,176,599.09
-30,695,483.56	0.00	-30,695,483.56
130,959,986.76	0.00	224,594,466.87
89,799,792.47	19,454,820.98	17,959,694,262.38

Schedule of Consolidation

Company	Registered office	Shareholding	Type of consolidation
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	Vienna	-	Holding
ASFINAG Service GmbH	Ansfelden	85 %	FC
ASFINAG Alpenstraßen GmbH	Innsbruck	51 %	FC
ASFINAG Bau Management GmbH	Vienna	100 %	FC
ASFINAG Maut Service GmbH	Salzburg	100 %	FC
ASFINAG Commercial Services GmbH	Vienna	100 %	FC
ASFINAG European Toll Service GmbH	Vienna	100 %	FC
Verkehrsauskunft Österreich VAO GmbH	Vienna	26 %	EQ

FC: Full consolidation
EQ: Equity accounting

Key Figures

Amounts in EUR million	2023	Delta in %	2022
Toll revenues	2,498	2.3 %	2,443
thereof toll revenue from cars	812	6.0 %	766
thereof toll revenues from special toll sections	238	5.3 %	226
thereof revenues from toll stickers	574	6.3 %	540
number of toll stickers sold (in millions)	28.2	4.4 %	27.0
thereof toll revenue from HGV	1,686	0.5 %	1,677
Financial result (interest expense)	-176	-7.9 %	-191
Net result for the period	844	-0.8 %	851
Cash flow before financing activities (free cash flow)	566	-27.3 %	779
Balance sheet total	19,562	3.6 %	18,882
Equity	8,928	7.3 %	8,319
Equity ratio	45.6 %	3.6 %	44.1 %
Current and non-current liabilities	10,634	0.7 %	10,563

Key Figures

Amounts in EUR million	2023	Delta in %	2022
Construction programme	1,330	17.2 %	1,135
thereof new construction	499	24.4 %	401
thereof structural maintenance	717	6.2 %	675
Distance travelled for vehicles ≤ 3.5 t mpw in mill. vehicle km/year (m+e)	28,774	3.7 %	27,740
Distance travelled for vehicles > 3.5 t mpw in mill. vehicle km/year (m+e)	3,876	-3.0 %	3,998
Total distance travelled in mill. vehicle km/year (m+e)	32,651	2.9 %	31,738
Existing road network in km	2,249	0.0 %	2,249
Headcount (incl. staff based in federal provinces) *)	3,186	3.8 %	3,069
Headcount (incl. staff based in federal provinces) FTE *)	3,019	3.7 %	2,911

*) Valid as of 31.12. this year



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