

# 2020



**A|S|F|I|N|A|G**

HAVE A SAFE TRIP, AUSTRIA!

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**Foreword by the Federal Minister  
Leonore Gewessler, BA  
Federal Ministry for Climate Action, Environment,  
Energy, Mobility, Innovation and Technology**

We in Austria are in the fortunate situation of having a stable infrastructure operator that is capable of meeting the demands of tomorrow; something which was plain to see in this exceptional and challenging year.

It is for this reason that I believe it is so very important to highlight and underscore the importance of the work performed by over 2,800 committed employees who maintain and safeguard our infrastructure day after day. After all, it is you – ASFINAG’s dedicated employees – who have made a decisive contribution to keeping supply chains in our country intact at all times throughout this especially difficult year. You have kept the roads and service stations clean and ensured safe driving conditions, in doing so often having to work in the most adverse weather conditions. I would like to take this opportunity to express my deepest gratitude here.



At the same time, ASFINAG is so much more than just the company operating Austria's motorways and expressways. ASFINAG is a key mobility partner in Austria that can make an important contribution to climate protection efforts and climate-friendly traffic flows. This is a permanent focus of the company's work, even in times of crisis. The order of the day continues to be avoiding, shifting and improving traffic. A number of important steps have already been taken here, including converting the company's fleet to e-vehicles as well as adding photovoltaic panels to tunnel entrances and the roofs of company buildings, and there are many more environmentally friendly steps to follow.

Not only is the company aware of its responsibility but also of its duty to set an example to the general public. The motorway maintenance depot in Klagenfurt, for example, will be the first large site capable of running on its own energy in the future, all thanks to more than 1,000 square metres of photovoltaic arrays

linked to a battery power plant and an intelligent control system.

These projects are only the beginning as the focus of the years to come will be on redoubling efforts so that we can reach our target of achieving climate neutrality by 2040 and in turn ensure a higher quality of life for us all. This is how ASFINAG can assume a pioneering role in Europe: as a modern infrastructure company that sets high standards to ensure safe mobility and protect both people and the environment, while at the same time forging ahead with the urgently needed measures to protect the climate.



**Federal Minister Leonore Gewessler, BA**



## **Foreword by the Chairman of the Supervisory Board Mag.<sup>a</sup> Christa Geyer**

2020 was a challenging year for ASFING and its employees in every respect. As an operator of critical infrastructure, it has also succeeded in providing a functioning network of motorways and expressways around the clock during the crisis. With its investments in Austria's motorways and expressways, ASFING has proven to be a reliable partner for people in turbulent times and has also supported the economy financially.

Yet at the same time the company has an unwaveringly optimistic view of the future. The fact that ASFING has successfully completed its strategic realignment (e.g. climate neutrality 2030, increased focus on sustainability) ensures that it will offer the right solutions for tomorrow's transport needs. Forward-looking, sustainable and innovative, it occupies a key place in Austria's mobility revolution, which is also how it sums up its new mission in unmistakably clear terms.

Consequently, there is a decisive focus on the area of sustainability. ASFING is addressing the pressing challenges of today, namely those relating to climate and energy, setting store by decarbonisation in various different areas so as to help contribute to achieving climate-relevant targets. I am therefore convinced that, with an ambitious roadmap, the goal of achieving CO<sub>2</sub> neutrality throughout the company by 2030 will be reached. In its efforts here, the mobility partner is increasingly promoting

the use of renewable sources to meet its own energy needs, and customers should also be able to use the network of roads in an increasingly CO2-neutral way. For example, the work to expand the e-charging infrastructure along motorways and expressways is helping drive the shift to alternative drive systems, while initiatives to network road and public transport services are aimed at avoiding and relocating traffic.

The fact that major challenges have been overcome and ambitious goals pursued is also due to the considerable efforts made to create a positive and motivating working atmosphere. Diversity in practice, equal opportunities, good training opportunities, health protection and measures to improve the work-life balance have become indispensable factors when it comes to having a positive corporate culture.

It is the sum of the many forward-looking initiatives – from road safety and environmental protection to procurement from “fair” producers and the progressive digitalisation when it comes to traffic management – that has earned ASFINAG a place among Europe’s leading motorway operators. The Group will remain on course and assume its responsibility for society and the environment to an even greater extent thanks to the impetus being given by its new strategic approaches. This is guaranteed first and foremost by ASFINAG’s employees, who have shown maximum

flexibility and commitment even in difficult times and who keep Austria moving. I would like to take this opportunity to express my deepest gratitude here.

A handwritten signature in blue ink, appearing to read 'Geyer', written in a cursive style.

**Mag.<sup>a</sup> Christa Geyer, Chairman of the Supervisory Board**



## Foreword by the ASFINAG Board of Management Mag. Hartwig Hufnagl and Dr. Josef Fiala

2020 was a year like no other. The coronavirus pandemic was and remains our greatest challenge. As a mobility partner, we have assumed our responsibility towards customers, society, the environment and the economy, and have taken action to protect ourselves during the coronavirus crisis. We provided our infrastructure to maintain supply chains and ensured that motorists arrived at their destinations safely and with the best service possible. In this annual report, we will present an overview of this challenging financial year.

The strength of our economic starting position meant we were able to invest one billion euros in Austria's infrastructure despite the decline in revenues. We guarantee that we will continue making investments from our own resources – without the need for further subsidies from the government.

Our goal is to counter the ever-increasing effects of climate change while, at the same time, providing our customers with high-quality, sustainable mobility. ASFINAG is a key partner in efforts to achieve climate targets.

The completion of the bypass bridges on the A 7 Mühlkreis motorway, the further development of the A 26 Linz motorway, the complete overhaul of the Perjen tunnel and the work to renovate the A 23 South-East motorway (the Tangente) as well as the Kaisermühlen junction are all evidence of our goals, namely to relieve people of the burdens caused by traffic by having an effi-

cient network of roads, to ensure greater levels of safety, and to reduce traffic jams and the desire to make detours.

ASFINAG is one of Europe's top infrastructure operators. One of the ways we achieve this is through the use of innovative technologies and services. 54 percent of all annual toll stickers have already gone digital, new safety technologies such as "acoustic tunnel monitoring" are being used to growing extent, and we are using 3-D tunnel scans and LED lighting in tunnels.

None of this would be possible without our employees. 2,900 colleagues mean 2,900 daily contributions to safety, service and convenience. Health concepts, advisory services and comprehensive information gave our employees a sense of security even in these difficult times.

2020 was a year like no other and it impressively laid bare the fact that we are a company like no other. The team spirit shown by each and every employee demonstrates that they can be counted on. Together we will tackle the challenges of the future – as a mobility partner, as a partner in efforts to change how we interact with our environment, as a competent partner for people, the economy and the environment, and as an attractive employer.



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

# GOALS



**En route to being  
a comprehensive  
mobility partner**

**From builder, operator and toll fee charger to versatile mobility partner: ASFINAG's future strategy is based on our new vision and mission, providing written guidance on the company's further development and actively shaping its future. A range of specific measures covering everything from road traffic safety and sustainability to availability were defined in the previous year with a target horizon of 2030 plus, which all employees will put into practice.**

Under the leadership of the Group Management department (holding company), cross-company core teams carried out forward-looking strategic work in a wide range of areas throughout 2020, not only identifying new measures, but also describing in detail activities that are already being implemented today and integrating these into the overall picture.

The Group Management strategy owners are focused on a total of nine core strategies:

- Road safety
- Service and control
- Availability
- Sustainability, greening and climate protection
- Multimodality, parking & breaks
- International affairs and collaborations
- Innovation
- Intelligent Transport Systems (ITS)
- Construction and maintenance

In addition, there are divisional and system strategies: Digitalisation, Financing, Legal and Purchasing, Human Resources, Group Planning, Toll Collection, Third-Party Business, and Marketing and Communications. These strategies also help us to achieve the company's goals. All areas of action have been assigned key figures to measure the extent to which goals have been reached.

“

*We are faced with the challenge of improving how tomorrow's traffic and transport can be organised in a better way. Our new strategy provides indispensable guidance here. It is important to reconcile with each other targeted investments, sustainable action and environmentally and climate-friendly solutions for the mobility of tomorrow at all times. This means it is our stated objective to be a reliable and multi-faceted mobility partner over any beyond the core tasks of operations, construction and toll collection.*

”

**Mag. Hartwig Hufnagl and Dr. Josef Fiala**

Members of the ASFINAG Board of Management





## A new vision and mission

We do not just want to wait for things to happen before we react. It is our responsibility to anticipate key upcoming topics, to set both short and long-term goals, and to work on shaping our own environment as well.

Decarbonisation of the transportation system, urbanisation, the networking of transport modes, environmental protection and climate change, innovations, new mobility concepts and an ageing network are just a few examples of the issues we must and will face.

The corresponding strategy work is founded on our vision, that is to say mission, which was redefined in 2020: a compactly formulated guideline for the company's identity and actions.

The vision describes the long-term goal and reads as follows: "We connect regions and people in the heart of Europe, as a reliable, innovative and sustainable mobility partner." The mission describes who we are and what we are already doing today, meaning that it represents the starting point of our journey into the future: "Together with our partners, we are ensuring mobility for generations to come. With forward-looking, sustainable and innovative solutions, we are part of the mobility revolution in Austria."

“

*In particular, a core task of Group management is to balance the interests of each of the 17 strategies. However, we will all implement the individual strategic measures defined in 2020 together at ASFINAG, thereby helping bring the company a step closer to its vision. The focus here is very much on our new role in the mobility system.*

”

### **DI Marko Jandrisits**

Head of the Group  
Management Department,  
ASFINAG Holding



### **Full commitment and flexibility: a partner in times of crisis**

A fully functional motorway and expressway network is indispensable, and this was especially true in the crisis year of 2020. Our focus was squarely on keeping Austria moving under the difficult conditions, i.e. ensuring mobility at all times and maintaining supply chains. All employees – from the crisis team to the road service – ensured that ASFINAG remained fully functional during the coronavirus crisis thanks to their extraordinary level of commitment and team spirit.

The challenge: to prevent negative consequences for road users as effectively as possible, especially in sensitive areas such as winter road maintenance. This was ensured by tailor-made crisis operating concepts and the strictest hygiene standards in the motorway maintenance depots, together with the nine traffic management centres throughout Austria. And it was also important to keep the rest areas open at all times - especially for drivers of heavy goods vehicles.

The three-week interruption to construction projects in spring 2020, their subsequent ramp-up with appropriate hygiene standards and the assessment of the effects of the exceptional situation were characterised by a spirit of partnership between us and our contractors. The challenging circumstances were mastered with a considerable amount of positive energy.

Thanks to the great flexibility and commitment of the employees, it was also possible to enable nearly 1,400 colleagues to work from home within a very short space of time and to provide the necessary IT equipment. We were helped by the fact that many employees have been using digital communication tools and work platforms for a long time now.

# ECONOMIC EFFICIENCY



**ASFINAG's  
share as a  
safe harbour  
in the crisis**

# ECONOMIC EFFICIENCY

2020 was overshadowed by the COVID-19 pandemic – despite this crisis, we remained an essential partner for mobility and supply. As a user-financed company, we do not receive any additional budgeted funds and, despite the decline in traffic and revenue in 2020, we reinvested the proceeds from the toll stickers, truck and bus tolls directly in Austria’s road infrastructure. We also benefited from the positive economic development seen in recent years. We generated a surplus of EUR 742 million, increasing the equity ratio to around 39 percent. We generated a profit of EUR 742 million and increased the equity ratio to approximately 39 percent. Despite the COVID pandemic, the level of debt was kept constant at 10.9 billion euros.

## TOLL REVENUES (Amounts in Euro million)



“  
*The lockdowns and the impact of the coronavirus pandemic have presented us with the greatest economic challenge faced in decades. The decline in car traffic means less revenue, while truck traffic has recovered from the crisis more quickly. We are able to benefit from a strong economic starting position, enabling us to invest over EUR 1.1 billion in our infrastructure in 2021 – under our own steam. As a partner in efforts to change how we interact with our environment, we see a lot of economic potential in green energies and sustainable mobility solutions.*  
”

**Dr. Josef Fiala**  
CEO, ASFINAG



## Mobility and security of supply ensured while protecting health to the greatest extent possible

Mobility had to be available at all times for all those who were in the service of our society during the coronavirus crisis and the lockdowns. This is why we deployed all our resources to provide services and infrastructure in compliance with the best possible standards of hygiene and health protection. Over 7,000 truck parking spaces remained available at all times during the hard lockdowns for the all-important truck traffic at 52 rest areas and 87 service stations.

Persons were required to wear face masks at rest areas. The facilities at the stops, including WCs and showers, were naturally cleaned and disinfected on a regular basis. During the lockdowns, all service buildings (catering facilities) at the rest stops had to close temporarily in compliance with the law. However, some operators took the opportunity to offer take-away products as permitted by the legislation in place. In contrast, the petrol stations with shops remained open the whole time. All 42 motorway maintenance depots and the traffic management centres remained fully operational thanks to the deployment of an effective health concept.

“

*We enjoy an excellent standing on international financial markets, a fact evidenced in no small way by this run on our bonds. This clearly demonstrates that our economic performance is consistent and that we continue to represent an economically stable and attractive prospect for investors. This is the only reason why demand for our bonds is so high. We are therefore securing the best possible options, which will certainly benefit us as a company in the long term.*

”

### Mag.<sup>a</sup> Gabriele Csoklich

Head of the Financing  
Department, ASFINAG  
Holding and Managing  
Director, European Toll  
Services GmbH



## **Complete confidence in ASFINAG's economic performance**

ASFINAG's good economic performance was also reflected on the financial market in 2020. Last year ASFINAG issued a bond in two tranches (7 and 15 year maturity) with a total volume of EUR 1.25 billion on the international financial market, attracting so much interest that the bond was "oversubscribed" five times by investors after just two hours. This once again underlines the high degree of confidence in ASFINAG's economic performance. For the first time in ASFINAG's history, a negative interest rate of 0.26 percent was achieved for the seven-year term.

## **Lockdowns caused significant drop in passenger car traffic**

2020 saw a 20 percent decrease in overall traffic across the country, with the decline in passenger car traffic being more than 22 percent. Truck traffic levels appeared to be more resilient as the decline of 4.6 percent was less than expected. The lockdowns were primarily responsible for the significant decline in traffic in 2020. During the first nationwide lockdown in March, the decline in individual traffic peaked at 57 percent, especially in and around metropolitan areas. In contrast, it was pleasing to note that congestion fell by 21 percent.

## **ASFINAG expertise: in international demand even during challenging times**

2020 was particularly challenging for our international networking activities. At the beginning of the year, we welcomed Europe's marketing and customer satisfaction experts to an exchange of experiences, an event that was organised together with the European Association of Operators of Toll Road Infrastructures (ASECAP). We then switched to online collaboration and were also able to demonstrate our expertise and leadership in this area.

During 2020, Managing Director Alexander Walcher, ASFINAG Bau Management GmbH, was appointed President of the Austrian National Committee to the World Road Association PIARC, and Managing Director René Moser, MBA, was elected International Vice President of the International Bridge, Tunnel & Turnpike Association (IBTTA). Managing Director Ursula Zechner, Maut Service GmbH, was elected second Vice President of ASECAP in December.

As regards commercial international activities, 2020 was also an encouraging year despite the coronavirus crisis. A particular highlight was the contract won from the Slovenian motorway operator DARS to support the introduction of a digital toll sticker in Slovenia.

## Greater efficiency in planning, construction and operation

In our position as a key contracting authority, we are implementing the Building Information Modelling (BIM) method on more and more levels and successively adding to our in-house expertise. This enables us to actively support networking among all project participants by generating and jointly managing digital models and interfaces. More than 20 major projects have already been carried out in 2020 using BIM, which is now able to replace the conventional method altogether. The plans for the tunnel on the A 26 Linz motorway, the additional lane on the S 16 Arlberg expressway and complete overhaul of the Lötztunnel (S 16 Arlberg expressway) were generated as a BIM model right from the start and the 2-D plans derived from this.

At the same time, we are leveraging new potential in dialogue with the construction industry: As part of our digitalisation offensive launched in 2020, all external project participants are being asked to contribute innovative ideas. Any proposals that bring improvements to project management by increasing the use of digitalisation are welcome.





# SUSTAINABILITY



**Indispensable  
partner for  
the climate  
turnaround**

# SUSTAINABILITY

We are one of the country's most important mobility partners, meaning we have a responsibility vis-à-vis society, the economy and the environment. We took further steps in 2020 to meet the challenges of climate change. Measures ranging from the increased use of renewable energies to the promotion of biodiversity form part of our sustainability strategy. Examples of our best practice activities include expanding the use of e-charging stations, making investments in environmental and roadside protection, and installing photovoltaic systems at tunnel portals. This is why, in 2020, ASFINAG was given the “Prime” rating for the fourth time in succession by the rating agency ISS ESG, the only motorway operator in the world to receive this.



“

*The effects of climate change are becoming increasingly apparent. We see ourselves as an indispensable partner in efforts to change how we interact with our environment because we are reshaping the mobility of the future – together with our employees and our customers. We will prove that sustainability and our core business are not a contradiction in terms.*

”

**Mag. Hartwig Hufnagl**

CEO, ASFINAG



## More green energy by expanding the use of photovoltaic systems

Harnessing the power of the sun makes both environmental and economic sense. Photovoltaic systems therefore already meet some of the high energy requirements of the seven tunnels now in service. At the same time, we are equipping more and more sites with photovoltaic systems in line with our sustainability strategy. Three further depots were added here in 2020 in addition to the three existing motorway maintenance depots in Unterwald, Bruck an der Leitha and Klagenfurt. The motorway maintenance depots in Knittelfeld in Upper Styria, Villach and Lieserhofen in Carinthia have been supplied with renewable energy since autumn last year. 740 square metres of PV collectors in Villach have since been producing up to 150 kWp of green electricity (nominal output under standard test conditions).



## Smart grid system supplies site with green electricity

The next big step in efforts to protect the environment was taken in Klagenfurt in 2020. A large photovoltaic installation has been supplying our site – a motorway maintenance depot and a regional traffic management centre – with green electricity since spring. This system was expanded and converted into a smart grid complete with a battery storage facility. The entire site can be supplied with renewable energy around the clock during the summer months and is safe from power outages thanks to the intelligent control system, which can decide within seconds whether the site should be supplied from the photovoltaic system, the battery storage system or, if very little solar energy is available, from the public grid or the emergency generator. Three charging stations for e-vehicles, each with up to 70 kW, are also fed with electricity from the photovoltaic system.

## ASFINAG's first hydropower plant commissioned near Flirsch

It is with our goal of producing electricity sustainably ourselves and using it locally in mind that we started with plans to build our own hydroelectric power plant near Flirsch in Tyrol. We finalised the work at the end of 2020, at which time the plant was commissioned. This power plant is capable of supplying twenty single-family homes with electricity at the same time and contributes to sustainable environmental protection by producing electricity from clean hydropower. In the future, this will primarily be used to supply the Flirsch Tunnel with green electricity. Despite the seasonally low water level of Gondebach, an output



of over 50 kW was achieved in early tests. The usable residual water volumes allow us to operate the turbine 220 days a year.

### **E-charging stations in the ASFINAG network set the tone for the future**

Reducing the environmental impact of transport and reducing reliance on fossil fuels are key challenges for the coming years and decades. As things look today, the future is e-mobility, which is why we are also increasing our efforts together with our service station partners to provide the necessary charging infrastructure along motorways and expressways.

Charging stations for e-cars are currently available at 29 service stations, meaning that there are e-charging stations available every 100 kilometres along the motorways and expressways, opening the door for e-vehicles to make long-distance journeys as well.

We are also converting our vehicles to ones powered by electricity. 31 new e-vehicles were purchased in 2020, which means that a total of 112 such vehicles are now available. The charging infrastructure was also adapted to meet demands at the sites in Graz, Villach and Klagenfurt as well as at the Gleinalm toll booth. Other locations will follow.



**“I am not a dustbin”:  
Campaign against the mountains of rubbish**

Over 8,600 tonnes of rubbish – equivalent to around 700 truckloads – are generated on domestic motorways and expressways every year. Around a quarter of the rubbish has to be collected by hand at great expense, A large proportion of it are plastic bottles, which can easily become projectiles. This is dangerous, harms the environment – and it costs a lot of money to clear them away. This is why we launched an information campaign back in spring on how to prevent the accumulation of rubbish and to raise awareness here. German-language signs reading “I am a motorway – not a rubbish bin” were displayed on overhead electronic displays along the company’s network of trunk roads. In autumn, we expanded this to include a poster campaign. At the same time, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) is also working on an amendment to the Waste Management Act (Abfallwirtschaftsgesetz). The EU’s target by 2029 is for at least 90 percent of plastic beverage bottles to be collected separately and recycled (EU Single-Use Plastics Directive). For a clean motorway and a clean environment.

“  
*The annual amount of rubbish that accumulates is equivalent to around 700 truckloads. We are especially concerned about the rubbish at the roadside and illegal dumping. Nature suffers and any activity along the roadside is dangerous for our employees, despite taking appropriate precautions. Our campaign is therefore important to raise awareness of disposing of your own rubbish where it belongs – in the bin or at landfill sites.*  
”

**Heimo Maier-Farkas**

Head of the Operational  
Maintenance Department,  
ASFINAG Service GmbH





### **We ensure environmental balance in many different ways**

Building a motorway or an expressway is of course something that has an impact on the natural surroundings. By taking appropriate measures, however, not only do we compensate for

this, but also create added environmental value. Taking the S 7 Fürstenfelder expressway as an example, this means that four times the amount of ecological compensation area will be purchased and secured for the approximately fifteen-kilometre long stretch to the west alone, including 28 hectares of meadows and over 100 hectares of forest. Habitats for a wide range of animals, such as amphibians, birds, specially protected butterflies and bats, were secured or newly created by converting arable land into herb-rich fallow land or performing reforestation activities.

### **Petttau flower meadow: attractive environmental protection**

Since 2016, we have been making a further contribution to sustainability by focusing primarily on converting green areas into valuable flowering meadows and on preserving biodiversity. Our new flowering area on the A 12 Inntal motorway near Petttau in Tyrol shows just how precious every square metre is. Together with the nature conservation association, we succeeded in turning a green area into a thriving area of flowers, creating an important habitat for many species of animals, especially insects. Forty hectares have already been set aside to become flowering meadows since the beginning of this important work to protect the environment. In addition to Petttau, other flowering meadows can be found along the A 2 South motorway, the A 4 East motorway and the S 1 Outer Ring expressway.

“  
*We have been using regional seeds and adapted care methods since 2016 to develop species-rich flower meadows from simple green spaces, like the one here on the A 12 in Petttau in Tyrol. This is how we create a habitat for bees and other fauna.*  
”

**DI<sup>in</sup> Johanna Balatka**

responsible for  
green space management  
at ASFINAG Service GmbH



**“Prime”:** once again the most sustainable  
motorway operator in the world

We were also the only motorway operator in the world to be given a “Prime” for our sustainability initiatives in 2020, being presented with this award from the renowned rating agency ISS ESG for the fourth time in a row now. Every year, the agency analyses leading companies to determine just how sustainable their actions are. In the “Infrastructure and Transportation” segment, we were able to improve from level two to level one, the best, on a scale of one to ten. We have been a best-practice road operator for many years in terms of road safety, ecological construction, roadside protection, the environmentally friendly use of resources, and recycling.



# CUSTOMERS



**ASFINAG**  
services for  
the mobility  
of tomorrow

**2020 was a very challenging year in all respects. Nevertheless, despite the adverse conditions, we succeeded in further improving our services for our customers, such as the fact that we have increased the number of parking spaces available for commuters. Over 200 additional parking spaces were built at five locations along the motorways and expressways and the number of spaces available for trucks to park was also increased by more than 200. We are, however, also focusing heavily on the future of mobility. We are the first European motorway operator to start a C-ITS (Cooperative Intelligent Transport Systems) project aimed at ensuring safety-relevant information can be transmitted directly between the vehicle and the road – yet another important milestone on our way to having Europe’s safest network of motorways and expressways.**

## **Modern toll collection system for barrier-free passage**

Green lanes, clear signposting, wider passage routes, and most importantly, no traffic jams or long waits at toll booths: These are just some of the advantages of the new toll collection system on the A 9 Pyhrn motorway in Styria, which we opened in mid-September at the Gleinalm and Bosruck toll booths. Although the number of vehicles passing through the booths was reduced by the conversion work, the new “digital toll lanes”, which are also additionally marked in green, enable a significantly higher

number of vehicles per hour to pass through the toll booths without the need for any interaction or barriers. The conversion was needed as a result of the general work to expand the A 9 motorway, which has been a four-lane carriageway all the way from Voralpenkreuz in Upper Austria to Spielfeld near the border with Slovenia since the end of 2019. What this does is enable traffic to keep moving even when passing toll booths.

## **54 percent of all annual toll stickers have already gone digital**

The digital toll sticker continued to enjoy success in 2020. 2.3 million such “stickers” have been sold, which means that more than half of all annual toll stickers in circulation have gone digital. The digital toll sticker is both practical and safe. Not least because of the situation with COVID-19, we are focusing on ways to make it possible to acquire and pay for products in a contactless way. Over 125,000 customers are now also taking advantage of the subscription service, which makes it very easy to automatically renew an annual toll sticker. Customers no longer have to remember when a toll sticker will expire, instead receiving a new one automatically and in good time every year. The FLEX digital section toll service is also tailored to needs of individual drivers: After a simple online activation process, tolls are paid automatically every time the vehicle passes through any of ASFINAG’s toll booths. Customers are able to drive through all six ASFINAG toll booths without having to stop.

“

*Our objectives were to make the toll booths wider and more convenient and, most importantly, to keep even heavy traffic moving. This new system has enabled us to improve safety while at the same time allowing vehicles to pass through toll booths without the need for any contact or barriers.*

”

**Mag.<sup>a</sup> Ursula Zechner**

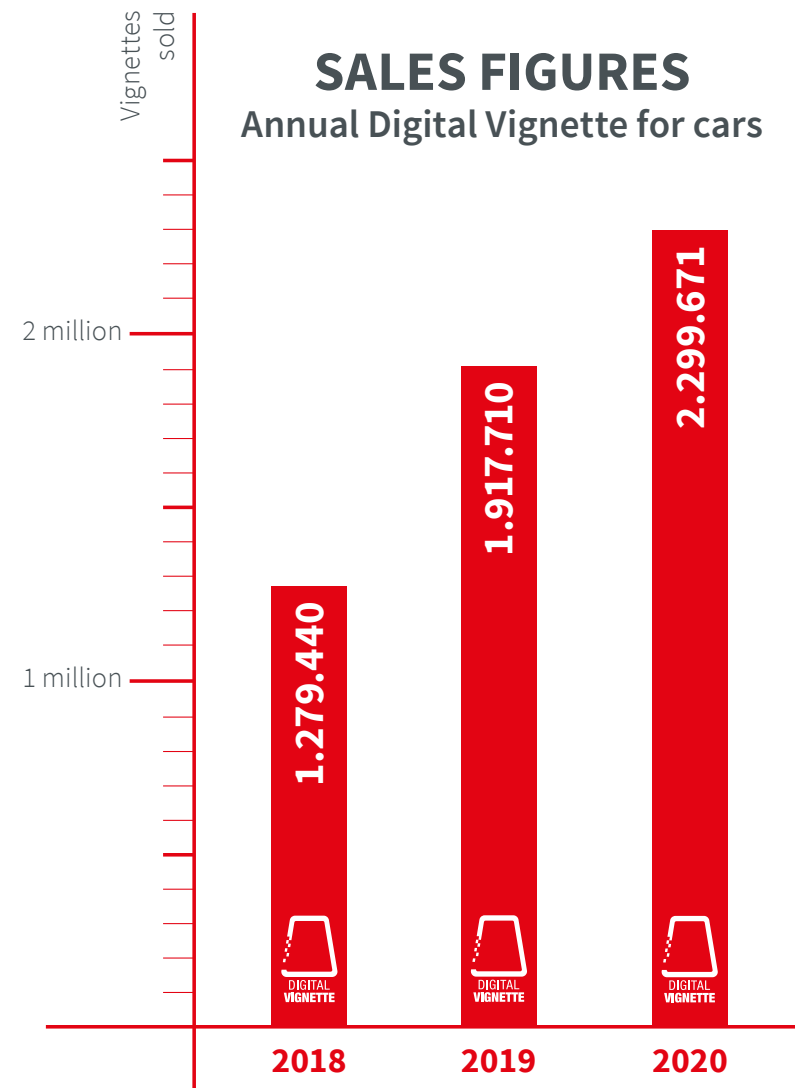
Managing Director, ASFINAG Maut Service GmbH



“  
*It is especially in times of COVID-19 that the real strength of the digital toll sticker comes to the fore. Being able to order and pay for it in a contactless way means that the customer is safer. And there are advantages to be had in how it is handled. But that's not all: The subscription and FLEX services offers are customised and make it easier to deal with tolls in Austria. 54 percent of annual toll stickers have gone digital: a loud and clear indication that we are definitely on the right track.*  
”

**Stefan Zangerle**

Head of the Toll Collection  
Department, ASFINAG  
Maut Service GmbH



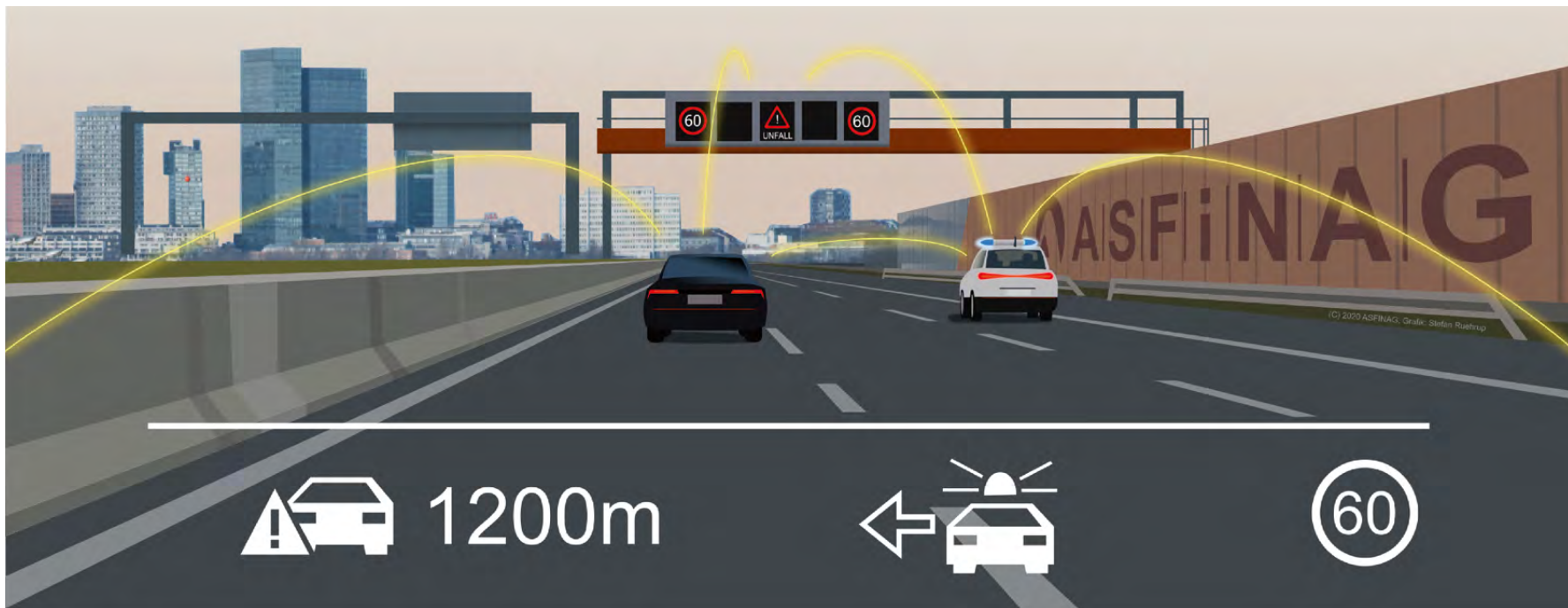
## Responsible noise protection for a better quality of life

In 2020, we completed two of the largest and most complex noise protection projects designed to offer protection to local residents: on the A 1 West motorway at the Linz junction and on the A 12 Inntal motorway near Kufstein and Ebbs. Both projects – covering a total area of more than 80,000 square metres or just over eleven football pitches – enable us to shield more than 10,000 people from traffic-related noise. A hitherto unique noise protection project has also been under way in eastern Austria near Wiener Neudorf since autumn last year, comprising a total of four areas to be protected. At the heart of the project is a 13-metre high noise protection wall along the A 2 South motorway, which in the future will provide the most protection for the 5,000 or so people living there.



## We are pioneers when it comes to networking roads and vehicles

We were the first motorway operator in Europe to start networking vehicles and motorways, having entered into a corresponding framework agreement with Siemens in autumn 2020. The first phase involves special Wi-Fi boxes, called road units, being installed along the A 1 West motorway as well as in the greater Graz area and at the respective border crossings, through which traffic-relevant information can be sent directly to vehicles that have been fitted accordingly. The system is called C-ITS and stands for Cooperative Intelligent Transport Systems, the purpose of which is to facilitate the exchange of safety-relevant information between vehicles and the road via radio waves. A total of 525 of these Wi-Fi boxes will be installed in the coming years. The most important advantage here is the substantial improvement to road traffic safety. In future, it will be possible to react much faster to dangers ahead that are not yet visible, such as traffic jams, breakdowns, accidents or lane closures.



“

*Rolling out C-ITS means we now have our own independent infrastructure to establish direct communication links to vehicles and to put us in a better position to support future applications, such as ultimately highly automated driving.*

”

**Ing. Mag. Bernd Datler**

Managing Director, ASFINAG Maut Service GmbH



## Park & Drive: the convenient way to carpool

As a modern motorway operator, we actively support the individual mobility mix and carpooling is an important part of that. Park-and-drive facilities near access ramps to our network of trunk roads are just one way we make the daily commute for people easier. In 2020, we created 252 new car parking spaces at park-and-drive facilities in cooperation with the state of Lower Austria. These included expanding one car park and building five new ones. An agreement has been in place between the state of Lower Austria and ASFINAG since the end of 2007 to build and increase the number of parking spaces available for commuters. The costs of this work are shared equally, and the respective municipal authority is responsible for looking after the facilities. A further seven park-and-drive facilities are planned for 2021, two of them being on the S 10 Mühlviertler expressway in Upper Austria. ASFINAG has also had a park-and-drive cooperation agreement with the state of Upper Austria for this purpose since 2015.





## Parking for the “Friends on the Road”

The thousands of truck drivers who bring us what we need every day have been the focus of particular attention in the past year, which is why it is important for us to continuously explore ways to expand the range of services available for professional drivers. In 2020, we also added 276 new parking spaces to ones that already exist for heavy goods vehicles, including practical infrastructure such as showers and WC facilities. This means that a total of around 7,900 parking spaces for trucks are now available along Austria’s motorways and expressways and we plan to provide an additional 800 parking spaces specifically for this group of workers in the coming years. After all, only well-rested truck drivers are safe drivers.

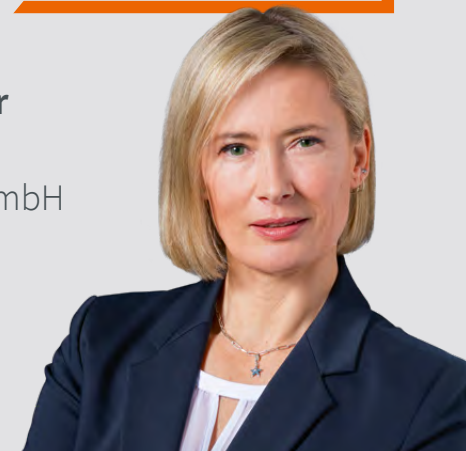
“

*We regularly monitor the extent to which truck parking spaces are used as this forms the basis of our planning. The future is less about covering even more space with concrete and more about optimising the use of space we already have. There are also a number of interesting international projects in this field that we are taking a closer look at. We believe it is important to keep maintaining the good service we provide to truck drivers in the future.*

”

**Ing.<sup>in</sup> Elfriede Mayr**

Project Developer,  
Bau Management GmbH





## Take a break: comfortable rest areas for everyone

There are more than 240 rest stops available along our motorways and expressways for drivers to take a short break, these include 55 ASFINAG rest areas and around 100 parking spaces. To ensure that the break in the journey is a relaxing experience for all road users, we believe it is important for us to improve the accessibility of all our facilities, both new and existing ones. We also carried out extensive work last year to convert eighty of the existing ASFINAG rest areas and car parks accordingly. In addition to announcing and marking accessible infrastructure facilities throughout the network, WC entrances were made wheelchair accessible, equipped with electric opening systems and the WCs themselves fitted with emergency call buttons. And snacks can also be enjoyed at specially converted tables. This means that accessible WC facilities are available along the entire network of motorways and expressways with no more than 50 kilometres between them.



## ÖBB and ASFINAG cooperation makes ROLA even more attractive

ROLA (a German acronym for “rolling country road”) has been a proven instrument for reducing traffic congestion in Tyrol for many years. A significant contribution has been made to improving the quality of life of the people living in the traffic-sensitive areas of Tyrol by moving truck traffic from road to rail. A service provided by us in cooperation with ÖBB’s Rail Cargo Group now makes it even easier to use ROLA and improves its attractiveness for road transport companies: Current information such as departure times and capacity utilisation can be accessed in real time at [asfinag.at](http://asfinag.at). The ROLA routes currently offered in Austria are operated between Wörgl and Brenner, between Wörgl and Trento and between Wels and Maribor.

“  
*Not only does this cooperation represent an important step towards creating a sustainable transport option, but it also provides relief for truck drivers. They can take their legally required break during the train ride and continue their journey refreshed and rested afterwards.*  
”

### Christian Berger

Motorway Maintenance  
Worker at ASFINAG  
Alpenstraßen GmbH



“  
*The results of the market research show us that we are on the right track. The excellent result of the 2020 Customer Satisfaction Study is a success shared by us all.*  
”

**Mag. Werner Fritz**

Head of the Customer Management  
Department, ASFINAG Maut Service GmbH



**Top marks again for ASFINAG**

Customer satisfaction is our top priority, which is why our annual customer satisfaction survey has become an integral part of our company's work. In 2020, together with the consulting firm marketmind, we again questioned nearly 1,500 users of the Austrian motorway and expressway network about us and our work. 92 percent of motorists are very or rather satisfied with us as a company. Not only drivers of passenger cars and heavy goods vehicles were surveyed, but also truck and bus operators. It is particularly pleasing that, according to the survey, we were able to improve in the eyes of all groups over the previous year in the key areas of safety and availability.

# STAFF



**Secure jobs  
during the  
pandemic**

**Many colleagues had to carry out their duties in 2020 under difficult circumstances caused by the coronavirus crisis, whether out on the roads, in the traffic management centres, or even while working from home. The crisis team that was set up has been working tirelessly and with the utmost professionalism since March to help our company navigate this crisis.**

**Despite the pandemic, there are also many positive things to report: The employee survey and the psychological stress evaluation were very positive. This year, the Innovation Day was held digitally via a livestream for the first time. And the company was also successfully recertified for ISO 9001. This shows that the ASFINAG team works extremely well together, even in times of a pandemic.**

### **A task force as a crisis team**

A task force was set up in our company long before the first lockdown in mid-March 2020 to prepare measures aimed at dealing with the possible effects of the pandemic. With managing director Christian Eber as crisis manager and Günter Rattei, head of tunnel management, as the head of the crisis task force, the team began to develop scenarios and operational concepts that would protect all employees on the one hand and maintain operations on the other. The tasks also included procuring materials such as disinfectants and suitable protective masks in a timely fashion, maintaining permanent contact and dialogue with the authorities, as well as communicating measures internally and externally as required.

“  
*We all knew early on that we had a long haul ahead of us, and that we could only successfully manage this pandemic and its impact on our company as a team, namely Team ASFINAG.*  
”

**Ing. Günter Rattei**

Head of ASFINAG's Crisis Management Team



**Coronavirus measures for employees**

The coronavirus crisis in 2020 has also drastically changed the everyday working lives of each and every ASFINAG employee. A whole host of measures was implemented in a very short space of time to both protect people and ensure continued operations. Examples here include 1,400 employees being able to work from home, motorway maintenance depots and traffic management centres being equipped with emergency beds and care packages, and shift changes becoming contactless. Furthermore, rules on physical access were tightened and a comprehensive hygiene concept was developed. A policy of “digital first” was in force for trainings, meetings and seminars. Given the enormous psychological stress, the health management team set up an emergency hotline, the ASFINAG emergency support line, to provide support for employees and their families through an external psychological counselling network that is available around the clock.



“  
*Safeguarding the health of our employees and their families, while continuing to maintain a functioning highway infrastructure so that goods traffic can continue supplying the essentials, was a challenge we met very well.*  
”

**Christian Ebner, BA**

Managing Director, ASFINAG Service GmbH



## The 2020 employee survey returns pleasing results

Four years after the last employee survey, it was time again in 2020 to give employees the opportunity to state their opinions, say what is good and where there is room for improvement. They had 26 days to complete the survey either on paper or, for the first time, online. The questionnaires consisted of two independent surveys: the employee survey and the psychological stress evaluation. A total of 2,915 questionnaires were sent out, with 78 percent of employees taking advantage of the opportunity to provide feedback.

The result is plain to see: Job satisfaction within the company is very good at 79 percentage points, an increase of eight index points over the last employee survey. Employee identification with and loyalty to ASFINAG is also very high. The company is viewed very positively by its employees. The management culture is largely a very positive one. The results will be used to introduce suitable measures.

“

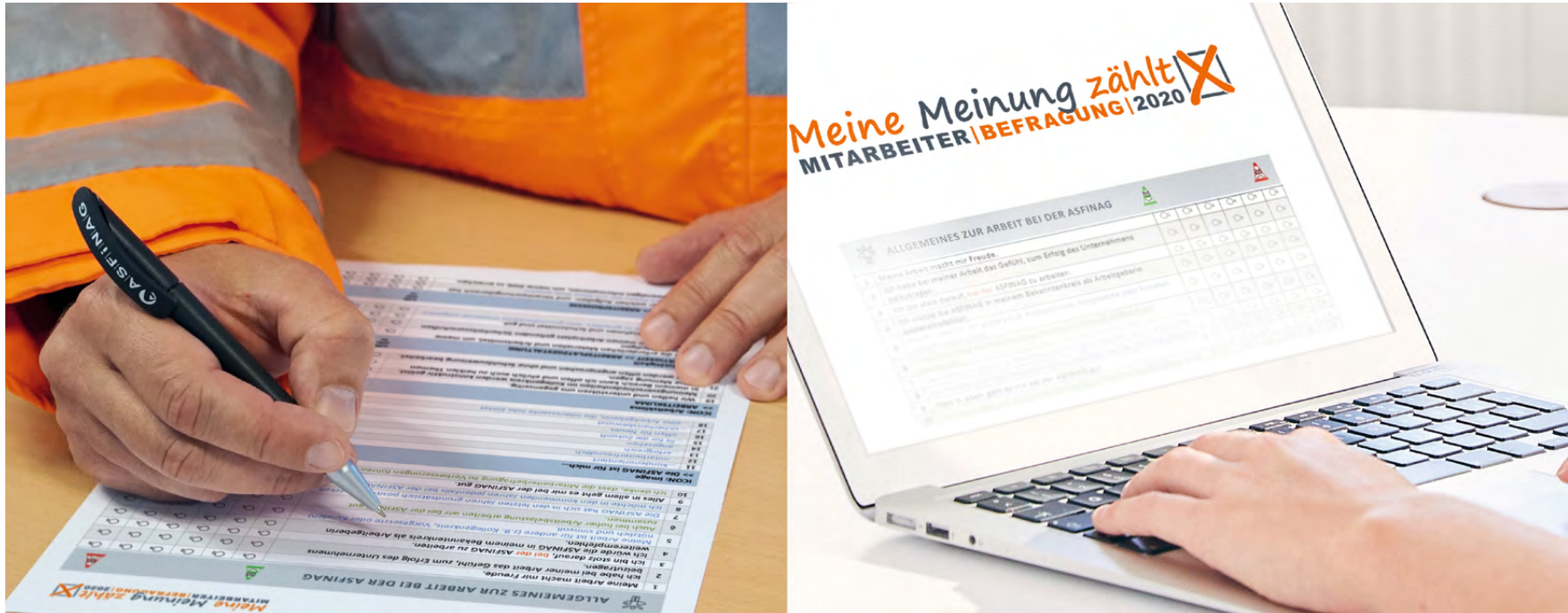
*It is very rare to see such a high participation rate coupled with results that are very impressive in parts, even when comparing with other companies. We will work together with employees to take appropriate steps based on the results and ensure that ASFINAG's positive development as an attractive employer continues in the coming years. I am already looking forward to many exciting and trend-setting projects.*

”

**Mag.<sup>a</sup> Birgit Eder**

Head of Human Resources,  
ASFINAG Holding





## Going digital for the first time: the ASFINAG Innovation Day

“Let’s all show just how innovative ASFINAG is.” This was the motto of the annual Innovation Day in 2020, which was held online for the first time ever due to the coronavirus crisis. Employees presented their best innovations in the “Sustainability”, “Road Safety” and „Corona Challenge” categories via a livestream. An internal jury comprising Josef Fiala, Hartwig Hufnagl, Ursula Zechner, Bernhard Lautner and Ulli Vielhaber then asked questions about the individual projects. Over 1,000 employees followed the live format, gave their support and voted for their favourite one via an online voting procedure. After all, it was the colleagues in live attendance, not the jury, who chose the winner. In addition to the winners of the individual categories, all nine projects that made it to the final round will be given the chance to be implemented. This first digital Innovation Day was a resounding success for the entire ASFINAG family.

## “Emergency support line” and bowel cancer screening: our health management team

Having healthy employees is an important factor for any company and it is no different at ASFINAG. The orange-colour booths along our motorways are there for customers to be able to get help any time of the day or night. It is exactly this concept that forms the basis for our “emergency support line for employees”. This support service was launched in the midst of the first lockdown in March 2020 to help our employees better cope with the effects of the coronavirus crisis with professional support from outside the company. Employees were very receptive to this service, leading to it being extended and additional support possibilities being added. From challenges at work (stress, conflicts at work, being overloaded, etc.) to personal problems (worries caused by the coronavirus crisis, conflict resolution in the family) to psychological help as a result of the terrorist attack near the holding company’s offices in Vienna’s city centre, experts from our emergency support line have been and continue to be on hand to give our employees help and advice.

A second project was also launched again – bowel cancer screening. This time, 1,216 test kits were sent out (987 were sent in 2018). The rate of return was an encouraging 78 percent (2018: 70 percent). A successful concept for the future.

“  
*The emergency support line for employees differs from our orange booths along the roads in one very important respect: It should be called before an emergency occurs because the sooner an issue can be discussed, the more solutions are available.*  
”

### **Mag. Christoph Weiß**

Employee Protection  
and Health Manager  
at ASFINAG



## Apprenticeships as an investment in the future

We have set ourselves the goal of making an active contribution to the education of young people in Austria. Back in autumn 2016, there were four apprentices following two apprenticeship courses, whereas now we currently employ 37 young people following eight different apprenticeships:

- Application development – coding
- Archive, library and information assistance
- Structural assistance
- Office administration
- Finance and accounting assistance
- Electrical engineering – industrial and building systems
- Information technology – systems engineering
- Media specialist – online marketing

We at ASFINAG have a lot to offer our apprentices, especially in the technical and commercial areas. The mechatronics apprenticeship is due to be added in 2022.

“

*We have set ourselves the goal of making an active contribution to the education of young people in Austria. Our technological potential means we offer an ideal basis for training in the technical field, as well as in other areas. As recognised company for apprentices now offering eight different apprenticeships, we want to make a lasting contribution to the future of young people and to our society.*

”

**Ing.<sup>in</sup> Chris-Maria Baumer**

Head of Service Support L1  
of ASFINAG Maut Service  
GmbH



## “Space4Mobility” hackathon: Managing green spaces by satellite

The aim of our innovation strategy is to continuously improve the work processes of our employees and we are developing ever more fields of cooperation with external innovation partners. It is within this context that the “Space4Mobility” hackathon organised by the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) was held in 2020 with ASFINAG’s close involvement. Our task was to develop proposed solutions and software products for operational conservation activities based on satellite data. This applies, for example, to capturing the condition of mowing and ecological compensation areas or identify stocks of trees in our network.

## Making women more visible: Cross-mentoring 2020

Our cross-mentoring programme, introduced in 2018, is a measure aimed at helping us achieve our objective of increasing the amount of active support given to helping women develop and enhance their careers. As part of a cooperation between ASFINAG, ÖBB and Wiener Stadtwerke, junior female employees (mentees) are accompanied for one year by an executive (mentor) from a different company and supported in their career development. Ulrike Stiefvater (SG Tunnelmanagement, Vienna) and Brigitte Sedlmayr (BMG Projektentwicklung, Innsbruck), two female employees from technical professions, qualified to participate in the cross-company initiative in 2020.

“

*The mentoring relationship opens the door to new opportunities both during this time and beyond. Our take-aways from the programme increase the chances for targeted professional development over the long term. The focus here is on performance, leadership and interpersonal skills.*

”

### DI<sup>in</sup> Brigitte Sedlmayr

Project Development  
Project Manager, ASFINAG  
Bau Management GmbH



## **Austro Tower: Head office in the heart of Vienna takes shape**

In 2020, it was possible to see from the A 23 Tangente our head office in the heart of Vienna (German acronym: ZSW) grow one floor at a time, week after week, despite a short break in construction work due to COVID-19. By the end of the year, it had already just about reached its full height comprising a total of 36 floors.

In the meantime, furnishing days at the company's locations in Vienna offered employees the opportunity to familiarise themselves with the design concept and to test seating provided for demonstration purposes. Following the publication of the call for tenders for furnishing the new office, a jury consisting of works council members, Viennese site managers and the ZSW project team evaluated the sample furniture supplied by manufacturers. The design and quality of the products were examined in close detail in strict compliance with coronavirus-related hygiene and safety regulations. Neudörfler eventually won the tender.



## Successful recertification audit for ISO 9001

At the end of September, the recertification audit for the quality management standard ISO 9001:2015 was successfully completed. Despite coronavirus-related restrictions, the TÜV Süd auditors conducted 41 audit interviews by video link with contacts from various organisational units in all companies. Randomised checks were carried out to see if the requirements of ISO 9001:2015 are being implemented at ASFINAG. The external auditors were impressed by the high quality of the work and commitment of ASFINAG employees, praising the successful implementation of the ASFINAG update and the dedication shown by the employees in supporting this change process. They were pleased with the shift towards a corporate culture that encourages discussion and sees mistakes as a chance to learn. The high level of expertise and system understanding meant that the company has been issued with the quality management standard for the fourth time now.





# ROAD SAFETY



**A safe journey  
for the whole  
of Austria**

# ROAD SAFETY

Greater safety also means fewer accidents, fewer injuries, fewer deaths and therefore less pain and suffering. As the operator of the motorways and expressways, road traffic safety is always at the heart of everything we do. In doing so, we are using every tool at our disposal – from expanding the infrastructure, as is the case with the A 4 East motorway, to the use of innovative new approaches, such as in tunnels that have been fitted with LED lighting. Information campaigns are an essential part of our road safety programme, because increased safety can only be achieved through the interaction of infrastructure, vehicles and people.

## A 4 East motorway widened to three lanes to Göttlesbrunn in the first step

We have made another section of the A 4 motorway fit for the future by opening a third lane between Fischamend and Göttlesbrunn in 2020. By the end of 2023, we will have widened the A 4 motorway as far as Bruck an der Leitha West. This will translate into more space, improved safety and shorter journey times for the 66,000 or so drivers using the motorway every day. Two ultra-modern ASFINAG rest areas with more than 200 parking spaces were also put into operation on the A 4 motorway in Burgenland near Parndorf and Neusiedl in February. Both projects are important milestones in the package of safety measures for the A 4 put together in 2013 together with the Ministry of Transport and the states of Lower Austria and Burgenland.



“

*Accidents can always happen unfortunately. Our aim is to keep the risk and, above all, the impact on people as low as possible. The complexity of the motorway system requires a multi-layered and holistic approach, something we are achieving through the mix of measures we are implementing on the A4.*

”

**DI Bernhard Lautner**

Road Safety Strategy  
Owner, Group Management  
Department,  
ASFINAG Holding



## WORKING TOGETHER TOWARDS ZERO! ASFINAG SAFE SYSTEM



## Central reservations and breakdown lay-bys: for a safe S 31 Burgenland expressway

Preventing head-on accidents and their devastating consequences is the focus of the work to improve safety along the S 31 between Mattersburg and Weppersdorf/Markt St. Martin. Work on modernising the S 31 to improve safety had already been completed by the end of 2020 with a central reservation and new breakdown lay-bys with emergency telephone boxes as far as Sieggraben. In 2021, work on the main carriageway to Weppersdorf/Markt St. Martin will enter its final phase and is due for completion in the first quarter of 2022. In order to widen the expressway over the valley crossings at Sieggraben accordingly, new bridges will have to be built in each case; construction is scheduled to start here in 2022. In addition to the safety modernisation work, we are also building new watercourse protection facilities and converting the existing Tschurndorf and Kobersdorf car parks into modern ASFINAG rest areas.



## Making Austria's tunnels safe

Having tunnels with the highest safety standards in Europe does not mean that accidents cannot still occur in tunnels. The consequences of driving errors and failing to follow basic rules of conduct can be much worse in a tunnel than along open stretches of road. It is for this reason that, in 2020, we focused the campaign on safety in tunnels and reminded road users of simple tips on how to behave here. Driving too close together, too fast and, above all, being careless and distracted are the most frequent causes of accidents, especially when entering a tunnel. Over 100 billboards erected in the run-up to tunnels, newsletters, blogs and online banners on the websites of high-impact media and, of course, information on asfinag.at, Twitter and Facebook as well as a considerable amount of media work were used to draw attention to these important points.



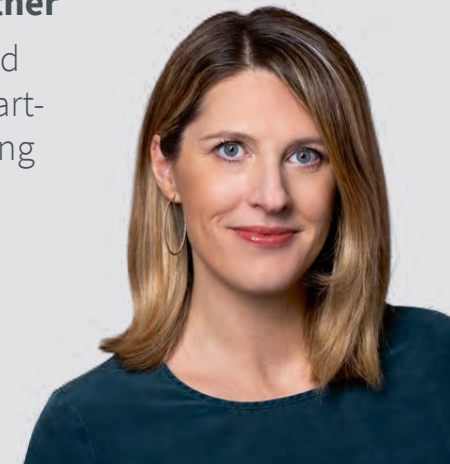
“

*Road safety is a team effort. Raising awareness and changing behaviour are the primary objectives of our communication measures, in which all our partners and stakeholders are involved. After all, our new German-language company slogan “Drive safely, Austria” is not just a wish, but indeed a promise to our customers.*

”

### Mag.<sup>a</sup> Petra Mödlhammer-Prantner

Head of Marketing and  
Communication Department,  
ASFINAG Holding



## Fitting tunnels with the AKUT system

Work to equip tunnels on motorways and expressways with the unique AKUT safety system also progressed in 2020. This system, designed to be the ears of a tunnel developed together with Joanneum Research, have now been installed in 29 tunnels. Microphones and the underlying special software automatically detect atypical sounds such as an impact, screeching tyres or human voices, and quickly raise the alarm. Fire and rescue services can be alerted up to two minutes faster. The Bindermichl and Niedernhart tunnels on the A 7 Mühlkreis motorway and the Amras tunnel on the A 12 Inntal motorway were equipped with AKUT in 2020.

We have been using the unique AKUT acoustic tunnel monitoring system in addition to video cameras and special sensors since 2014, with nearly 60 tunnels due to be equipped with this system.

## EUR 131 million to fully enlarge the Perjen tunnel in Tyrol

Following six years of construction work, two tunnel tubes in the Tyrolean Oberland near Landeck and Zams will be available for the first time at the end of 2020. The Perjen tunnel was given a comprehensive safety overhaul including a new tunnel tube being constructed and the existing tunnel renovated. By opening the second tunnel tube at Perjen, equipped with the latest tunnel safety standards and two separate tunnels with one-way traffic, we have been able to improve road traffic safety on the S 16 Arlberg expressway, improve the quality of life of nearby residents, and offer even better transport connections for

businesses and industry. 14,000 motorists benefit from this investment every day, which will not be the last in tunnel safety in the Tyrolean Oberland: The gap at the Lötzgalerie will be closed in the near future by creating two separate tunnel tubes.



## Greater tunnel safety with LED lighting and 3-D tunnel scans

Since 2015, all ASFINAG tunnels have been equipped with LED lights during new construction and renovation projects. In addition to the greatly improved lighting quality, economic criteria such as energy savings and the fact that lamps last for a very long time were also key factors in the new lighting strategy.

What is new is that, starting in 2020, the technically more demanding and sensitive tunnel entrance area will also be converted to LED technology. The bright white lighting offers substantial advantages in terms of safety and makes it easier for the eye to adapt to the lighting conditions in the tunnel. For example, the new Unzmarkt underpass on the S 36 Murtal expressway was built using LED technology.

Innovative tunnel scans using 3-D technology will be a valuable tool for our structural inspection work in the future. These were tested in 2020 and will be used as a basis for tunnel testing in the future, generating data of excellent quality that can serve as a basis for planning and billing in the project development and construction departments.

“

*After more than ten years of experience with using LED technology for road and tunnel lighting, the promised benefits of low energy consumption, improved light quality and long durability have certainly come true. In particular, the rapid development of technology in recent years allows for easier and more efficient use in future construction projects.*

”

### Ing. René List

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





### **ADAC test gave top marks to our tested tunnels**

Improving tunnel safety on motorways and expressways has been high on our list of priorities for years. Our efforts as part of the comprehensive tunnel safety package were confirmed in 2020 by a tunnel test conducted by the German automobile club ADAC, which tested 16 car tunnels along classic German holiday routes, including five in Austria. All tested ASFINAG tunnels received top marks and thus meet “the requirements of the EU Directive at the very least”. The Gleinalm and Klaus tunnels (A 9 Pyhrn motorway), Hiefler and Oswaldiberg tunnels (A 10 Tauern motorway) as well as the Perjen tunnel (S 16 Arlberg expressway) achieved the best results.

### **Technical roadside inspections: improving truck safety for five years now**

In June 2015, we at ASFINAG assumed responsibility for performing technical roadside inspections (TRIs) from the Federal Institute of Transport. These technical checks are carried out by specially trained ASFINAG experts in close cooperation with the police. The goal then as now is to take unroadworthy trucks out of circulation before something happens. Since the first joint TRIs were conducted in Landscha, Styria, over 16,800 reports have since been prepared on around 2,000 inspection days. Truck drivers were even prohibited from continuing their journey on around 5,000 occasions because of “imminent danger”. We are currently carrying out these technical roadside inspections in the five federal states of Burgenland, Styria, Carinthia, Tyrol and Vorarlberg. The inspections are carried out using cutting-



edge equipment on motorways and expressways and in areas close to motorways on the national road network.



“

*Our goal is to have safe motorways and expressways. Accidents involving trucks in particular often have devastating consequences. Technical roadside inspections are therefore an essential part of the overall approach to ensuring road safety. We are flexible in terms of where inspections are conducted and the efficiency of every technical check is enhanced by additional checks carried out by the police. This way, we are probably even saving lives.*

”

**Mag. Walter Riepler**

Head of the Service and Control Management Department, ASFINAG Service GmbH



## NISG: Cyber security has number one priority

ASFINAG is classified in the Network and Information Systems Security Act (NISG) as an operator of essential services in the road transport sector. This means we are required to take technical and organisational security precautions to ensure network and information security.

In July 2020, a Group-wide agreement was reached on implementing the NISG, and the NISFIT project was launched to ensure proof of compliance with the security requirements in a timely manner across all companies.

Based on an initial risk analysis of approx. 25,000 NIS-relevant facilities, a catalogue of measures was drawn up to make the open-air and tunnel traffic control systems fit for purpose by the end of 2022. In addition to many measures that were launched in 2020, the work to migrate the tunnel control system in the Bosruck tunnel was successfully completed. This meant that the tunnel control system computers, making up the heart and brain of the tunnel control technology, were migrated to a higher level of information security.



# AVAILABILITY



**1.1 billion euros  
for Austria's  
infrastructure**

# AVAILABILITY

**Targeted investments to have a well-developed infrastructure and the full commitment of our employees to ensure that our customers travel as safely as possible and get where they are going: We remained true to this course that has made ASFINAG an example of best practices in the mobility sector, despite the challenges 2020. We have invested EUR 1.1 billion in work to expand and maintain motorways and expressways, as well as to improve road traffic safety. Being an operator of what is deemed critical infrastructure, we have succeeded in providing a top network in Austria with around-the-clock availability, even under the most difficult conditions.**

## Major construction projects in 2020

On the topic of maintenance, the focus in the previous year was on Vienna with the A 23 South-East motorway. The St. Marx elevated road and the Kaisermühlen junction are being completely renovated to make them fit for the demands of the future.

Key projects aimed at increasing capacity included adding a third lane to the A 4 East motorway (Fischamend to Bruck West) and expanding the Linz Voestbrücke (A 7 Mühlkreis motorway) with two bypass bridges. The purpose of widening the S 31 Burgenland expressway (Mattersburg to Weppersdorf) is to improve road traffic safety.

The second tube of the Karawanken tunnel on the A 11 Karawanken motorway in Carinthia is under construction. At the end of 2020, the Perjen tunnel in Tyrol on the S 16 Arlberg expressway was fully opened to traffic.

As far as building new roads is concerned, work on the new Danube bridge is currently under way, as is work to construct the first section of the A 26 Linz motorway and the S 7 Fürstenfeld expressway (Riegersdorf to Dobersdorf). At the end of 2020, a further section of the S 3 Weinvierteler expressway was opened to traffic between Hollabrunn and Guntersdorf.



“

*An efficient, well-developed and safe infrastructure of major roads is essential for the location. An infrastructure that must be further developed in a strategic way to meet both economic and environmental targets. As one of Europe's leading motorway operators, we are enjoying considerable success in living up to our responsibility to ensure sustainability. An investment in our network is an investment in the future.*

”

**DI Andreas Fromm**

Managing Director, ASFINAG Bau Management GmbH





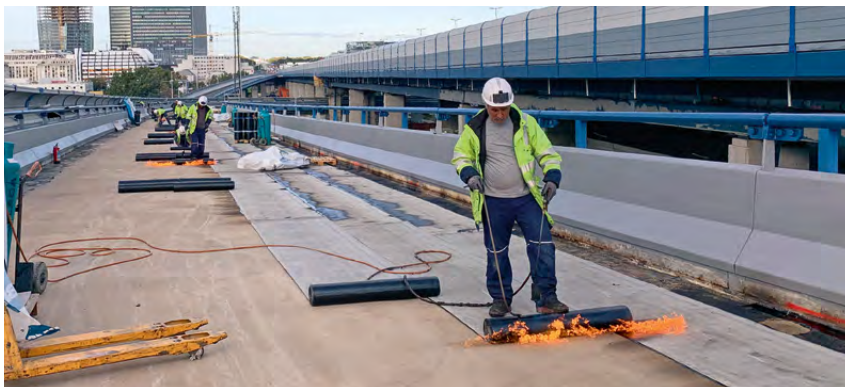
## **Voestbrücke 2.0: less congestion on the A 7 Mühlkreis motorway**

The 100,000 people who use this important Danube crossing every day will benefit from the addition of two bypass bridges to the Voestbrücke, which were successfully completed in summer 2020. Representing an investment of around EUR 200 million, it was one of our most complex major projects to date in Austria from a technical and logistical point of view. We have managed to combine functionality and sophisticated design in thirty months of construction, all the while remaining open to traffic. Creating additional capacity, and in turn improving mobility, on the A 7 Mühlkreis motorway, also means an added boost for the dynamic hub of economic activity.

Upstream, work is under way on constructing the new Danube bridge of the A 26 Linz motorway. Excavation work began in 2020 for the tunnels that will house the access roads. The project will divert more traffic away from the city, both improving quality of life in the city and shortening travel distances for commuters. It was subjected to an environmental impact assessment (EIA) lasting several years and meets the latest standards with regard to protecting the environment and residents.

## Tangente 2.0: a modern motorway for a modern Vienna

We are currently working to make a further ten kilometres or so of Vienna's A 23 Tangente motorway fit for the future by overhauling the St. Marx elevated section and the Kaisermühlen junction. A total of 42 bridges, a road surface the size of 45 football pitches, more than ten access roads, are being fully modernised along the St. Marx elevated section, which runs between the "blocked Simmering exit" and the Prater junction, and at the Kaisermühlen junction, as well as lighting, signposting, guard rails and concrete crash barriers. While we are already entering the final phase of the work at the Kaisermühlen junction this year, work on the St. Marx elevated road will continue until 2022. We set store by providing comprehensive information to ensure that traffic (as many as 200,000 vehicles every day) keeps moving despite the roadworks. Colour guiding concepts along the stretch of road to ensure vehicles are positioned correctly for the destination, ongoing information about closures at access roads, and an electronic newsletter all form part of this comprehensive service.



“

*The A 23 is the busiest motorway in Austria. There is no way we can enlarge or reconstruct it. All we can do is renovate as thoroughly as possible and optimise wherever possible. This cannot be done without roadworks, which are a challenge for everyone involved. Having good coordination on the construction site and transparent information for motorists are important when it comes to a project like this.*

”

### **Ing.<sup>in</sup> Andrea Stanek**

Engineer working on the renovation of the A 23 St. Marx elevated road,  
ASFINAG Bau  
Management GmbH



### **S 36 Murtal expressway section is completed**

The first section of the S 36 Murtal expressway between St. Georgen ob Judenburg and Unzmarkt-Frauenburg was opened to traffic in November 2020, meaning that customers in the Mur valley of Styria now have a total of seven and a half kilometres of new and safe expressway at their disposal. The two-lane carriageways are separated from each other by a concrete crash barrier. At the heart of this first stage of the work to upgrade the federal road are two underpasses in St. Georgen and Unzmarkt aimed at relieving the population of through traffic and significantly improving the quality of life in both communities. Over seven hectares of bedding meadows and almost four hectares of forest have been planted as compensatory measures.

### **S 3 Weinviertler expressway to Guntersdorf completed**

We opened the S 3 between Hollabrunn and Guntersdorf to traffic in December, connecting another part of the western Weinviertel to Vienna and St. Pölten in an optimum way. The new eleven kilometres of the S 3 will also improve safety on the B303 Weinviertler road and divert 90 percent of through traffic away from local communities. There was also a focus on protecting both the environment and residents, with twelve percent of the total project costs of EUR 107 million being invested here. The entire S 3 section also includes the former Hollabrunn bypass, the Guntersdorf bypass (B30) financed by the state of Lower Austria and our new winter road mainte-

nance base near Schöngrabern. We also plan to build two modern ASFINAG rest areas near Schöngrabern and Wullersdorf by the end of 2021.

### **Work begins on the eastern section of the S 7 Fürstenfelder expressway**

Considerable progress on building the S 7 from Riegersdorf in Styria to the Hungarian border at Heiligenkreuz was made in 2020. In addition to the progress made on the west section, which saw the first tunnel breakthrough in Rudersdorf, and the successful process to install the special bridges over the Lahn- bach and Lafnitz, work began on the east section in September. This runs for almost 14 kilometres from Dobersdorf to Heiligenkreuz and consists of four individual construction lots, including an underpass near Königsdorf. It started with the large bridges between Dobersdorf and the Limbach valley. The west section will be opened to traffic at the end of 2023, followed by the rest of the 28-kilometre-long S 7 at the end of 2024 at the latest.

### **New Inn bridge in Terfens completed in record time**

The new bridge over the Inn near Terfens on the A 12 Inntal motorway will improve safety for the 60,000 or so motorists traveling this way every day, as well as reducing congestion. The rea-





son for this is that ‘flyovers’ have been built in front of the bridge. What this means is that if renovation has to be carried out on the bridge in the future, traffic can be quickly and easily diverted to the corresponding construction site route for traffic, enabling two lanes in each direction to remain open to traffic during future renovations. Equally innovative: A new type of system with optical fibres was installed. In the coming decades, this will automatically monitor structural parameters with regard to stresses, deformations and strains. We invested EUR 41 million in the new construction and were able to complete the work almost half a year earlier than planned – even more remarkable when considering the construction delays caused by the coronavirus pandemic.

### **Kufstein spacing facility: greater safety, less traffic**

A new automatic spacing facility for trucks was put into service at the Kufstein border crossing in 2020. The system was developed by ASFINAG in cooperation with the state government of Tyrol and relieves traffic on busy travel days. One truck can pass through the checkpoint every twelve seconds, thus ensuring that only 300 trucks per hour can enter Tyrol. Truck drivers receive the information required here via LED variable text displays. The spacing system can be activated immediately in the event of an emergency and thus ensuring that traffic can be managed in a timely function. This significantly reduces the amount of traffic on the road and ensures that traffic can keep moving. In 2020, this system was successfully used on twenty days in the first half of the year and on fifteen days in the second half.

“

*This decision reflects all our findings and experience and we firmly believe that we have developed the optimum variant. The next stage of planning will involve developing and planning the details for all protective structures for and together with the communities affected. Providing the best possible protection for the general public is as much a priority as relieving traffic congestion in the lower Rhine Valley and improving road traffic safety.*

”

**DI Alexander Walcher**

Managing Director, ASFINAG Baumanagement GmbH



## **ASFINAG picked an option for the new Lake Constance expressway**

An important milestone has been achieved in work to further develop the S 18 Bodensee expressway: At the end of 2020, we completed the process to decide on the appropriate option to be used and opted for the CP variant, which was the favourite according to expert evaluations. The CP variant, i.e. a bypass to the east of Lustenau, is the only one of the two options examined that has a chance of being approved by lawmakers in the further procedures. In the course of evaluations conducted by experts, it became very clear that the CP variant has the least impact on nature, ecology and protected areas. In terms of traffic congestion, both variants studied achieved a high level of effectiveness as far as interregional traffic is concerned. What's more, the CP variant provides even greater relief for the population of Vorarlberg, reducing the amount of regional traffic on the network of minor roads. Based on these new findings, we believe that the CP variant will come with total costs of between EUR 1.3 and 1.5 billion.

## **The coronavirus crisis posing challenges for winter road maintenance in 2020**

2020 saw comparatively little snow in contrast to the record year of 2019. Despite this, the west of Austria in particular experienced periods of intense snowfall, such as on the A 10 Tauern motorway in Salzburg at the beginning of February and on the A 2 Southern motorway in Carinthia at the end of December.

An additional factor in 2020 that came as a major and unexpected challenge for winter maintenance was the coronavirus pandemic and the strict precautionary measures associated with it, which were felt particularly by our shift workers. In addition to regular deployment to deal with snow and ice, strict hygiene regulations had to be adhered to: This meant maximum effort and precise coordination with minimal contact.

“

*What we at ASFINAG strive to do is to make sure our customers have access to safe and properly cleared motorways and expressways at all times, even under difficult conditions. In 2020, despite the coronavirus crisis, our employees at the 42 motorway maintenance depots were always well prepared for winter operations and ready for action at any time. They took responsibility for themselves and others and we would like to thank them for that.*

”

**Ing. Stefan Siegele**

Managing Director, ASFINAG Alpenstraßen GmbH  
and ASFINAG Service GmbH





# CORPORATE GOVERNANCE REPORT



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

HAVE A SAFE TRIP, AUSTRIA!

## **Corporate Governance Report Pursuant to the Federal Public Corporate Governance Codex**

**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 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 5.1.4 of the B-PCGK to prepare and publish a joint corporate governance report for all companies. Verkehrsankunft Österreich VAO GmbH listed below for the sake of completeness publishes its own report on its website. The structure of the ASFINAG Group is shown in the following:

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

Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft





## Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft

### Board of Management

In the fiscal year 2020, the Board of Management was composed of two members, Mag. Hartwig Hufnagl and Dr. Josef Fiala.

#### Mag. Hartwig HUFNAGL

born 1976

Date of initial appointment: 01. 02. 2019

End of the current term of office: 31. 01. 2024

#### Dr. Josef FIALA

born 1962

Date of initial appointment: 08. 04. 2019

End of the current term of office: 31. 01. 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 Governing Board of ÖBV (Austrian Society for Construction Technology)

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

#### Dr. Josef FIALA

President of ATTC (Austrian Traffic Telematics Cluster)

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.

	<b>Fixed remuneration 2020, gross</b>	<b>Variable remuneration for performance year 2019, gross</b>	<b>Benefits in kind annual</b>
Mag. Hartwig HUFNAGL	EUR 285,000	EUR 47,741	EUR 11,694
Dr. Josef FIALA	EUR 285,000	EUR 38,048	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 AngG (Salaried Employees Act), 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.

## MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft included the following members in the fiscal year 2020:

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Dr. Peter FRANZMAYR, MBA born 1973	Chairman Chairman of the Audit Committee Chairman of the Steering Committee Chairman of the Real Estate and Property Committee	02. 03. 2018	31. 08. 2020
Dr. <sup>in</sup> Kornelia WAITZ-RAMSAUER, LL.M. born 1976	Deputy Chairwoman of the Supervisory Board Deputy Chairwoman of the Audit Committee Deputy Chairwoman of the Steering Committee	02. 03. 2018	31. 08. 2020
Mag. <sup>a</sup> Christa GEYER, CPM, CSE born 1966	Chairperson Chairperson of the Audit Committee Chairperson of the Steering Committee	31. 08. 2020	AGM 2022
DI Herbert KASSER born 1964	Member Deputy Chairperson Deputy Chairperson of the Audit Committee Deputy Chairperson of the Steering Committee	18. 02. 2020 31. 08. 2020	AGM 2022
DI Dr. techn. Harald FREY born 1978	Member Member of the Audit Committee	31. 08. 2020	AGM 2022

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Mag. Michael HÖLLERER born 1978	Member Member of the Audit Committee	04. 04. 2018	AGM 2022
Martha SCHULTZ born 1963	Member Member of the Audit Committee Deputy Chairwoman of the Real Estate and Property Committee	02. 03. 2018	AGM 2022
Mag. <sup>a</sup> Eva WILDFELLNER born 1981	Member Member of the Audit Committee	31. 08. 2020	AGM 2022
Dr. h. c. Siegfried STIEGLITZ born 1969	Member Member of the Audit Committee Member of the Real Estate and Property Committee	02. 03. 2018	28. 02. 2020
Roman GRÜNERBL born 1966	Chairman of the Group Works Council Member of the Audit Committee	10. 04. 2014	Posting for indefinite period
Gabriele STRASSNIGG born 1962	Works Council Member of the Audit Committee	30. 01. 2018	Posting for indefinite period

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Ursula ZORTEA-EHRENBRANDTNER born 1966	Chairperson of the Works Council of ASFINAG Member of the Audit Committee Member of the Real Estate and Property Committee	15. 02. 2013	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 agreed on the following remuneration scheme again:

<b>Function in the Supervisory Board</b>	<b>Remuneration p.a.</b>	<b>Attendance fee/meeting</b>
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 93,900 were paid out to the Supervisory Board in the fiscal year 2020.

## ASFINAG Bau Management GmbH

### Management

In the fiscal year 2020, the management consisted of two members, DI Alexander Walcher and DI Andreas Fromm, MBA.

#### DI Alexander WALCHER

born 1969

Date of initial appointment: 01. 03. 2008

End of the current term of office: 28. 02. 2023

#### DI Andreas FROMM, MBA

born 1976

Date of initial appointment: 01. 03. 2018

End of the current term of office: 28. 02. 2023

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 Austrian national committee of AIPCR/PIARC (World Road Organisation)

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)

#### 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:

	<b>DI Andreas FROMM, MBA</b>	<b>DI Alexander WALCHER</b>
Departments	Construction E&M	Asset management Project development
Special responsibilities	Services Construction Management and Tendering	Real Estate Acquisition Environment and Process Management
Corporate Services		Human Resources Project controlling

## 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.

	<b>Fixed remuneration 2020, gross</b>	<b>Variable remuneration for performance year 2020, gross</b>	<b>Benefits in kind, annual</b>
DI Alexander WALCHER	EUR 149,040	EUR 29,808	EUR 10,798
DI Andreas FROMM, MBA	EUR 149,040	EUR 29,808	EUR 8,074



## CONCLUSION ENTITLEMENTS

At the end of the employment relationship, managers are 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.

### MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Bau Management GmbH included the following members in the fiscal year 2020:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL born 1976	Chairman Chairman of the Steering Committee	01. 02. 2019	AGM 2024
Dr. Josef FIALA born 1962	Deputy Chairman Deputy Chairman of the Steering Committee	01. 05. 2019	AGM 2024
DI Mark GANSTER born 1974	Member	16. 03. 2018	AGM 2023
Mag. Dr. Alfred KAPPL born 1965	Member	16. 03. 2018	AGM 2023
KR <sup>in</sup> Margarete KRIZ-ZWITTKOVITS born 1959	Member	16. 03. 2018	AGM 2023

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Ing. Wolfgang EBERHART born 1962	Chairman of the Works Council	27. 10. 2014	Posting for indefinite period
Ing. Walter LANIATOR born 1976	Works Council	16. 05. 2017	Posting for indefinite period
DI Richard LOIDL born 1970	Works Council	26. 05. 2013	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 2020 decided on the following remuneration scheme for the fiscal year 2020:

<b>Function in the Supervisory Board</b>	<b>Remuneration p.a.</b>	<b>Attendance fee/meeting</b>
Chairperson	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 6,800 were paid out to the Supervisory Board in the fiscal year 2020.

## ASFINAG Service GmbH

### Management

In the fiscal year 2020, the management was composed of two members, Ing. Stefan Siegele and Christian Ebner, BA.

#### Ing. Stefan SIEGELE

#### Christian EBNER, BA

born 1970

born 1971

Date of initial appointment: 01. 05. 2019

Date of initial appointment: 17. 06. 2019

End of the current term of office: 30. 09. 2024

End of the current term of office: 16. 06. 2024

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

#### Ing. Stefan SIEGELE

#### Christian EBNER, BA

State Office Manager ÖVG Tyrol

Member of the Board of GSV (Austrian Association for Transport and Infrastructure, "Platform for Mobility")

Vice-President of the Austrian Committee for Road Maintenance and Winter Services of PIARC

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:

	<b>Ing. Stefan SIEGELE</b>	<b>Christian EBNER, BA</b>
Departments	Operational Maintenance	Traffic Management / Engineering Service and Control Management
Special responsibilities	Fleet Management	Property 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.

	<b>Fixed remuneration 2020, gross</b>	<b>Variable remuneration for performance year 2020, gross</b>	<b>Benefits in kind, annual</b>
Ing. Stefan SIEGELE	EUR see ASG	EUR see ASG	EUR see ASG
Christian EBNER, BA	EUR 149,040	EUR 33,534	EUR 11,155

## CONCLUSION ENTITLEMENTS

At the end of the employment relationship, managers are 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.

### MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Service GmbH included the following members in the fiscal year 2020:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL born 1976	Chairman Chairman of the Audit Committee Chairman of the Personnel Committee	20. 02. 2019	AGM 2024
Dr. Josef FIALA born 1962	Deputy Chairman Deputy Chairman of the Personnel Committee	13. 06. 2019	AGM 2024
HR DI Dr. Günther KNÖTIG born 1956	2nd Deputy Chairman Member of the Audit Committee	10. 06. 2015	AGM 2025
Christoph BAYRHAMMER born 1994		18. 03. 2020	AGM 2025

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
DI Josef DECKER born 1965	Member Member of the Audit Committee	18. 02. 2015	AGM 2025
Ing. Manfred EBNER born 1953	Member	20. 02. 2019	AGM 2024
DI Bernhard ENGLEDER born 1954	Member Member of the Audit Committee	11. 03. 2010	18. 03. 2020
DI Wolfgang HECKENAST born 1977	Member	10. 06. 2015	AGM 2025
DI Thomas KELLER born 1972	Member	18. 03. 2020	AGM 2025
DI Franz SCHWAMMENHÖFER born 1967	Member	16. 03. 2012	AGM 2025
DI Andreas TROPPER born 1965	Member	20. 02. 2019	AGM 2024
Günter ECK born 1975	1st Deputy Chairman of the Central Works Council Member of the Audit Committee	11. 03. 2010	Posting for indefinite period
Christian PIRIBAUER born 1965	Chairman of the Central Works Council Member of the Audit Committee	10. 02. 2015	Posting for indefinite period

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Martin PRETTERHOFER born 1977	Works Council	01. 09. 2016	Posting for indefinite period
Alexandra ADLBAUER born 1979	Works Council	20. 03. 2018	Posting for indefinite period
Johannes TRAUER born 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 2020 decided on the following remuneration scheme for the fiscal year 2020:

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

Remuneration and attendance fees amounting to around EUR 16,600 were paid out to the Supervisory Board in the fiscal year 2020.

## ASFINAG Alpenstraßen GmbH

### Management

In the fiscal year 2020, the management consisted of one member, Ing. Stefan Siegele.

#### **Ing. Stefan SIEGELE**

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born 1970

Date of initial appointment: 01. 01. 2017

End of the current term of office: 31. 12. 2021

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

#### **Ing. Stefan SIEGELE**

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State Office Manager ÖVG Tyrol

Vice-President of the Austrian Committee  
for Road Maintenance and Winter Services of 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.

	<b>Fixed remuneration 2020, gross</b>	<b>Variable remuneration for performance year 2020, gross</b>	<b>Benefits in kind, annual</b>
Ing. Stefan SIEGELE	EUR 149,044	EUR 33,534	EUR 8,386

### **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.

### MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Alpenstraßen GmbH included the following members in the fiscal year 2020:

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Mag. Hartwig HUFNAGL born 1976	Chairman Chairman of the Personnel Committee	14. 03. 2019	AGM 2024
HR DI Robert MÜLLER born 1956	Deputy Chairman Deputy Chairman of the Personnel Committee	22. 03. 2007	AGM 2022
Dr. Josef FIALA born 1962	Member	12. 06. 2019	AGM 2024
Dr. Christian KONZETT born 1950	Member	22. 03. 2007	AGM 2022
Roman GRÜNERBL born 1966	Chairman of the Works Council	19. 02. 2014	Posting for indefinite period
Manfred LADNER born 1984		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 2020 decided on the following remuneration scheme for the fiscal year 2020:

<b>Function in the Supervisory Board</b>	<b>Remuneration p.a.</b>	<b>Attendance fee/meeting</b>
Chairperson	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 4,600 were paid out to the Supervisory Board in the fiscal year 2020.

## ASFINAG Maut Service GmbH

### Management

In the fiscal year 2020, the management consisted of two members, Ing. Mag. Bernd Datler and Mag.<sup>a</sup> Ursula Zechner.

#### Ing. Mag. Bernd DATLER

born 1973

Date of initial appointment: 17. 11. 2009

End of the current term of office: 28. 02. 2023

#### Mag.<sup>a</sup> Ursula ZECHNER

born 1968

Date of initial appointment: 01. 03. 2018

End of the current term of office: 28. 02. 2023

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

#### Ing. Mag. Bernd DATLER

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

#### Mag.<sup>a</sup> Ursula ZECHNER

Second vice-president of ASECAP

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:

	<b>Mag.<sup>a</sup> Ursula ZECHNER</b>	<b>Ing. Mag. Bernd DATLER</b>
	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.

	<b>Fixed remuneration 2020, gross</b>	<b>Variable remuneration for performance year 2020, gross</b>	<b>Benefits in kind, annual</b>
Ing. Mag. Bernd DATLER	EUR 149,040	EUR 30,553	EUR 8,265
Mag. <sup>a</sup> Ursula ZECHNER	EUR 149,040	EUR 30,553	EUR 8,242

### **CONCLUSION ENTITLEMENTS**

At the end of the employment relationship, managers are 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.

### MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Maut Service GmbH included the following members in the fiscal year 2020:

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Dr. Josef FIALA born 1962	Chairman Chairman of the Personnel Committee	01. 05. 2019	AGM 2024
Mag. Hartwig HUFNAGL born 1976	Member Deputy Chairman of the Personnel Committee	13. 03. 2018	AGM 2023
MR <sup>in</sup> Mag. <sup>a</sup> Karin STANGER-HEROK born 1963	Member	11. 12. 2013	AGM 2023
Mag. <sup>a</sup> Christa BOCK born 1972	Member	01. 02. 2017	AGM 2021
DI Rolf SINT, PMP born 1979	Member	30. 11. 2018	AGM 2023
MR Ing. Mag. Reinhard TEUFEL born 1979		19. 03. 2019	Resigned as of 31. 01. 2020

<b>Name</b>	<b>Function</b>	<b>Date of initial appointment</b>	<b>End of the current term of office</b>
Gabriele STRASSNIGG born 1962	Chairperson of the Works Council	01. 09. 2016	Posting for indefinite period
Claudia WAGNER born 1977		01. 01. 2020	Posting for indefinite period
Klaus KONRATH born 1972		06. 02. 2019	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 2020 decided on the following remuneration scheme for the fiscal year 2020:

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

Remuneration and attendance fees amounting to around EUR 6,200 were paid out to the Supervisory Board in the fiscal year 2020.

## ASFINAG Commercial Services GmbH

### Management

In the fiscal year 2020, the management consisted of two members, DI (FH) René Moser, MBA and Dr. Anton Sieber.

#### **Dr. Anton SIEBER**

born 1965

Date of initial appointment: 01. 04. 2008

End of the current term of office: Indefinite

#### **DI (FH) René MOSER, MBA**

born 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**

International Vice President of the IBTTA (International Bridge, Tunnel and Turnpike Association) and the associated inclusion on the IBTTA Executive Committee

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

This function is 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**

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, managers are entitled to the corresponding application of Section 23 AngG (Salaried Employees Act), 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 2020 the management comprised two members, Mag.<sup>a</sup> Gabriele Csoklich and Dr. Wolfgang Treitler, MBA.

#### **Mag.<sup>a</sup> Gabriele CSOKLICH**

born 1964

Date of initial appointment: 12. 03. 2010

End of the current term of office: Indefinite

#### **Dr. Wolfgang TREITLER, MBA**

born 1977

Date of initial appointment: 01. 10. 2018

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:

None

#### **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.<sup>a</sup> Gabriele CSOKLICH**

**Dr. Wolfgang TREITLER, MBA**

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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, managers are entitled to the corresponding application of Section 23 AngG (Salaried Employees Act), 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.

“

*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



**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, gender, religion, nationality, sexual orientation, social background and political views. In this context, as part of the “Diversity” project, ASFINAG is working on further developments. In particular, with regard to the proportion of women, the advertisements for Board of Management and management positions referred to the Equal Treatment Act, the advertisements are aimed equally at women and men. 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 were delegated by the Works Council, and the company and the owner had no influence over this delegation.

	<b>Proportion of women in management</b>	<b>Proportion of women in supervisory bodies</b>	<b>Proportion of women in the Audit Committee</b>	<b>Proportion of women in the Steering and Personnel Committee</b>	<b>Proportion of women in the Real Estate and Property Committee</b>
	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>dissolved in the 220th extraordinary Supervisory Board meeting on 4 June 2020</b>
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	0 %	50 %	50 %	50 %	33.33 %
ASFINAG Bau Management GmbH	0 %	20 %	no Audit Committee	0 %	no Real Estate and Property Committee
ASFINAG Service GmbH	0 %	0 %	0 %	0 %	no Real Estate and Property Committee
ASFINAG Alpenstraßen GmbH	0 %	0 %	no Audit Committee	0 %	no Real Estate and Property Committee
ASFINAG Maut Service GmbH	50 %	40 %	no Audit Committee	0 %	no Real Estate and Property Committee

	<b>Proportion of women in management</b>	<b>Proportion of women in supervisory bodies</b>	<b>Proportion of women in the Audit Committee</b>	<b>Proportion of women in the Steering and Personnel Committee</b>	<b>Proportion of women in the Real Estate and Property Committee</b>
	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>as of 31. 12. 2020</b>	<b>dissolved in the 220th extraordinary Supervisory Board meeting on 4 June 2020</b>
ASFINAG Commercial Services GmbH	0 %	no supervisory body	no Audit Committee	No Steering or Personnel Committee	no Real Estate and Property Committee
ASFINAG European Toll Service GmbH	50 %	no supervisory body	no Audit Committee	No Steering or Personnel Committee	no Real Estate and Property 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 11.6.6: 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, 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 Code was carried out by KPMG Advisory GmbH in the fiscal year 2017. Full implementation and compliance with the requirements have been attested and there are no other deviations beyond the scope of this report.



## **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



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

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## 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 full consolidated financial statements were audited by a public auditor and an audit opinion was issued on 9 April 2021. This audit opinion contains

- an unqualified audit certificate,
- a section on two particularly important audit matters,
- a remark that the previous year's consolidated financial statements were audited by a different auditor, and
- 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.

**IFRS**

<b>Assets</b>	<b>31.12.2020</b>	<b>31.12.2019</b>
<b>Non-current Assets</b>	<b>17,607,063,791.49</b>	<b>17,088,830,291.15</b>
Intangible assets	16,830,282,074.15	16,311,180,929.29
Tangible assets	590,435,919.51	591,818,028.05
Real estate held as financial investments	16,437,424.18	18,143,473.86
Companies accounted for using the equity method	668,924.14	695,486.26
Other assets	117,962,310.89	117,539,263.32
Future tax assets	51,277,138.62	49,453,110.37
<b>Current Assets</b>	<b>699,825,644.54</b>	<b>366,133,201.25</b>
Inventories	18,778,609.33	15,559,469.01
Trade receivables	216,959,637.30	233,758,591.14
Other assets	160,562,823.80	90,884,941.66
Cash and cash equivalents	303,524,574.11	25,930,199.44
<b>Total Assets</b>	<b>18,306,889,436.03</b>	<b>17,454,963,492.40</b>

**IFRS**

<b>Equity + Liabilities</b>	<b>31.12.2020</b>	<b>31.12.2019</b>
<b>Equity</b>	<b>7,113,614,560.46</b>	<b>6,536,687,407.73</b>
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	6,640,247,452.91	6,063,320,300.18
Equity held by the shareholders of the parent company	7,108,914,560.46	6,531,987,407.73
Non-controlling interests	4,700,000.00	4,700,000.00
<b>Non-current Liabilities</b>	<b>9,297,366,684.74</b>	<b>8,712,700,372.85</b>
Financial liabilities	9,199,619,361.70	8,619,500,051.85
Employee obligations	44,845,928.00	44,716,859.00
Provisions	30,110,257.00	27,194,782.00
Trade payables	11,771,536.33	8,807,824.31
Contract liabilities	9,977,600.97	11,140,183.09
Other liabilities	1,042,000.74	1,340,672.60
<b>Current Liabilities</b>	<b>1,895,908,190.83</b>	<b>2,205,575,711.82</b>
Financial liabilities	852,613,712.73	1,179,803,335.86
Trade payables	356,641,569.81	351,251,525.30
Contract liabilities	129,401,201.35	133,379,209.01
Other liabilities	255,242,034.97	289,279,803.28
Income tax liabilities	56,835,997.21	26,143,649.10
Provisions	245,173,674.76	225,718,189.27
<b>Total Equity + Liabilities</b>	<b>18,306,889,436.03</b>	<b>17,454,963,492.40</b>

## Consolidated Income Statement

	2020	2019
<b>Revenues</b>	<b>2,640,453,380.79</b>	<b>2,807,632,235.02</b>
Other revenue	110,720,582.61	112,150,007.58
Own work capitalised	5,291,947.56	4,036,883.32
Cost of materials and purchased services	-1,104,270,124.37	-1,071,312,027.39
Personnel expenditure	-212,176,044.27	-210,006,313.06
Other expenses	-168,472,094.68	-173,069,106.76
<b>Earnings before interest, taxes, depreciation, appreciation, other financial results and results from financial assets accounted for using the Equity method (EBITDA)</b>	<b>1,271,547,647.64</b>	<b>1,469,431,678.71</b>
Write-downs, write-ups and impairments of intangible assets, tangible assets and investment property	-78,506,535.45	-77,289,879.36
<b>Earnings before interest, taxes, income from securities and income from companies accounted for using the Equity method (EBIT)</b>	<b>1,193,041,112.19</b>	<b>1,392,141,799.35</b>
Interest expenses	-215,263,081.33	-249,572,524.85
Other financial expenses	-6,397,098.33	-7,514,639.90
Interest income	8,143,543.77	7,357,152.66
Other financial income	8,007,879.80	7,710,273.28
Earnings from companies accounted for using the equity method	-134,384.12	-145,241.60

## Consolidated Income Statement

	2020	2019
<b>Financial result and earnings from companies accounted for using the Equity method</b>	<b>-205,643,140.21</b>	<b>-242,164,980.41</b>
<b>Earnings before taxes (EBT)</b>	<b>987,397,971.98</b>	<b>1,149,976,818.94</b>
Taxes on income and earnings	-245,120,310.36	-285,867,958.27
<b>Result for the period</b>	<b>742,277,661.62</b>	<b>864,108,860.67</b>
<b>Of which:</b>		
Parent company's shareholders	742,277,661.62	864,108,860.67
Non-controlling interests	0.00	0.00

## Consolidated Statement of Comprehensive Income

for the period from 1 January to 31 December 2020 (in EUR)

	2020	2019
<b>Net result for the period</b>	<b>742,277,661.62</b>	<b>864,108,860.67</b>
Revaluation in accordance with IAS 19	-467,345.18	-2,168,694.98
Deferred taxes related to these items	116,836.29	542,173.74
<b>Total of positions that are not subsequently reclassified (recycled) to the income statement</b>	<b>-350,508.89</b>	<b>-1,626,521.24</b>
<b>Other income and earnings after taxes on income</b>	<b>-350,508.89</b>	<b>-1,626,521.24</b>
<b>Total comprehensive income</b>	<b>741,927,152.73</b>	<b>862,482,339.43</b>
thereof shares held by parent company's shareholder	741,927,152.73	862,482,339.43
thereof non-controlling interests	0.00	0.00





## Consolidated Statement of Changes in Equity

for the financial year from 1 January to 31 December 2020 (in EUR)

	Share capital	Capital reserves	Retained earnings
<b>As at 1.1.2018</b>	<b>392,433,304.51</b>	<b>69,915,790.07</b>	<b>6,318,012.97</b>
Net result for the period			
Other comprehensive income			
<b>Total comprehensive income</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Dividends paid out			
<b>As at 1.1.2019</b>	<b>392,433,304.51</b>	<b>69,915,790.07</b>	<b>6,318,012.97</b>
Net result for the period			
Other comprehensive income			
<b>Total comprehensive income</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Dividends paid out			
<b>Status: 31/12/2020</b>	<b>392,433,304.51</b>	<b>69,915,790.07</b>	<b>6,318,012.97</b>

<b>Accumulated consolidated earnings</b>	<b>Share of parent company's equity holder</b>	<b>Non-controlling interests</b>	<b>Total equity</b>
<b>5,365,837,960.75</b> 864,108,860.67 -1,626,521.24	<b>5,834,505,068.30</b> 864,108,860.67 -1,626,521.24	<b>4,700,000.00</b>	<b>5,839,205,068.30</b> 864,108,860.67 -1,626,521.24
<b>862,482,339.43</b> -165,000,000.00	<b>862,482,339.43</b> -165,000,000.00	<b>0.00</b>	<b>862,482,339.43</b> -165,000,000.00
<b>6,063,320,300.18</b> 742,277,661.62 -350,508.89	<b>6,531,987,407.73</b> 742,277,661.62 -350,508.89	<b>4,700,000.00</b>	<b>6,536,687,407.73</b> 742,277,661.62 -350,508.89
<b>741,927,152.73</b> -165,000,000.00	<b>741,927,152.73</b> -165,000,000.00	<b>0.00</b>	<b>741,927,152.73</b> -165,000,000.00
<b>6,640,247,452.91</b>	<b>7,108,914,560.46</b>	<b>4,700,000.00</b>	<b>7,113,614,560.46</b>

## Consolidated Cash Flow Statement (*Excerpt*)

	2020	2019
<b>Opening balance of cash and cash equivalents</b>	<b>25,930,199.44</b>	<b>166,939,369.72</b>
Cash flow from operating activities	1,005,831,893.87	1,285,509,312.29
Cash flow from investing activities	-598,359,630.02	-641,287,844.86
Cash flow from financing activities	-129,877,889.18	-785,230,637.71
<b>Closing balance of cash and cash equivalents</b>	<b>303,524,574.11</b>	<b>25,930,199.44</b>

## Economic Situation

### Assets

	31.12.2020		31.12.2019		31.12.2018	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Non-current assets	17,607,064	96.18	17,088,830	97.90	16,545,224	96.84
Current assets	699,826	3.82	366,133	2.10	538,957	3.15
Non-current assets held for sale	0	0.00	0	0.00	195	0.00
	18,306,889	100.00	17,454,963	100.00	17,084,376	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 (incl. advance payments and assets under construction usufructuary right) increased by EUR 505 million in 2020 (2019: EUR 509 million).

Tangible assets (EUR 590 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 (see Notes point 4.19) 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 334 million is mainly attributable to the increase in bank balances over the previous year.

## Economic Situation

### Equity + Liabilities

	31.12.2020		31.12.2019		31.12.2018	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Internally generated equity	6,646,565	36.31	6,069,638	34.77	5,372,156	31.44
Externally generated equity	467,049	2.55	467,049	2.68	467,049	2.73
Equity	7,113,614	38.86	6,536,687	37.45	5,839,205	34.18
Non-current liabilities	9,297,367	50.79	8,712,700	49.92	9,123,342	53.40
Current liabilities	1,895,908	10.36	2,205,576	12.64	2,121,830	12.42
	18,306,889	100.00	17,454,963	100.00	17,084,376	100.00

Equity (including profit carried forward) increased by the net result for 2020, adjusted for the payout of a dividend of EUR 165 million and the other income (revaluation in accordance with IAS 19).

The maturity profile of existing financial liabilities has shifted slightly in favour of non-current liabilities. This is due to the fact that a repayment of EUR 1.0 billion (nominal value) was made in 2020, whereas a lower repayment of EUR 750 million (nominal value) is due in 2021.

## Economic Situation

### Sales and Result

	<b>2020</b>	<b>2019</b>	<b>2018</b>
	EUR thousand	EUR thousand	EUR thousand
Revenues	2,640,453	2,807,632	2,589,075
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	1,271,548	1,469,432	1,429,855
in % of revenue	48.16	52.34	55.23
Write-ups and write-downs	-78,507	-77,290	-72,322
Earnings before interest and tax (EBIT)	1,193,041	1,392,142	1,357,533
in % of revenue	45.18	49.58	52.43
<b>Financial result</b>	<b>-205,643</b>	<b>-242,165</b>	<b>-261,120</b>
Earnings before taxes (EBT)	987,398	1,149,977	1,096,413
in % of revenue	37.40	40.96	42.35
<b>Net result for the period</b>	<b>742,278</b>	<b>864,109</b>	<b>824,140</b>
in % of revenue	28.11	30.78	31.83
<b>Accumulated net result for the Group</b>	<b>6,640,247</b>	<b>6,063,320</b>	<b>5,365,838</b>

Toll revenues for the ASFINAG route network decreased by a total of approximately EUR 153 million (-6.8 %) in 2020 due to the coronavirus-related restrictions.

The cost of materials and other purchased services (EUR 1,104 million), which are recognised in profit or loss (i.e. excluding usufructuary rights), increased by around 6 % compared with 2019 (+EUR 37 million).

The financial result improved by around EUR 37 million, which is basically attributable to a reduction in interest expenses.

At EUR 987 million, earnings before taxes for 2020 were down EUR 163 million on the previous year (EUR 1,150 million).

After deducting taxes, the annual result for 2020 will be EUR 742 million, around EUR 122 million (-14 %) lower than in 2019. This is largely due to the effects of the pandemic.



## Economic Situation

### Breakdown of revenues

	2020		2019		2018	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Revenue from special toll sections	137,211	4.98	199,778	6.83	189,114	7.00
Revenue from toll stickers	449,427	16.30	523,616	17.91	501,588	18.56
Revenue from truck tolls	1,498,097	54.35	1,515,220	51.82	1,464,847	54.21
Revenue from letting/leasing	24,605	0.89	33,669	1.15	33,059	1.22
Revenue from enforcement	33,513	1.22	34,055	1.16	31,635	1.17
Other sales revenues	237	0.01	246	0.01	424	0.02
Revenue from recharging	497,364	18.04	501,047	17.14	368,407	13.63
<b>Revenues</b>	<b>2,640,453</b>	<b>95.79</b>	<b>2,807,632</b>	<b>96.03</b>	<b>2,589,074</b>	<b>95.81</b>
<b>Own work capitalised</b>	<b>5,292</b>	<b>0.19</b>	<b>4,037</b>	<b>0.14</b>	<b>4,349</b>	<b>0.16</b>
Income from the disposal of financial assets	8,095	0.29	6,076	0.21	3,908	0.14
Income from fines	82,170	2.98	82,514	2.82	78,321	2.90
Any other income	20,455	0.74	23,560	0.81	26,750	0.99
<b>Other revenue</b>	<b>110,721</b>	<b>4.02</b>	<b>112,150</b>	<b>3.84</b>	<b>108,979</b>	<b>4.03</b>
<b>Revenues and income</b>	<b>2,756,466</b>	<b>100.00</b>	<b>2,923,819</b>	<b>100.00</b>	<b>2,702,402</b>	<b>100.00</b>

Toll revenues were affected to varying extents by the COVID-19 crisis depending on the category. While toll revenues for motor vehicles > 3.5 t maximum permitted weight fell by only 1.1 % in 2020, the restrictions on individual freedom of movement (special toll sections and toll sticker) led to declines of 18.9 % for passenger cars.

Revenues from cost charging correspond to the expenses for building and expanding the route infrastructure. They decreased only slightly compared with 2019, i.e. by around EUR 3.7 million (-0.7 %).

As regards rental and leasing income, there were significant decreases of almost 27 % due also to the coronavirus, as a result of the partial closures of service stations and the overall lower volume of traffic.

Enforcement revenues and penalty revenues remained virtually on a par with those of 2019.

## Economic Situation

### Breakdown of expenses

	2020		2019		2018	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Cost of materials and purchased services	1,104,270	70.63	1,071,312	69.94	889,712	66.16
Personnel expenses	212,176	13.57	210,006	13.71	198,796	14.78
Other expenses	168,472	10.78	173,069	11.30	184,039	13.68
Appreciation, depreciation, amortisation and impairment	78,507	5.02	77,290	5.05	72,322	5.38
<b>Expenses</b>	<b>1,563,425</b>	<b>100.00</b>	<b>1,531,677</b>	<b>100.00</b>	<b>1,344,870</b>	<b>100.00</b>

At EUR 1,104 million, the cost of materials and purchased services is above the level of the previous year (+ EUR 33 million). This includes (among other things) the cost of purchased services of EUR 1,095 million, which rose by around EUR 28 million compared to 2019, and the cost of materials (including changes in inventory), which fell by EUR 8 million to EUR 41 million compared with 2019. Income from the capitalisation of purchased services for investments of around EUR 44 million was deducted.

Personnel expenses were slightly higher than in the previous year (+1.0 %).

## Economic Situation

### Cash flow statement

	<b>2020</b>	<b>2019</b>	<b>2018</b>
	EUR thousand	EUR thousand	EUR thousand
Cash flow from operating activities	1,005,832	1,285,509	1,140,610
Cash flow from investing activities	-598,360	-641,288	-480,924
Cash flow from financing activities	-129,878	-785,230	-504,653
<b>Change in cash and cash equivalents</b>	<b>277,594</b>	<b>-141,009</b>	<b>155,033</b>
Opening balance of cash and cash equivalents	25,930	166,939	11,906
<b>Closing balance of cash and cash equivalents</b>	<b>303,524</b>	<b>25,930</b>	<b>166,939</b>

In 2020, cash flow from operating activities amounted to EUR 1,006 million and is thus around EUR 280 million below the previous year's figure. ASFINAG's investment activity amounting to EUR -598 million was also below the level of 2019. This results in an overall positive cash flow before financing (free cash flow) of EUR 407 million for 2020.

Taking into account the opening balance of cash and cash equivalents, cash flow from financing activities (EUR -130 million) results in a closing balance of funds of approximately EUR 304 million. The difference in cash flow from financing activities compared with the previous year is due, among other things, to the fact that the volume of bonds issued in 2020 was significantly higher at EUR 1,250 million (nominal) compared with 2019 (EUR 600 million (nominal)), with around the same amount of repayments in both years.

It should be noted that, compared with the previous year, interest was reallocated from cash flow from operating activities to cash flow from investing or financing activities. This has also been adjusted in the 2019 and 2018 amounts stated for the purpose of comparison.

## Economic Situation

### Profitability

		2020	2019	2018
Return on sales s.l. (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\text{Revenues}}$	45.18	49.58	52.43
Return on sales s.s. (%) =	$\frac{\text{Net result for the period}}{\text{Revenues}}$	28.11	30.78	31.83
Return on total capital (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\Phi \text{ total capital}}$	6.67	8.06	8.08
Return on equity (%) =	$\frac{\text{Net result for the period}}{\Phi \text{ equity}}$	10.88	13.96	14.95

Both return on sales in the wider sense and return on sales in the narrower sense saw a year-on-year decline compared with 2019, as sales revenue decreased less than the operating result (EBIT) / net result for the period.

The reduction in return on assets is attributable to the significant decline in the operating result.

By the same token, the return on equity decreased in 2020 due to the lower net result for the period.

## Economic Situation

### Non-financial performance indicators

#### Headcount as of 31 December 2020

	Total 2020	Employees ASFINAG 2020	Staff in provinces 2020	Total 2019	Total 2018
ASFINAG Holding	145	145	0	148	141
ASFINAG Service GmbH	1,521	1,173	348	1,500	1,486
ASFINAG Alpenstraßen GmbH	267	267	0	262	260
ASFINAG Bau Management GmbH	423	412	11	328	302
ASFINAG Maut Service GmbH	611	611	0	640	633
ASFINAG Commercial Services GmbH	0	0	0	0	0
ASFINAG European Toll Service GmbH	0	0	0	0	0
<b>Total Headcounts</b>	<b>2,967</b>	<b>2,608</b>	<b>359</b>	<b>2,878</b>	<b>2,822</b>

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

The total number of employees as of 31 December increased by 89 compared to 2019. Of a total of 2,967 employees, 56 were temporary employees as of 31 December 2020, who will be employed on a temporary basis to cover peak workloads.

As of the end of 2020, a total of 37 apprentices were undergoing training, and there are no trainees at present.

Staff turnover is significantly lower compared with 2019 (3.2 %), amounting to around 2.7 % in 2020. Employees with a fixed-term employment contract – holiday and seasonal employees, interns – as well as managers and state employees are not taken into account in the turnover analysis.

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 to download from ASFINAG's website at <https://www.asfinag.at/ueber-uns/unternehmen/unternehmensberichte/>.

## Schedule of fixed asset transactions IFRS

### TANGIBLE ASSETS

Tangible assets	Land	Buildings	Plant and equipment
<b>Acquisition costs</b>			
At 01.01.2020	21,639,104.69	268,571,862.01	667,363,831.57
Additions	337,327.75	3,181,377.41	20,136,886.41
Reclassifications	9.26	1,036,530.25	24,023,087.15
Disposals	-450,644.70	-29,180.34	-12,863,002.35
<b>At 31.12.2020</b>	<b>21,525,797.00</b>	<b>272,760,589.33</b>	<b>698,660,802.78</b>
<b>Depreciation and impairments</b>			
At 01.01.2020	39,099.00	147,312,846.01	340,723,848.97
Depreciation	41,976.84	9,066,056.37	36,962,987.05
Impairment	0.00	0.00	0.00
Disposals	0.00	-27,383.40	-12,462,877.45
<b>At 31.12.2020</b>	<b>81,075.84</b>	<b>156,351,518.98</b>	<b>365,223,958.57</b>
<b>Carrying amount at 31.12.2020</b>	<b>21,444,721.16</b>	<b>116,409,070.35</b>	<b>333,436,844.21</b>
<b>Carrying amount at 31.12.2019</b>	<b>21,600,005.69</b>	<b>121,259,016.00</b>	<b>326,639,982.60</b>





<b>Operating and office equipment</b>	<b>Vehicles and movable assets</b>	<b>Advance payments and construction in progress</b>	<b>Total</b>
33,365,948.38	167,774,901.32	37,870,823.73	1,196,586,471.70
4,327,604.63	19,170,642.75	18,419,247.11	65,573,086.06
0.00	0.00	-25,784,189.55	-724,562.89
-2,605,681.52	-9,852,056.61	-574,075.87	-26,374,641.39
<b>35,087,871.49</b>	<b>177,093,487.46</b>	<b>29,931,805.42</b>	<b>1,235,060,353.48</b>
22,335,982.92	93,943,737.55	412,929.20	604,768,443.65
4,716,345.94	13,064,886.83	0.00	63,852,253.03
0.00	0.00	0.00	0.00
-2,557,733.83	-8,948,268.03	0.00	-23,996,262.71
<b>24,494,595.03</b>	<b>98,060,356.35</b>	<b>412,929.20</b>	<b>644,624,433.97</b>
<b>10,593,276.46</b>	<b>79,033,131.11</b>	<b>29,518,876.22</b>	<b>590,435,919.51</b>
<b>11,029,965.46</b>	<b>73,831,163.77</b>	<b>37,457,894.53</b>	<b>591,818,028.05</b>

## INTANGIBLE ASSETS

Intangible assets	Usufructuary right	Advance payment usufructuary rights	Rights and licenses
<b>Acquisition costs</b>			
At 01.01.2020	14,939,023,841.68	1,163,990,299.58	143,015,505.45
Additions	108,552,865.08	397,306,560.07	11,783,915.61
Reclassifications	296,605,881.72	-296,931,528.14	3,911,057.37
Disposals	-88,920.22	0.00	-260,162.75
<b>At 31.12.2020</b>	<b>15,344,093,668.26</b>	<b>1,264,365,331.51</b>	<b>158,450,315.68</b>
<b>Depreciation</b>			
At 01.01.2020	0.00	0.00	107,351,485.98
Depreciation	0.00	0.00	14,658,517.68
Disposals	0.00	0.00	-253,028.45
<b>At 31.12.2020</b>	<b>0.00</b>	<b>0.00</b>	<b>121,756,975.21</b>
<b>Carrying amount at 31.12.2020</b>	<b>15,344,093,668.26</b>	<b>1,264,365,331.51</b>	<b>36,693,340.47</b>
<b>Carrying amount at 31.12.2019</b>	<b>14,939,023,841.68</b>	<b>1,163,990,299.58</b>	<b>35,664,019.47</b>

Goodwill	Advance payments intangible assets	Total
153,032,137.39	19,470,631.17	16,418,532,415.27
0.00	15,932,475.05	533,575,815.81
0.00	-3,186,485.22	398,925.73
0.00	-119,024.48	-468,107.45
<b>153,032,137.39</b>	<b>32,097,596.52</b>	<b>16,952,039,049.36</b>
0.00	0.00	107,351,485.98
0.00	0.00	14,658,517.68
0.00	0.00	-253,028.45
<b>0.00</b>	<b>0.00</b>	<b>121,756,975.21</b>
<b>153,032,137.39</b>	<b>32,097,596.52</b>	<b>16,830,282,074.15</b>
<b>153,032,137.39</b>	<b>19,470,631.17</b>	<b>16,311,180,929.29</b>

## Schedule of consolidation

Company	Registered office	Share in %	Consolidated method	Local currency
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	Vienna	85.00	HOLDING	EUR
ASFINAG Service GmbH	Ansfelden	51.00	FULL	EUR
ASFINAG Alpenstraßen GmbH	Innsbruck	100.00	FULL	EUR
ASFINAG Bau Management GmbH	Vienna	100.00	FULL	EUR
ASFINAG Maut Service GmbH	Salzburg	100.00	FULL	EUR
ASFINAG Commercial Services GmbH	Vienna	100.00	FULL	EUR
ASFINAG European Toll Service GmbH	Vienna	100.00	FULL	EUR
Verkehrsauskunft Österreich VAO GmbH	Vienna	26.00	EQUITY	EUR

## Key figures AR 2020

Amounts in EUR million	2020	Delta in %	2019	Delta in %	2018
Toll revenues	2,084	-6.9 %	2,239	3.9 %	2,156
thereof toll revenues from cars	586	-19.1 %	724	4.8 %	691
thereof toll revenues from special toll sections	137	-31.5 %	200	5.8 %	189
thereof revenues from toll stickers	449	-14.3 %	524	4.5 %	502
number of toll stickers sold (in millions)	18.4	-33.8 %	27.8	2.2 %	27.2
thereof toll revenue from HGV	1,498	-1.1 %	1,515	3.4 %	1,465
Financial result (interest expense)	-206	-14.9 %	-242	-7.3 %	-261
Net result for the period	742	-14.1 %	864	4.8 %	824
Cash flow before financing activities (free cash flow)	408	-36.7 %	645	-2.3 %	660
Balance sheet total	18,307	4.9 %	17,455	2.2 %	17,084
Equity	7,113	8.8 %	6,537	11.9 %	5,839
Equity ratio	38.9 %	3.8 %	37.4 %	9.6 %	34.2 %

## Key figures AR 2020

Amounts in EUR million	2020	Delta in %	2019	Delta in %	2018
Current and non-current liabilities	11,194	2.5 %	10,918	-2.9 %	11,245
Infrastructure investment programme	1,074	1.8 %	1,056	12.9 %	935
thereof new construction	499	-1.4 %	506	35.9 %	372
thereof structural maintenance	527	6.7 %	494	4.6 %	472
Notional debt amortisation period	13	10.8 %	12	0.0 %	12
Distance travelled for vehicles ≤ 3.5 t mpw in mill. vehicle km/year (m+e)	22,586	-22.2 %	29,024	1.3 %	28,664
Distance travelled for vehicles > 3.5 t mpw in mill. vehicle km/year (m+e)	3,673	-4.6 %	3,850	0.9 %	3,816
Total distance travelled in mill. vehicle km/year (m+e)	26,259	-20.1 %	32,873	1.2 %	32,480
Existing road network in km	2,249	0.7 %	2,233	0.4 %	2,223
Headcount (incl. staff based in federal provinces) *)	2,967	3.1 %	2,878	2.0 %	2,822

\*) Valid as of 31.12. this year





### **Legal details**

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