

2022



ANNUAL REPORT

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

HAVE A SAFE TRIP, AUSTRIA!

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

ASFINAG carries a particular responsibility in several different areas. As an operator of critical infrastructure, it has an essential role to play in ensuring the movement of goods and people in our country. As a mobility partner, the company makes a key contribution to Austria's efforts to achieve climate neutrality in 2040. Despite the lingering effects of the coronavirus pandemic, a number of important steps were taken in this direction in 2022.

For example, the Vienna-Inzersdorf site is now being supplied with renewable energy, and the smart grid system that has been installed also enables the supply of energy to be controlled intelligently, making the site blackout-proof. A hydropower plant at Semmering supplies green electricity for a tunnel, while other large photovoltaic systems bring us all closer to the goal of achieving climate neutrality. And last but not least, ASFINAG

demonstrates each and every year that the company attaches particular importance to innovations, such as by using micro wind turbines on bridge pillars.

The future of road usage is electric. And the switch from fossil and climate-damaging fuels to purely electrically powered vehicles is progressing rapidly. ASFINAG has developed an ambitious program of expansion so as to be able to keep pace with sharp rise in electrical energy for both individual and heavy goods traffic expected in the coming year. The company is also spearheading e-mobility within its own ranks, and another priority is ensuring comprehensive coverage of e-charging stations along the motorways.

Enormous challenges lie ahead of us all, which also require significant efforts. Yet I am confident that together we will be able to master these challenges together well, not least thanks to the remarkable dedication shown by the company's employees, something for which I would like to express my sincere gratitude. You all show that future-oriented solutions can be sought with passionate engagement, no matter how big the task.

A handwritten signature in black ink, appearing to be 'L. Gewessler', written in a cursive style.

Federal Minister Leonore Gewessler, BA



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

2022 was once again far from an easy year, but the very special and numerous challenges for ASFINAG in its position a mobility partner and infrastructure service provider were successfully mastered. Right at the beginning of the year, some 700 employees were relocated to the new joint site in Vienna, a move which went very well despite the effects of the coronavirus pandemic still being felt.

The volatile and extremely difficult market situation did not prevent ASFINAG from staying true to its course last year, keeping it an important economic driver for Austria.

ASFINAG's ambitious projects focusing on sustainability are the right response to the turbulent developments of our time. Work on increasing the amount of green energy we produce ourselves by means of photovoltaics, water and wind was successfully continued. As regards mobility needs, ASFINAG kept working to make its network fit for the future, adding to the existing infrastructure of e-charging stations. ASFINAG increasingly linked up with public transport, created opportunities to transfer from cars to public transport and made it easier for commuters to carpool by providing more and more parking spaces.

Yet internal mobility was also restructured last year, with a particular focus being on encourage employees to be more actively mobile for their own health, i.e. exercising, on the way to and from work, or on business trips.

ASFINAG also continued its extremely positive evolution as an employer in 2022, key examples of this being how it promotes diversity, encourages the development of female managers, practises equal opportunity and has established an ASFINAG women's network. A company childcare programme was also launched and teleworking arrangements became standard in keeping with the times.

All of which shows how ASFINAG is developing from a purely infrastructure provider with the core tasks of construction, operation and tolling into a versatile mobility partner. The aim is to unify the objectives of forward-looking infrastructure, sustainability and, as far as possible, carbon-neutral mobility. The company assumes its responsibility in respect of climate targets, and the transport sector is a key factor in efforts to succeed with the mobility turnaround.

ASFINAG also remains purely user-financed, does not require any subsidies from the public sector, and can reinvest the revenue in a safe and efficient high-ranking network thanks to yet another positive economic result and stable surplus. Both customers and Austria as a business location benefit from this model. The success of this path is also due in no small part to ASFINAG's motivated employees. I would like to express my sincere thanks for the commitment shown in 2022.



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



Foreword by the ASFINAG Board of Management

2022 saw the world being confronted with new challenges that also demanded a lot from us at ASFINAG with our more than 3,000 employees: Climate crisis, energy supply bottlenecks, the Ukraine conflict and the pandemic ensured that ASFINAG seized the opportunity for change in the middle of a crisis. Last year, we once again came much closer to our goal of becoming one of the most important mobility partners for Austrians.

The mobility of tomorrow is something that will come into being with innovations and the harnessing of new energies. Micro wind turbines on the Europa bridge demonstrate the potential of wind energy on bridge piers; small-scale hydropower plants produce clean electricity exactly where we need it, such as at our tunnels, which are our largest consumers of energy. The steady expansion of photovoltaics and the infrastructure for e-charging stations is a cornerstone of our strategy for the future, one aim of which is that there should be an e-charging station every 25 kilometres on motorways and expressways by 2030. Our ambitious goal is to be self-sufficient in electricity as early as 2030, which involves us relying exclusively on clean energy from our own production sources.

We link up with public transport offers, create transfer points from cars to public transport and facilitate carpooling by providing parking spaces for commuters. This goes together with the move towards digitalisation in mobility – we are among the leaders in Europe when it comes to linking the data worlds of cars and roads or developing automated driving.

We were again able to improve safety on motorways and expressways in 2022. With the opening of the third lane on the A4 East motorway, the completion of the general renovation

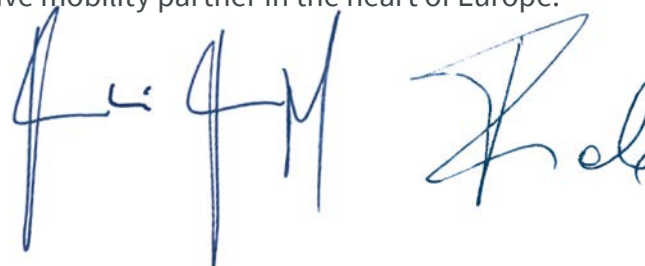
of the St. Marx elevated section on the A23 South East motorway in Vienna (the Tangente), and the opening of the new Rheintal-Mitte junction in Vorarlberg, we have combined driving comfort and service with greater levels of safety. We invested around EUR 1.2 billion in our motorways and expressways last year. The focus of our construction programme investments in the future will increasingly be on renovation and modernisation work. Our goals are clear: infrastructure that is fit for the future, sustainability and mobility that is as carbon-neutral as possible for us all.

Such a comprehensive programme is possible and successful for two reasons. First and foremost it is our employees who, through their expertise, human touch, prudence and full commitment, ensure that everyone arrives safely and securely on our motorways. At the same time, ASFINAG manages the high level of investment associated with such programmes from its own resources, which is why the company is able to navigate economically turbulent times and withstand the effects of crises.

We keep on moving and we keep people moving. Mobility is one of the foundations of our prosperity, but it must not be at the expense of people and the environment, which is why our information campaigns always focus on the human factor, advocating a sense of togetherness on the road. Road safety involves working

together on an equal footing, an approach which also reflects our own corporate culture. We are an attractive employer that attaches particular importance to our employees, both current and future ones. Diversity and equal opportunities were not empty buzzwords at ASFINAG in 2022, but attitudes that were and will continue to be squarely in the foreground.

ASFINAG will keep fulfilling its responsibility in 2023 to play a key role in driving the mobility turnaround, and this more so than ever, because tackling the climate crisis is a top priority for each and every one of us. All so that we can continue to connect people in Austria in the future – as a reliable, sustainable and innovative mobility partner in the heart of Europe.



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

GOALS



GOALS

We also mastered the numerous challenges in 2022 and at the end of the year ASFINAG was able to report a clearly positive result. This also applies to our sustainability objectives, particularly with regard to the expansion of our own renewable energy sources and e-mobility. Work to further develop the e-charging infrastructure on motorways, to construct ever more installations for the Group to generate its own green energy for route operations, and to link up with public transport offers are all key pillars of the Group's strategy. However, the aspiration to make traffic more environmentally friendly also has an inward focus at ASFINAG. An ambitious and forward-looking internal mobility concept was being implemented in 2022: Converting the vehicle fleet to e-cars and creating incentives to switch to public transport for business trips will reduce ASFINAG's carbon footprint.

The path to becoming a sustainable mobility partner was successfully continued in 2022. Our strategy work has also seen us set ourselves new ambitious and specific targets. Not only do we want to be self-sufficient in electricity by 2030 using our own renewable energy sources, but we also want to offer an e-charging station at least every 25 kilometres along our motorways.

DI Marko Jandrisits

Head of the Group
Management department,
ASFINAG Holding



Positive result at the end of a challenging 2022

The start of the year was still clearly under the effects of the pandemic and lockdown. This was followed by a general return to the office at the beginning of March – the new joint location in Vienna therefore really got into gear for the first time – with a simultaneous de facto entry into force of the teleworking agreement from 2021.

The Ukraine war, the geopolitical upheavals of which fuelled additional costs, supply bottlenecks especially in the construction sector, and problematic developments on the energy markets, among other things, also had a major impact on the company and its operations. No projects were put on hold, however, despite the difficult market situation. There was also no compromising on road safety, even though the construction and technical challenges are increasing due to the growing age of the network.

There was a significant increase in passenger car mileage: 2022 saw an increase of ten percent compared with 2021, but was still slightly below the pre-crisis level. Heavy goods traffic stagnated, we only saw a 0.05 percent year-on-year increase in 2022.



ECONOMIC EFFICIENCY



ECONOMIC EFFICIENCY

Companies with outstanding economic potential can contribute to stability especially in economically turbulent times. This is something we demonstrated once again in 2022. The user-financed ASFINAG model enabled investments in safety, infrastructure, the economy and the labour market through stable revenues. And it does so from its own resources without any additional subsidies from other budgetary sources – a safe investment in turbulent times. Although the effects of inflation are also being felt here, the excellent financial year is enabling debts to be repaid and billions of euros of future investment made in our network. The core data: We generated a profit of EUR 851 million and increased the equity ratio to around 44 percent. In 2022, the amount of liabilities was again reduced by EUR 293 million to EUR 10,5 billion.

Profit generated in 2022 despite global economic turbulence

The global energy issue, the Ukraine war, significant inflation and gradually noticeable inflation – unfavourable conditions on the face of it for a positive business year. We have, however, defied these trends and demonstrated both high resilience and excellent economic performance. Higher toll revenues and significant profits are the economic cornerstones of a pleasing 2022 financial year, in which there was more mobility again now that coronavirus restrictions have been lifted.

Levels of car traffic, which had slowed during the coronavirus pandemic, did rebound in particular, but we did not yet reach the pre-crisis level of 2019 in terms of traffic development. Our economic business card: in 2022, we generated a profit of EUR 851 million, EUR 55 million more than originally forecast.

Revenues from truck and bus tolls (vehicles over 3.5 tonnes total weight) as well as toll stickers and route tolls (vehicles under 3.5 tonnes total weight) increased by 6 percent. The revenue from truck and bus tolls amounted to EUR 1,7 billion, from the passenger car toll EUR 766 million (EUR 540 million from toll stickers, EUR 226 million from route tolls).

In addition, we reduced liabilities by around EUR 293 million to a current value of just under EUR 10,5 billion. Investments of EUR 1,1 billion made in infrastructure and safety in 2022 therefore came from the company's own resources.



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In 2022, car mobility in particular made a significant comeback on our roads, which is one of the reasons why we have been able to record a profit, higher revenues and even repay debts. This stability is due to the model of user-funding, which has proven to be economically reliable and highly resilient, especially in greatly challenging times. It puts us into a unique starting position – namely, to continue investing in safety, promoting sustainability and, at the same time, managing our core tasks. This economic performance ensures that we can continue to be relied upon as a leading mobility partner in the future.

”

Dr. Josef Fiala
CEO, ASFINAG



Traffic comeback on motorways and expressways after COVID-19

Passenger car traffic made a noticeable comeback in 2022, having experienced a slowdown during the COVID years of 2020 and 2021. Passenger car mileage increased significantly, up 10,6 percent from 2021, but not yet reaching pre-crisis 2019 levels, due most likely to fuel prices and the significantly higher number of people working from home.

The increase of 0,05 percent compared with 2021 for heavy goods traffic is lower, but this is because trucks were less affected by the COVID-19 crisis. ASFINAG saw an increase in truck mileage in 2021 already, which continued to a more moderate extent in 2022.

Total traffic increased by 9,2 percent compared with 2021, with truck traffic rising by 0,05 percent. In direct comparison to the pre-crisis level of 2019, truck traffic increased by 3,8 percent, while passenger car traffic increased by 4,4 percent. In overall terms, this means a decrease of 3,5 percent.



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It is a very pleasing confirmation of ASFINAG's economic performance that it was able to achieve top results with the issuing of its bond, even in volatile, uncertain times overshadowed by numerous crises. Investors have once again clearly expressed their confidence in ASFINAG, which for us is a sign that we are on the right track. It is, above all, a strong signal that we offer the highest level of stability in business circles.

”

Mag.^a Gabriele Csoklich

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



Huge demand for ASFINAG bond

Despite challenging circumstances and very high levels of volatility on the financial markets, 2022 saw demand for ASFINAG bonds again exceed the already high levels seen in previous years. In September 2022, a six-year bond with a fixed interest rate of 2.125 percent p.a. was issued. Investors showed an extremely high level of interest in the new bond. Within a very short time, the order book was twelve times higher than the required volume of EUR 600 million,

impressive evidence once again of our good standing on the capital markets. Nearly half of the bonds were purchased by German and Austrian investors, with the remainder split between various other, mainly European, countries.

Further information: asfinag.at/ueber-uns/investor-relations/



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We have one of the most modern tolling systems in Europe, with probably the strongest commitment for our customers. For 25 years, the centrepiece has been the toll sticker with the three different time models – ideal, therefore, when it comes to meeting the requirements of both tourism and commuters. Fair, affordable and easy to use: a real guarantee of success. The digital toll sticker is the perfect fit for the 21st century, a system we are constantly developing – as is the success story of the toll sticker.

”

**Mag.^a Claudia Eder,
MBA**

Managing Director, ASFINAG Maut
Service GmbH



The heart of toll collection celebrates its 25th birthday – our toll sticker

1 January 1997 saw a new era began in Austria with the introduction of the adhesive toll sticker. At first the subject of hot debate, it is now a best practice model after 25 years in use and has been adopted by other European countries. In December 2017, tolling in Austria took the next step towards the future – the digital toll sticker has now clearly overtaken its adhesive counterpart, making up a share of almost 70 percent of annual toll stickers. At the same time, the toll sticker is fair and inexpensive in a Europe-wide comparison because, it means that more than 2,200 kilometres of motorway can be used at 25 cents per day.

Over the past 25 years, 515 million toll stickers have made it possible for us to be economically independent as a purely user-financed company and to finance investments from our own resources. The advantages of the (digital) sticker tolling system are clear: no roadside effort, no additional technical equipment for passenger cars, quick and easy sales and, above all, easy for customers to handle. And the fact that the annual guessing game for the next toll sticker colour has become part and parcel of the Austrian popular soul shows how well the toll sticker has been received.





Package of measures to combat inflation in construction prices

The coronavirus pandemic, the Ukraine war and the question of energy supply had a noticeable economic impact in 2022 and meant that we had to react flexibly and with situational awareness in our core area: construction. Inflation, price increase and uncertain supply chains led to us adjusting our assumptions in good time when planning for construction prices. The response was clear and in line with our partners; after all, our industry was faced with increases of up to 24 percent in some cases. Projects with a construction start date of 2022 had seen us already take into account the expected costs during the planning stage with an additional 2.5 percent. The figure was as high as five percent for projects with a high proportion of steel construction or a proportion of electromechanical equipment.

We want to plan as realistically as possible – and we want to be fair and consistent in our approach. By evaluating the current market situation on a quarterly basis, we will continue to ensure that the global “market prices” risk is properly considered. This also applies to the matter of energy, which has been given a much higher priority in 2022, not least because of Austria’s reliance on gas.

First alliance contract: Tendering process completed successfully

As an innovative company, ASFINAG is also breaking new ground in construction contracts. For example, the procurement process for the first ASFINAG alliance contract as part of the pilot project “Construction of Siegräben Valley Crossings” (S 31 Burgenland Expressway) was successfully completed at the end of 2022. The basic idea behind an alliance contract is to focus the interests of the contractual partners on achieving joint project success in line with the principle of “best for project”. What this essentially means is having a shared sphere of risk, in which the majority of such risks are borne jointly, as well as having a remuneration model on the basis of which both contractual partners can participate in the success of the project.

ASFINAG further expands key international functions

The international networking of experts is an essential part of ASFINAG’s work. Just as traffic travels across borders, ASFINAG also thinks beyond national borders in all matters, which is precisely why ASFINAG is represented in international bodies established to promote issues such as tolls, road safety and increasing digitalization. ASFINAG Board Member Dr Josef Fiala was appointed President for 2023 at the General Assembly of the “European Association of Operators of Toll Road Infrastructures” (ASECAP), the association of toll operators from 19 countries, at the end of

2022. ASECAP is considered to be the central association for road and toll infrastructure companies operating more than 82,000 kilometres of motorways across Europe. Managing Director DI Alexander Walcher represents ASFINAG and thus Austria in the Executive Committee of the World Road Association PIARC and Managing Director DI (FH) René Moser, MBA, was elected to the board of the International Bridge, Tunnel and Turnpike Association (IBTTA), the world association of toll road operators, for a further two years. In addition, DI (FH) René Moser, MBA, will chair the Executive Board of the Conference of European Directors of Roads (CEDR), whose presidency is held by the Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology (BMK) in 2023. All mandates are intended to contribute to reliably and safely connecting people and regions in the heart of Europe as an innovative and sustainable mobility partner and to spearhead the mobility revolution in Austria and internationally. An example to this end is a road safety and sustainability symposium, which is planned in Austria in 2023.



Our international commitment is of great importance, as key decisions are due to be made in Brussels in the coming months, such as those on the specifications for implementing alternative charging options and specifications for smart transport systems. Actively helping to shape this is extremely important to us.

**DI (FH) René Moser,
MBA**

Managing Director,
ASFINAG Commercial
Services GmbH



Washing tunnels right on track

Our expertise is in demand in many areas. For example, 2022 saw us enter into an unexpected yet natural cooperation to clean an ÖBB tunnel. The employees of the Unterwald motorway maintenance department left their usual route on the A2 South motorway to use our special vehicles to clear dirt from an eleven-kilometre-long section of the new Koralm railway tunnel between Styria and Carinthia.

In eleven days, two eleven-kilometre-long tunnel tubes were cleaned in this way, 22 kilometres of tunnel wall per tube.

The contract awarded by PORR AG was handled by our ASFINAG Commercial Services GmbH, which is our platform for commercial cooperation with companies and organisations as well as for research projects.



“

This assignment is just one example of how we at ASFINAG can also provide our in-house expertise to other companies in a commercially interesting way.

”

Dr. Anton Sieber, MBA

Managing Director, ASFINAG
Commercial Services GmbH



SUSTAINABILITY



SUSTAINABILITY

2022 not only saw a fundamental change to underlying economic environment, but the whole world was confronted with challenges regarding the climate crisis and energy supply. As the most important mobility partner, we assumed our responsibility to be an essential part of the climate transition despite these changes. After all, as an infrastructure company, we want to make an active contribution to achieving the climate targets, which includes expanding the e-charging infrastructure on our network, as part of which around 1,500 charging points will be created by 2030. The energy for this is increasingly coming from renewable energy sources. ASFINAG will be self-sufficient in electricity by 2030. In order to achieve this ambitious goal, the company's own production was increased in 2022 with photovoltaic systems, the use of wind and geothermal energy, and small hydropower plants. It's a small step for a big leap forward.

Climate protection starts in the head

Our position as a leading mobility partner means we have powerful levers in our hands to set clear paths for a sustainable future and contribute to efforts to achieve climate targets. Change begins with each and every step, how ever small, which means starting with the behaviour of our own employees. To this end, we launched the first ASFINAG Climate Protection Day in 2022. The climate and environmental protection programme, which is founded on the cornerstones of a sustainable energy strategy, circular economy, biodiversity and a dedicated mobility concept, was brought to life at all the major sites.

The ASFINAG mobility concept is primarily concerned with decarbonising the Group fleet. The option for all employees to use the e-pool cars privately also encourages them to rethink their own approach to mobility. A good example of how climate protection knows no boundary between professional and private.

As part of Climate Impact Week, there will also be a Group-wide Climate Protection Day in 2023 with many activities at sites throughout Austria.



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Each and every one of us can play a decisive role in ensuring that we use less energy, promote alternative drives and use our energy resources carefully. This is why we focus on e-mobility, sustainable energy sources and multimodal transport concepts in our operations. The construction sector is where we focus on sustainable procurement, recycling management and resource conservation. The Climate Protection Day is a lively opportunity we have created for dialogue to raise awareness of the importance of our measures within the company as well.

”

Mag. Hartwig Hufnagl

CEO, ASFINAG



Less fuel consumption means more climate protection

The potential for savings in the field of mobility in particular, which accounts for 30 percent of total energy consumption in an average Austrian household, is substantial and easy to harness. This is why we have been supporting the goal of saving eleven percent of total national energy consumption with “Mission 11” with our own campaign. We have been using the media and posters along our motorways and expressways to draw attention to simple ways of saving energy, such as “Weg vom Gas – spar dir was” (Slow down and save a bit): Accelerating slowly, keeping a steady pace and driving at a slower speed, such as 100 instead of 130 km/h, can save up to 24 percent in fuel consumption. This driving style has a direct positive effect on the fuel gauge and thus efforts to protect the climate. An additional effect is the positive impact on road safety. The second focus of our “Mission 11” was carpooling as another easy way to get more for the climate and your wallet by using less energy.



“

The energy-saving potential is enormous, especially in transportation, which is why it was absolutely clear that we would also take the Austria-wide Mission 11 campaign to the streets. With our slogans, we showed how very simple measures can ease the burden on your wallet and do something for the environment at the same time.

”

Mag.^a Petra Mödlhammer-Prantner

Head of the Marketing and Communication department,
ASFINAG Holding



Small-scale hydropower plant supplies S6 Semmering tunnel with green electricity

The new hydropower plant supplies around 490 megawatt hours of clean electricity per year, covering around 45 percent of the energy needs of the 3.5-kilometre-long tunnel. The tunnel seepage water from the Semmering tunnel serves as the source of energy. This water is fed into the powerhouse by means of a pressure line, processed by a Pelton turbine and then discharged into the Greisbach. The electrical energy generated in this way is fed into the tunnel power supply network and used 100 percent to supply the operating and safety technology in the tunnel. With this power plant on the S6 Semmering expressway, ASFINAG has commissioned its second electricity generation plant. The remaining electricity required will continue to be sourced exclusively from certified green electricity providers that operate in accordance with the UZ 46 eco-label.



“

The special thing about this hydropower plant is that we use the mountain's own waters to generate energy and use 100 percent of the electricity produced for tunnel operations.

”

Ing. René List

Head of the Electrical and Mechanical Equipment department, ASFINAG Service GmbH



Smart grid: smart photovoltaic system for the Inzersdorf site

The commissioning of the smart grid system at the Vienna-Inzersdorf site represents yet another milestone towards the goal of being self-sufficient in electricity by 2030. More than 1,200 photovoltaic modules generate around 560 megawatt hours of environmentally friendly energy there. The storage capacity of the battery system is 750 kilowatt hours. This covers 100 percent of the total energy requirements of the motorway maintenance department and the charging infrastructure for e-vehicles on site, and also supplies the largest (national) ASFINAG traffic management centre during the day. In addition to the supply of green electricity, the smart power grid – smart grids create a seamless connection between energy generation, storage and consumption – ensures energy self-sufficient and blackout-optimised operation of the motorway maintenance departments for emergencies.



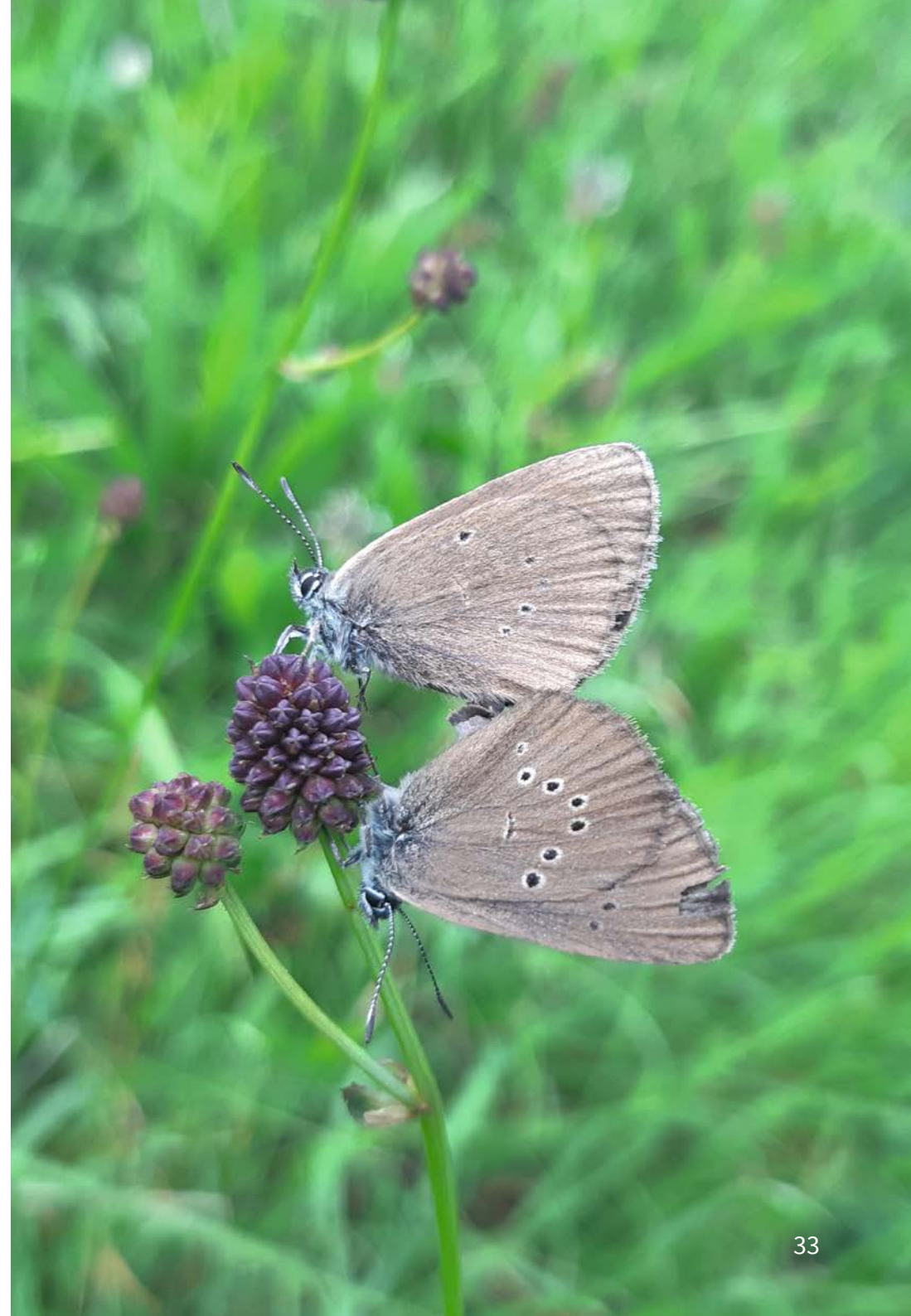
Innovative micro wind turbines at the Europa bridge

Use wind power and produce green electricity without having to build masts. This is possible thanks to the eight new micro wind turbines on the piers of the Europa bridge in Tyrol. The innovative pilot project was borne of an ASFINAG employee's idea, was developed as part of the "VERBUND X Accelerator" programme together with the Berlin start-up company MOWEA and was put into practice in October. The primary goal is first to evaluate the energy potential of small wind turbines, their potential to reduce CO2 for bridges, and their energy consumers. The wind turbine at the Europa bridge will also cover the primary energy needs of the Patsch toll station. If the project is successful, there may be other uses for it on ASFINAG's more than 5,000 bridges.



**Compensatory areas:
building new routes in harmony with nature**

We took the first step in the new construction project S10 Mühlviertler North expressway long before the actual ground-breaking ceremony in 2022. At Rainbach im Mühlkreis (Upper Austria), turf was planted early on as an ecological compensatory measure. In the process and under the supervision of experts, habitats (meadow tops and soil) of the protected dusky large blue butterfly species along stretches of road were relocated to other sites. Other such projects are to be implemented prior to construction – such as biotope relocations, new habitats for reptiles and amphibians, or the hanging of bat boxes. We have also created six times as much compensatory area for the S7 Fürstenfeld expressway than we need for the amount of road currently being constructed. The desired success is evident to see. Protected animals and plants have also colonised the 530 hectares in the meantime.



“

Ecology and sustainability are increasingly important considerations when it comes to construction work. Up to a third of the investment in newly built sections of road goes into environmental and neighbourhood protection, as well as new green habitats. Compensatory areas enable us to successfully balance out any interventions in the natural surroundings.”

”

DI Alexander Walcher

Managing Director, ASFINAG Bau Management GmbH



Green noise protection wall in Tyrol

Noise protection and sustainability are to be partners in the future. It is for this reason that we erected a green noise protection wall around 425 metres long on the A12 Inntal motorway near Kramsach from July to the autumn. This will create a green belt that meets all the requirements for sustainable noise protection, both ecologically and visually as well as functionally. Once the wall is completely overgrown – in about three years – with wild grapevine, ivy, woodland vines, and a variety of flowers, it will provide a new habitat for insects and birds and lower the ambient temperature and fine particulate matter in the air. It requires virtually no maintenance or care, nor any artificial irrigation. Another advantage of this type of noise protection wall is that it consumes 50 percent less CO2 when being manufactured and erected.



Wood instead of steel in a pilot project in Carinthia

Using wood instead of steel – and thus saving CO2 – is also the order of the day for us. A huge, almost 30-metre-long message sign bridge made of local wood was erected for the first time on the A2 South motorway near Völkermarkt, Carinthia, in the early summer of 2022 as a pilot project. This first walkable wooden structure is unique in Europe.

Such structures are usually made of steel, on which are mounted what are known as variable message signs. Among other things, these provide information about the prescribed speed limit or an obstruction, or also serve to provide guidance, as in the specific case to the Haimburg traffic control point.

The wooden message sign bridge towers over the entire four lanes of the motorway, the main elements of it being made of spruce. Larch was additionally used as a protective layer. Moisture sensors are built into the individual components so that it is possible to check at any time how the construction reacts to different weather conditions. The posts are also made of wood, with only the foundations having been concreted.



CUSTOMERS



CUSTOMERS

Modern and enlarged rest areas and parking areas for special transports, an optimised and even more user-friendly ASFINAG app, and comprehensive, new and innovative noise protection facilities are just some of the projects implemented for customers in 2022. After all, even under difficult economic conditions, ASFINAG's focus remains squarely on road safety and high-quality service for motorists, one which ranges from structural measures to good, easy-to-understand and, above all, comprehensive communication. A case in point: the ASFINAG blog was given a digital facelift and was equipped with a more targeted search feature and improved user-friendliness, particularly for mobile devices.

Well informed and prepared on the road thanks to the new ASFINAG app

The newly designed ASFINAG app officially replaced the “unterwegs” app on 1 July 2022. Last year, it was downloaded some 400,000 times and its wide range of services are used by an average of more than 100,000 people every month. 1,800 webcams are now available in the app to monitor the current traffic situation in Austria, southern Germany, Hungary, Slovenia, Croatia and Italy. The ASFINAG app's start screen can be personalised in such a way that you can define personal destinations, routes or even webcams. It also provides all the information about e-charging stations and possibilities to stop and take a break. Users can also purchase all toll products via the app - from the digital toll sticker to the route toll ticket for all toll stations in Austria. Information about roadworks can also be accessed, in addition to general traffic information, also specifically for drivers of cars and trucks as required. The app is programmed to be fully accessible and offers the entire service package in twelve languages.

A graphic advertisement for the ASFINAG app. It features a smartphone displaying the app's logo, which is a stylized ampersand (&) inside a white rounded square with an orange diagonal. Below the phone, the text 'ASFINAG' is written in a bold, sans-serif font, with 'GUTE FAHRT, ÖSTERREICH!' underneath. To the left of the phone, the headline 'APP ZUR DIGITALEN STRECKENMAUT.' is written in large, bold, black letters. Below the headline, the text 'Schnell und einfach buchen.' is written in a smaller font. Further down, there is a short paragraph in German: 'Entspannt ankommen und besser aussteigen: Vor der Fahrt Tickets für alle sechs Streckenmautabschnitte bequem in der App holen. Alle Infos auf asfinag.at'. Below this text is a green icon of a road with a green arrow pointing up, followed by the text 'DIGITALE STRECKEN MAUT' in green. At the bottom left, there is a QR code and the text 'QR-Code scannen und App downloaden.'.

APP ZUR DIGITALEN STRECKENMAUT.

Schnell und einfach buchen.

Entspannt ankommen und besser aussteigen:
Vor der Fahrt Tickets für alle sechs Streckenmautabschnitte bequem in der App holen.
Alle Infos auf asfinag.at

 DIGITALE STRECKEN MAUT

 QR-Code scannen und App downloaden.

ASFINAG
GUTE FAHRT, ÖSTERREICH!

“

Our ASFINAG app is another big step towards digitalisation. It is visually and technically updated and has useful new features, which allows us to provide a comprehensive service as well as a reliable source of information for everyone travelling on our network of roads.

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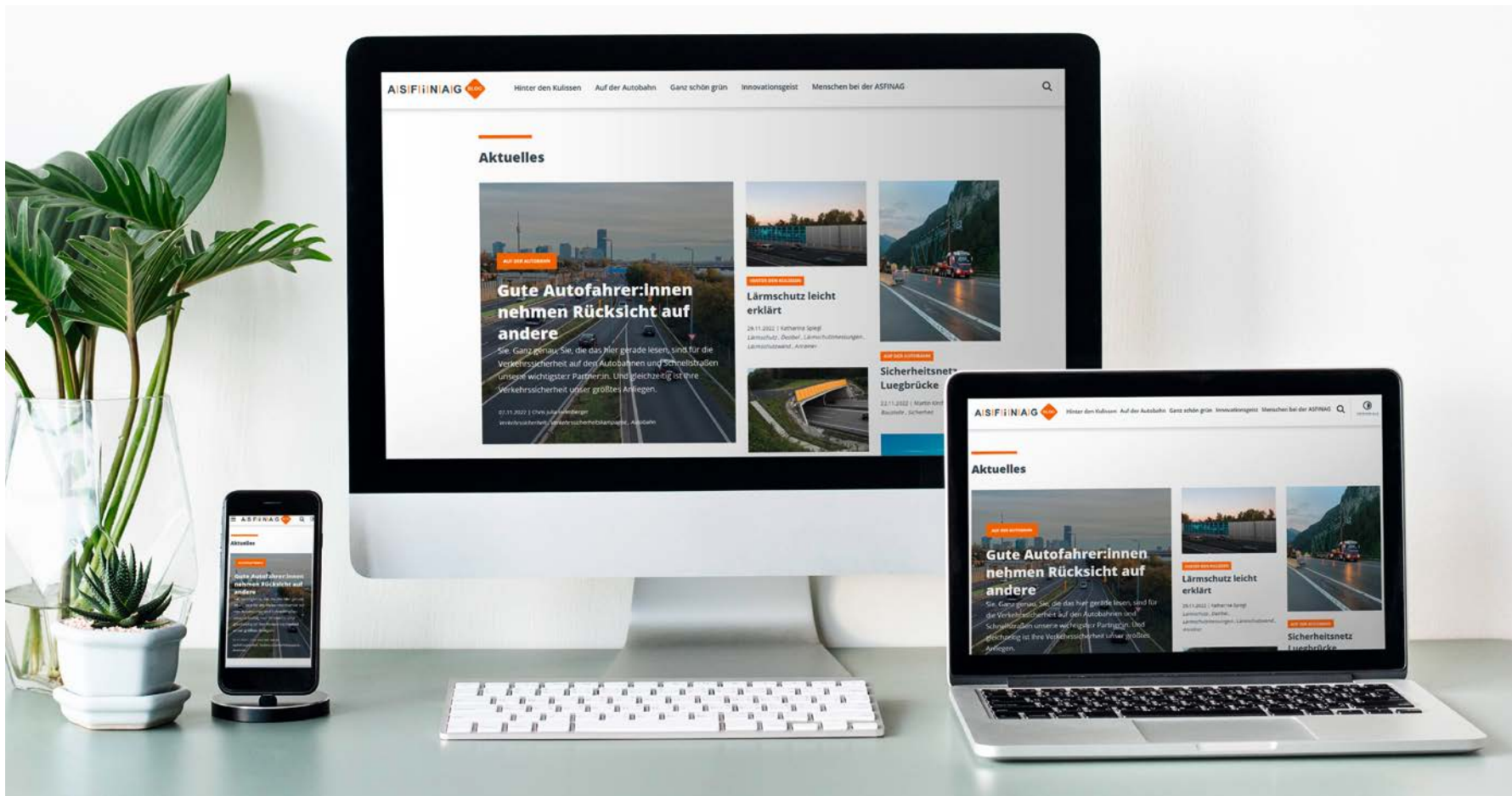
Ing. Mag. Bernd Datler

Managing Director, ASFINAG Maut Service GmbH



ASFINAG blog shines in new splendour

Since 2017, the ASFINAG blog has been offering our customers a look behind the scenes, showcasing our diverse range of activities and shining a spotlight on our employees. It was completely overhauled in 2022. The new design has the feel of a modern magazine. The blog was integrated into the existing content management system of the asfinag.at website to be able to edit the content of both websites centrally and efficiently. In addition to overhauling the categorisation concept, the tag, filter and search programming were optimised to ensure content is filtered better to reflect the interests of the users. The blog is at the cutting edge of accessibility and optimised for use with mobile devices.



**15 years of GO Direkt:
many advantages for satisfied customers**

Vehicles with a permissible total weight of more than 3.5 tonnes – this includes all trucks, buses and heavy motor homes – must pay a mileage-based toll (GO toll) to use the motorways and expressways in Austria. Fifteen years ago, we launched our own payment method, GO Direkt, which conveniently adapts to the wishes of our customers and offers numerous advantages, such as personal contacts and customised service for tolls in Austria. This is a fact confirmed by our loyal and long-standing customers, such as the company Peter Allmer GesmbH, which has been involved from the very beginning. For this, the Managing Director of ASFINAG Maut Service GmbH Mag.^a Claudia Eder, MBA, and GO-Direkt team leader Lisa Graup personally thanked the family business at its location in Krieglach, upper Styria.



EIN PRODUKT DER A|S|F|i|N|A|G

“

It's very nice to see that the hard work we do as a team every day is both recognised and appreciated by our customers.

”

Lisa Graup

GO-Direkt team leader,
ASFINAG Maut Service GmbH



Have a good trip, Austria: Don't forget to take a break!

With the modernisation and expansion of the truck parking areas to a total of 138, ASFINAG has brought the two long-standing rest areas at Triestingtal and Leobersdorf on the A2 South motorway up to date. These two areas were the first ones to sport a uniform corporate design back in 2001. With the new 92 photovoltaic modules, around 80 percent of the two facilities' energy needs are now met with green electricity. Summer 2022 saw the S3 Weinviertler expressway also being equipped with two new rest areas. It is now possible to take a break in the area around Wullersdorf and Schöngrabern. Over 140 parking spaces are available there. These sites are also equipped with state-of-the-art facilities such as a photovoltaic installation to generate their own electricity. Free WLAN, vending machines, plenty of seating and drinking water dispensers invite visitors to take a break in both areas..



First drop-off point for XXL transports on the outskirts of Vienna

Around 12,000 very large special transports (SOTRA) register with ASFINAG each year to use the motorways and expressways. ASFINAG opened the first SOTRA parking area on the A2 South motorway on the outskirts of Vienna opposite Shopping City Süd in 2022 so that the XXL transport drivers are now also able to take breaks as required. The existing area there was upgraded in terms of safety, equipped with a small infrastructure line, free WLAN as well as lighting and an emergency telephone. The access road has a barrier, which is only opened by the ASFINAG traffic management centre once the drivers have registered. This ensures that this area is only used by special transports. In addition to parking SOTRAs, police and customs can also safely conduct inspections of vehicles and documents here.



Subscribed and flexible: our toll service programme

The digital toll sticker and the FLEX digital route toll are among ASFINAG's most popular new product developments in recent years, which is precisely why we are constantly working on customer satisfaction with innovations and services. 205,000 people, for example, have already opted for continuity and taken out a subscription that automatically extends the validity of the annual toll sticker without any further action needed on their part. The FLEX service is a customised solution for our six toll stations we have developed for those who drive a lot. It makes it possible for drivers to pass through at any time without having to stop, with billing taking place automatically. A way of paying tolls that 195,000 people now take advantage of. QR codes for querying the validity of route toll tickets and displaying validity directly on the route of such tickets, for example on the A9 Pyhrn motorway, are all further ways of providing our customers with the most pleasant, safe and comfortable toll environment possible. Whether clicking or sticking, ASFINAG's wide range of offers enables users to choose the product that suits them best.



“
The world of tolls is becoming increasingly digital and even more convenient. Ensuring security with our online offerings is a top priority for us – as are the requirements and wishes of our customers. This is why we develop specially designed solutions such as FLEX or the subscription service, because we listen carefully to our users. This translates into higher levels of service, simpler toll handling and being able to offering products that meet individual requirements.
”

Stefan Zangerle

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



New technology brings better service at Gleinalm and Bosruck toll booths

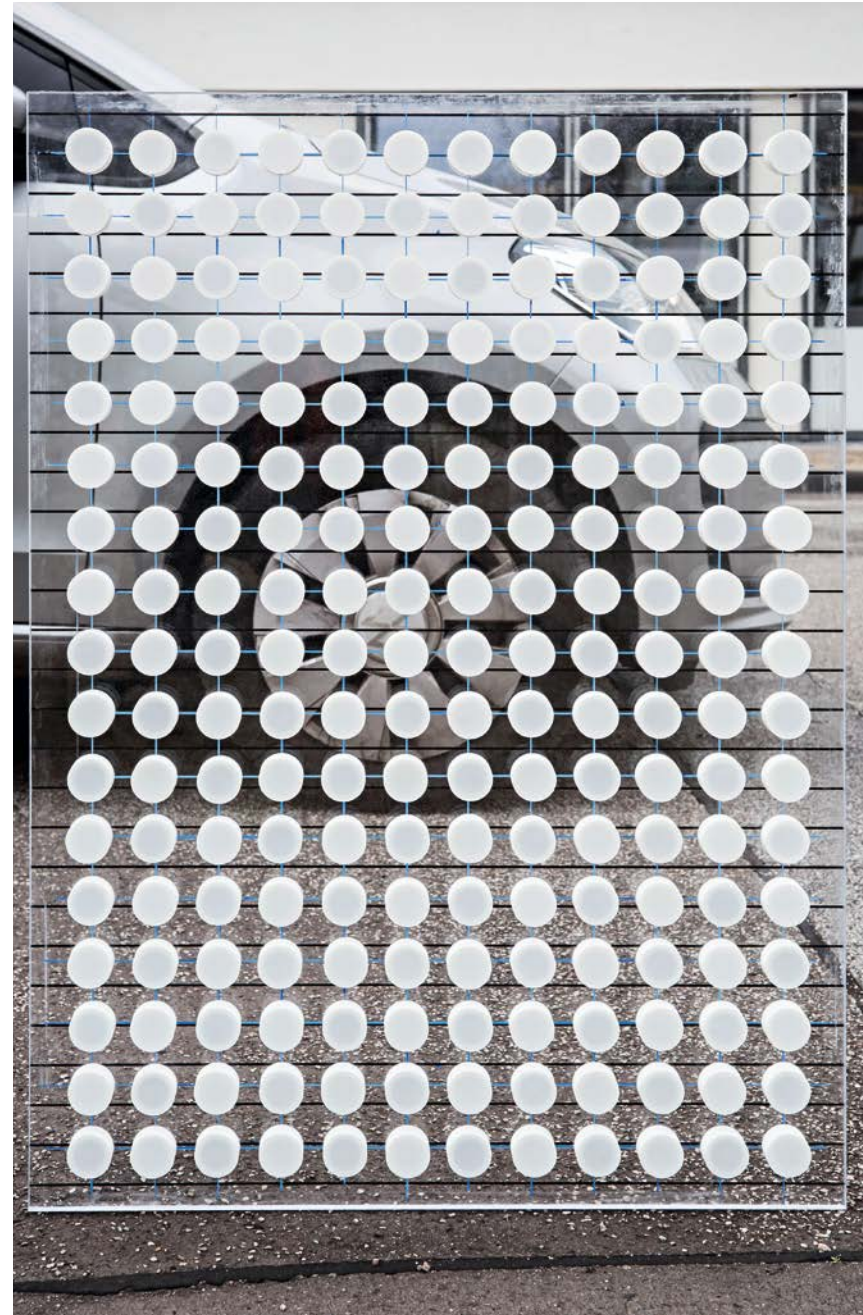
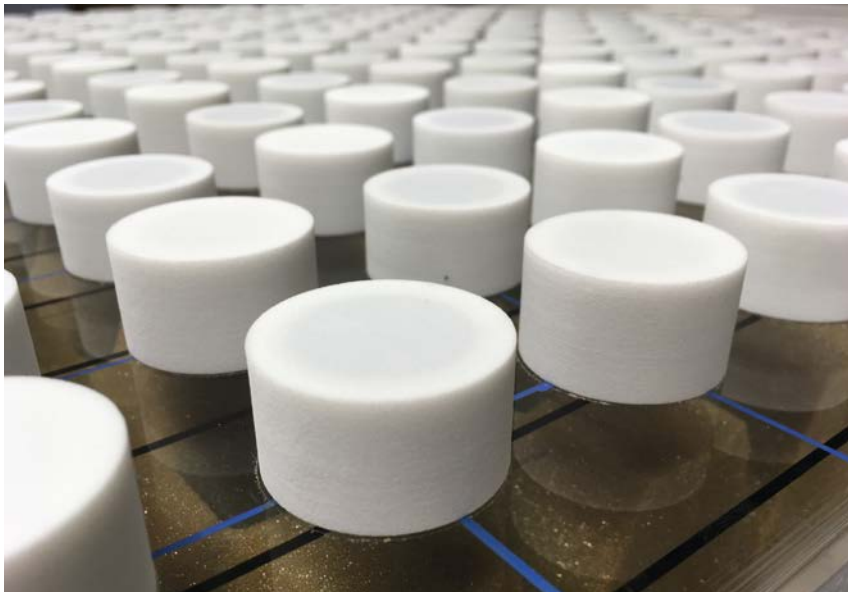
We succeeded in fulfilling a frequently expressed wish of our customers at the Gleinalm and Bosruck toll booths on the A9 Pyhrn motorway. The technically obsolete validity displays for annual toll tickets, which had to be abandoned when converting the toll booths in 2020, could be replaced by a special solution developed together with an Austrian company. Special cameras are now installed in the area approaching the toll booths. These take a picture of the licence plate of the approaching vehicle and then convert this picture into text for the displays set up a little further away. Within a few tenths of a second, the database also checks whether the license plate is linked with a valid ticket or annual toll ticket. This means that drivers without a valid toll ticket still have enough time to get into the correct lane and avoid one of the toll booths.



Promising innovation for noise protection

We are always on the lookout for new ways and means to shield residents from traffic noise. A promising invention here, and which was tested in the laboratory in 2021, is called “vibro-acoustic metamaterials” (VAMM). The encouraging results of the prototype were finally available at the beginning of 2022. A glass noise protection wall equipped with VAMM was able to achieve a reduction in noise transmission of up to 20 decibels (dB) in the laboratory compared with a noise protection wall with conventional absorbing properties. To put this into perspective: reducing the sound pressure level by six decibels means cutting the volume of noise in half.

A call for tenders is currently being held to develop noise protection walls with VAMM into a standard product and to test them under real-life conditions on motorways in the future.



New form of cooperation in noise protection

Long-term, sustainable protection against noise for local residents – this is our shared objective with the communities along the network of roads. Since June 2022, work has been under way in Ampass on the A12 Inntal motorway to construct a noise protection dam. What is special about this is the cooperation between ASFINAG, the municipality of Ampass and the Transitforum Tirol organisation to finance the work. Modern noise protection installations will be built over a length of around 600 metres and with a height of up to 16 metres. On the A2 South motorway, the new noise protection structure was completed in the Biedermansdorf/Laxenburg area. With a height of up to ten metres, the noise protection wall now has a total area of 35,000 square metres.



“

New and improved noise protection facilities provided welcome relief to areas heavily affected by traffic noise in 2022. The change to the service directive significantly expands our options for providing comprehensive protection for residents, which is why we have now set ourselves the goal of implementing the resulting investments in a targeted manner in the coming years and with an increased focus on sustainability.

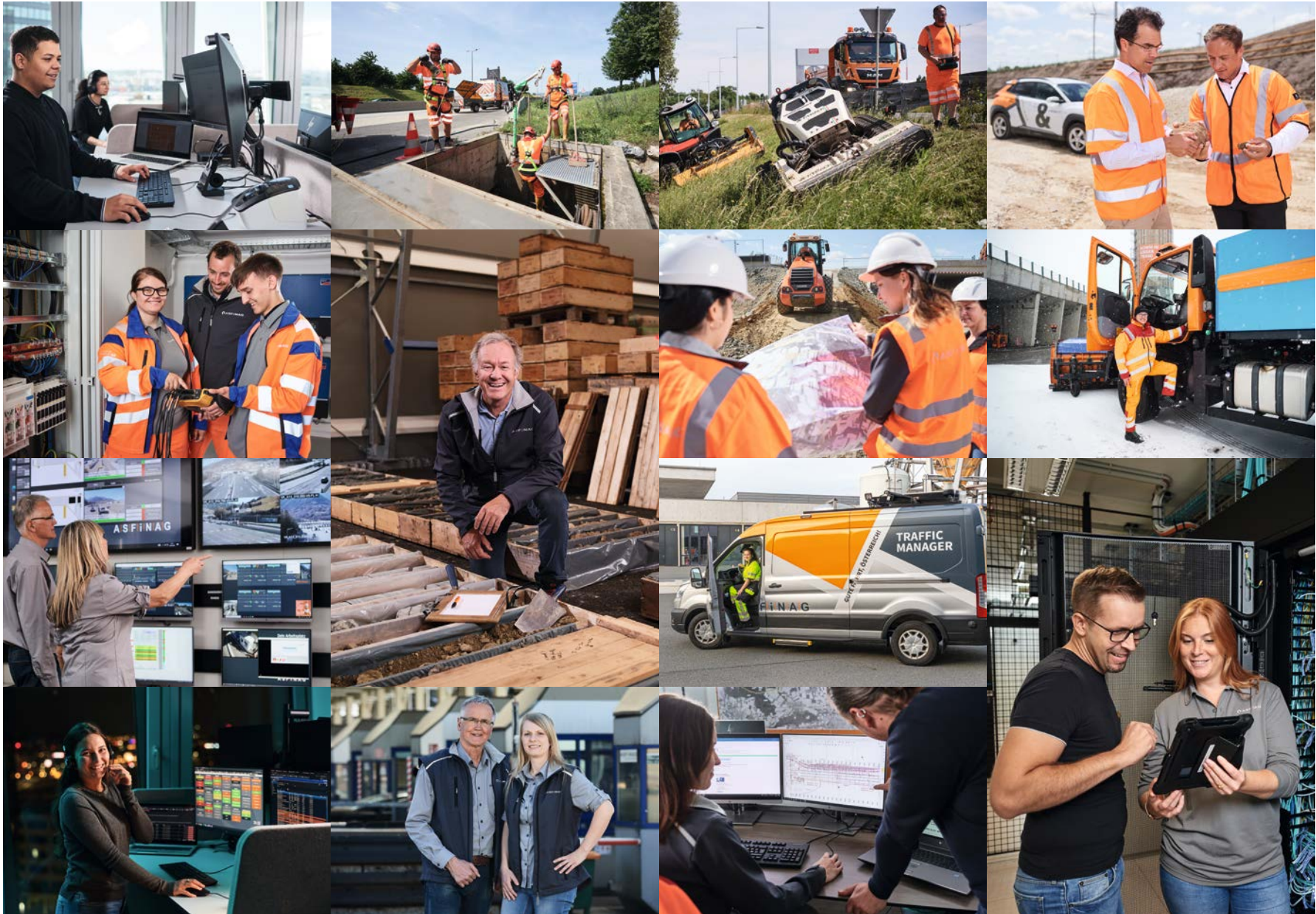
”

DIⁱⁿ Katharina Spiegl

Noise protection coordinator,
Project Development
department, ASFINAG
Bau Management GmbH



EMPLOYEES



EMPLOYEES

2022 was an extremely challenging year, but which was managed very well by ASFINAG's employees together. The move to the new location in the Austro Tower went well despite the coronavirus-related lockdown. Having this new location has also made it possible to rethink our mobility and implement a sustainable mobility concept for the very first time. As a company, we were also awarded the golden Best Recruiters seal for the first time. We were also awarded the "Family-Friendly Employer" seal of quality and the "equalitA" seal of quality for the work to support and encourage women within the company, and we are also "top" as an apprentice trainer. Another great success was the holiday camps for children of our employees in Vienna, which on offer for the first time this year. We are also working to prepare the company and its employees for a possible large-scale power outage and the associated emergency operation with the launch of our Group-wide "Blackout" campaign.

Welcome to the new location in the Austro Tower

The original plan was to be able to move into the Austro Tower and unpack from 10 January 2022. But another coronavirus-related lockdown at the beginning of the year threw a spanner in the works. All the boxes, cartons and welcome packages remained unopened on the floors of the new location for another two months. But on March 7, the time finally came: Around 700 employees moved into Schnirchgasse 17 in Vienna where, for the first time, all companies in Vienna are now united at a single location. The beginning of a new era and, above all, a new form of cooperation between the companies. A total of three Welcome Days were held, during which employees had the opportunity to get to know their new office environment, to meet familiar and new team members after the long pandemic period, and to experience the departments as they handle their everyday tasks.



A management kick-off with a twist

After more than two years of pandemic with limited personal contact, how can you reawaken the corporate spirit that makes ASFINAG so unique? By putting team spirit, games and fun at the heart of the annual major management event, breathing fresh life into Team ASFINAG. Sensing how to take advantage of crises was also the topic of Alexander Pointner, author, coach and long-time trainer of the Austrian ski jumpers, which he highlighted in his keynote on success as a complex system.

The second day had a scavenger hunt challenge through the Prater on the agenda. Nine teams, equipped with a special app, had to answer questions, prove their ingenuity and overcome personal fears on one ride or another. In the end, everyone was a winner because of the noticeable renewed sense of community and the desire to master the challenges of the coming years together.



“

The decision to design this year's management kick-off as an adventurous team-building event was a deliberate one. Especially because times are difficult due to the pandemic, the Ukraine war and the energy crisis, it is important to counter this and have fun together. This means that, in addition to the classic strategy work, the focus in 2022 was primarily on TEAM ASFINAG.

”

Mag. Hartwig Hufnagl und Dr. Josef Fiala

Members of the ASFINAG Board of Management



A year full of awards

Our Human Resources department received several awards in 2022, once again confirming ASFINAG's position as an extremely attractive employer. In a study conducted by uniforce Consulting GmbH to determine Austria's best companies for apprenticeships, our apprentices gave ASFINAG top marks as a training company, meaning we achieved first place and were awarded the "place to perform" seal. We were also certified as a family-friendly employer with the government's "berufundfamilie" seal of quality and received the gold Best Recruiters seal in the "sta-

te-affiliated companies/chambers of commerce" sector for the first time. Our ongoing efforts in the area of gender equality in recent years have also been having an effect – in April, we were awarded the "equalitA" seal of quality supporting and encouraging women within the company by the Federal Ministry for Digital and Economic Affairs. And we also proved ourselves to be the best employer in the construction industry, coming in at first place with a score of 7.64 points.

In times like these, we are challenged more than ever in the hotly contested labour market to position ourselves as well as possible as an attractive employer. The results of the various employer rankings clearly show the success of our initiatives over the past two years. Not just outwardly, but also inwardly – we will continue to pursue this motto consistently in the coming years with new and exciting offers for our employees.

Mag.^a Birgit Eder

Head of Human Resources,
ASFINAG Holding



WOMENatSG kick-off for a new series of events

With the WOMENatSG event at the traffic management centre in Inzersdorf, we launched a new series of events and information sessions for women at ASFINAG Service GmbH under the auspices of #sheasfinag. But any men who are interested are also welcome to participate, because only together is it possible to tackle and implement issues. Equal opportunities for all employees regardless of gender, age, origin, religious belief and sexual orientation are fundamental conditions for ASFINAG's continued success and development. The kick-off was a complete success and there will be a range of different impetus-givers and events in the future within the framework of WOMENatSG.



“

Together with WOMENatSG, we would like to make a contribution to strengthening the attractiveness of ASFINAG Service GmbH as an employer. Addressing topics such as diversity, new work and work-life balance are very important to us. We firmly believe that diversity enriches and that a modern working environment can increase our employees' satisfaction and willingness to perform.

”

Mag.^a Sonja Haas-Hintersteiniger

Head of Human Resources,
ASFINAG Service GmbH



Welcome events make it easier for new employees to get settled and find their feet

How does good onboarding succeed? By getting to know the entire Group, the most important key players and contact persons as quickly as possible. It is for this reason that we have started organising Welcome Days for new employees, the first of which were held last year. During the total of four events (one per quarter), the participants got to know the Board of Management, the Works Council and their Human Resources contact person. Representatives of the individual companies gave an insight into their work and goals, and presented ASFINAG's vision, strategy and mission. The new employees then had plenty of time to get to know each other and network over lunch and an outing. Visits to motorway maintenance depots, traffic management centres and / or construction projects nicely rounded off the Welcome Days.

We also welcome apprentices with their own event: the Apprentice Summer Days. These took place in July 2022 in Neuhofen an der Ybbs, during which apprentices and trainers undertook a range of different workshops. In addition to getting to know each other, the main aim was to build mutual trust. Each and every one of the participants was happy to have this unique opportunity to meet each other and to spend time in this way away from the stresses and strains of daily working life.

Successful start of holiday care for children at the Austro Tower

Providing childcare is one of the key ways ASFINAG can promote family friendliness, a conclusion also drawn by the "Family and Work" audit.

As part of a pilot project, ASFINAG children enjoyed a varied programme with pedagogically trained supervisors for the first time during the last two weeks of the summer holidays and during the autumn half-term holidays. The multipurpose rooms of the Austro Tower and around the football table were a hive of activity during drop-off and pick-up times. During the day, the children were out and about in Vienna, visiting places such as the Schönbrunn Zoo, museums, swimming pools, Prater and climbing courses, and were able to give free rein to their creativity by building an insect hotel and designing Halloween costumes. The child holiday care service will be expanded to other locations in the future and is already proving to be an example of a real success story.



Promoting active mobility

A key component of our mobility concept is the promotion of active mobility, i.e. exercise. As part of this, e-bikes and e-scooters have been available at the central head office in Vienna since April 2022. These were swiftly adopted by our employees and are mainly used for business trips within Vienna, enabling them to both save time and reduce their carbon footprint.

We held our very first Bike Day at the end of June in Vienna, with a wide range of bike models to test and free bike checks, to persuade even more employees of the benefits of getting actively mobile. In the autumn, 190 employees also took part in the company's Exercise Challenge. For 50 days, they collected 530,000 minutes of exercise, earning third place for ASFINAG.



Private use of e-fleet vehicles proving highly popular

The policy on using fleet vehicles was revised at the beginning of July 2022 to allow employees to use sustainable, free and unlimited electric mobility during their free time on weekends.

The response at the four locations piloting this, namely the Austro Tower Vienna, Ansfelden, Graz-Raaba and Salzburg-Liefering, has been consistently positive and demonstrates the popularity of this new offering. This progressive mobility concept gives employees the opportunity to do without their own car, test an e-car and take yet another step towards sustainability.



“

The pilot project ‘Electric fleet vehicles for private use on weekends’ was actively used by employees right from the start and has shown us that the option of sustainable mobility one that is gratefully accepted. We are currently looking at expanding the offer to additional locations with suitable infrastructure.

”

Florian Koch

Management Mobility
and Fleet Cars,
ASFINAG Maut Service GmbH



Internal compliance campaign completed

The highly diverse nature of ASFINAG's tasks mean our work must comply with numerous legal requirements, such as administrative regulations and economic crime laws. To ensure this, these and the necessary compliance measures have been combined in a Group-wide policy. We also published a new Code of Conduct in 2021 to this end. We also implemented an internal compliance communication campaign in 2021 and 2022 to make the compliance topics and rules summarised therein both appealing and easily accessible to all employees. The Code of Conduct was followed by quarterly thematic focal points in the employee newspaper and on the intranet. In the spirit of fostering a positive corporate culture, short videos with testimonials from the ranks of management and employees were also used. Compliance issues through the end of the 2022 campaign: workplace conduct, environmental protection, anti-corruption, procurement and competition, data protection and information security.



“

As a public company, it is particularly important for us to comply with all the appropriate rules and regulations when performing our tasks. We take all measures necessary for this and develop them on an ongoing basis. Our communication campaign also fosters the necessary awareness for compliance in the long term, and it also provides an easily accessible and compact overview of the compliance topics and rules that are essential for us.

”

Mag. Florian Kubin

Chief Compliance Officer,
the ASFINAG Group



Blackout campaign launch: Let's prepare together

A blackout would have far-reaching consequences, affecting the families, friends and neighbours of ASFINAG employees, and of course the company itself. The network of motorways and expressways is part of the nation's critical infrastructure, which means that, as an important transport and supply route, it must also be available in the event of a blackout. ASFINAG's goal is to ensure that it can be used safely by traffic in an emergency situation, something which is ensured by having a concept in place. However, each of the individual concepts for emergency operations only works through the efforts of the employees of the operational units and the respective key workers. What this means is that only those who have made provisions at home and taken all the necessary steps will be also be available during a blackout. With the launch of the internal campaign "Blackout - Let's prepare together", ASFINAG began last year to support employees in efforts to make their own provisions and to provide information on all points relevant to their work. The communication measures, which will continue in 2023, range from a brochure and an e-learning module to posters and information events.



“

No one knows what the actual impact of a blackout would be or how long it would last. But the good news is that we can prepare for such a scenario. With good, solid planning, we at ASFINAG can get through a potential blackout.

”

DIⁿ Mag. Alice Mahr-Saverschel

Blackout project management,
ASFINAG Service GmbH



ROAD SAFETY



ROAD SAFETY

Greater road safety can only be achieved when a wide range of different factors are considered. Technology and innovations, structural improvements and correct human behaviour are the key criteria when it comes to ensuring that roads can be safely used. It is important to optimise on an ongoing basis in each of these areas. Whether through operational exercises in large tunnels, such as the Kaisermühlen tunnel in Vienna or the Karawanken tunnel in Carinthia, where emergency services from Austria and Slovenia rehearsed for an emergency together, or through the use of new technologies, such as drones. Particular attention is always paid to raising awareness. How driver's behave is the most essential lever for improving safety on motorways and expressways. Preventing accidents or at least being able to help more quickly after accidents are goals that we supported, among other things, with our campaigns “Deine Lebensrettungsgasse” [Your Life-Saving Lane] and “Gute Autofahrer:innen” [Good Drivers], which was designed as a positively worded appeal.

The basis for all these levels of action is the ASFINAG Road Safety Programme 2030 verkehrssicherheit.asfinag.at.

Road Safety Campaign “Your Life-Saving Lane”

2022 was the tenth anniversary of the introduction of the emergency lane – a perfect opportunity to test people's knowledge about it. As a survey showed, people did indeed have a very positive attitude now about it, but knowledge about how to form it could still be improved on. That's why we launched a broad-based campaign last year to make the emergency lane what it really is: a life-saving lane. The aim of our road safety campaign was to sharpen awareness of proper behaviour once again. We informed motorists during the spring through radio spots and print media. New posters and bridge banners remind drivers on motorways and expressways to properly form emergency corridors, especially when there are more than two lanes. There was also a focus online on asfinag.at and our social media channels.

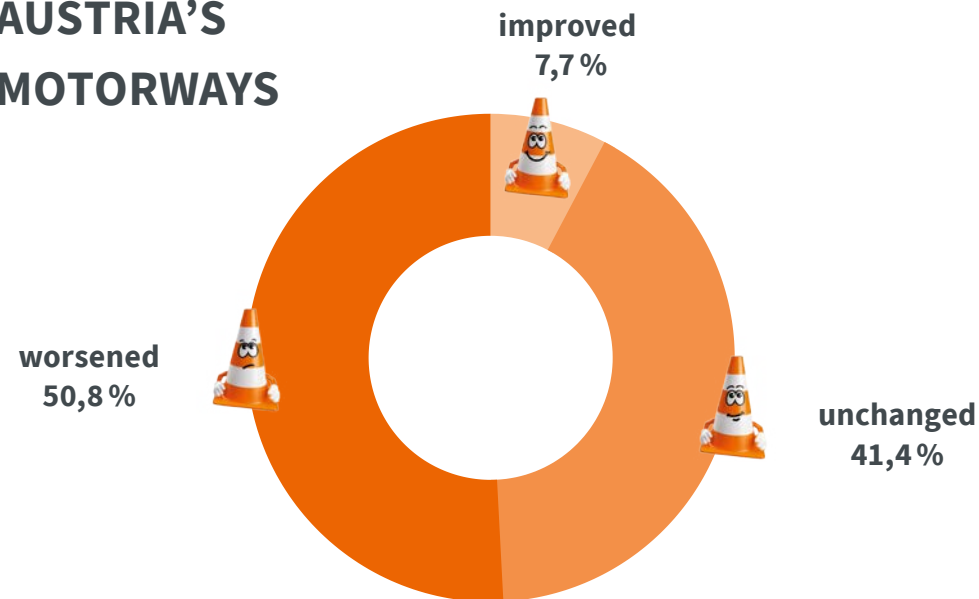


Appeal to the honour of motorists

The majority of motorists are convinced that they can drive a car really well. This was the result of a broad survey that served as the basis for the road traffic safety campaign “Gute Autofahrer:innen” (Good drivers) in the autumn of 2022. The campaign involved using slogans to positively encourage desirable behaviour on the road by appealing to motorists’ honour with a wink of an eye. After all, good drivers are concentrated, look ahead, are calm and have a high tolerance for mistakes.

Tips and videos from employees were used to raise awareness of the desired behaviour on all social media channels, as well as through media work. We also used text ads on the motorways and expressways, in addition to the traffic-related information, to convey to drivers messages that make good motorists.

TOGETHER ON AUSTRIA’S MOTORWAYS



Expanded cooperation for a greater degree of safety on the highway

Road safety is teamwork, which is why, together with the Federal Ministry of the Interior, an extended cooperation was therefore agreed within the framework of the “Gemeinsam.Sicher” (Safe. Together) initiative. This is an important step towards achieving our goal of making Austria’s motorways the safest in Europe. This includes increased joint inspections of heavy goods traffic, even better incident response cooperation, and a push for joint training.

After all, our work together with the police to raise awareness among road users is not just something that we pay lip service to, but it is indeed something that is seen on our roads every day. The know-how we have in particular is used here to make our roads even safer.



Modern traffic control stations for heavy goods traffic

A core objective of ours is to improve traffic safety. Conducting checks on heavy goods traffic is an important element here, because accidents involving trucks often entail serious consequences. We have developed 14 multifunctional traffic control points (TCP) throughout Austria in cooperation with the states and the Federal Ministry of the Interior. The police now has a modern personnel and technical building at its disposal in the shape of the new TCP Kuchl on the A10 Tauern motorway. The TCP Bruck a. d. Leitha was also modernised in the course of the work to add a third lane to the A4 East motorway to Bruck a. d. Leitha West. Here, the entry and exit lanes were widened and the technical equipment was brought up to date.



“
Austria’s motorways and expressways are among the safest in Europe. To keep it that way, it is important to remove poorly equipped or improperly loaded vehicles from circulation. With the control stations, we offer well-equipped and modern infrastructure for the regular checks.”

Cornelia Strasser

ASFINAG Expert for Road Safety at ASFINAG Service GmbH



Impressive large-scale drills in the Kaisermühlen and Karawanken tunnels

Every four years, we are required by the Road Tunnel Safety Act [Straßentunnel-Sicherheitsgesetz, STSG] to hold a large-scale drill in tunnels longer than 500 metres in order to best prepare rescue and emergency services for the worst case. A tunnel drill involves simulating realistic accident scenarios, which range from serious traffic accidents and fire or flooding in the tunnel to power failures. One of these large-scale drills were held in August in the Kaisermühlen tunnel in Vienna with more than 100 emergency personnel and 60 extras, and for the first time we were looking for 25 helpers via social media. In October, we rehearsed a cross-border drill in the Karawanken tunnel with more than 200 emergency service personnel from Slovenia and Austria.

The pleasing upshot of the two drills was that everyone involved acted in a highly professional manner and demonstrated that we are well equipped in the event of an extreme case.

Video of tunnel drill in Kaisermühlen: <https://youtu.be/hlCe1LUt2Sc>



This competition shows the skills that all road service employees must have, whether on the motorway or state road system. Their work, especially during the winter, is often taken for granted. This European Championship enabled them all to demonstrate their incredible skill in operating a winter maintenance vehicle.

Heimo Maier-Farkas, MSc

Managing Director, ASFINAG Service GmbH



We are European champions in snow ploughing

A different kind of championship: We sent two of our best snowplough drivers, Manuel Luger from the Ybbs motorway maintenance department and Klaus Enders from the Lieserhofen motorway maintenance department to the Snowplough European Championship, which took place in Tulln from 11 to 13 October 2022. The goal was clear: to bring the European championship title to ASFINAG in Austria. Nine European countries took part, including Austria, Hungary, Germany, Slovenia, France, Poland, Slovakia, the Czech Republic and Latvia. Participants were tasked with completing slalom runs in forward and reverse, target braking and pinpoint front ploughing operations with their snowplough. Of the best twelve riders, Manuel Luger ultimately won the European title with flying colours. His colleague Klaus Enders just missed the podium, finishing fourth.



Increased use of drones for inspections and accidents

Our company has been using drones, or unmanned aircraft systems (UAS), for years to inspect structures, especially bridges. A framework agreement concluded with a specialist company now means that they are being used in other ways, including for natural hazards, traffic safety in general, documenting construction progress, and also for traffic and incident management purposes in the event of major accidents or traffic jams. Using this technology brings several advantages: Not only do drones create a time advantage and enabled situations to be assessed more quickly and accurately, they also help improve other aspects such as workplace safety.



“
The traffic managers are constantly on the move throughout the network, which makes them flexible and quick to deploy. The importance of their operations is underlined by the shorter incident times as well as the very positive feedback from motorists and emergency services.
”

Walter Riepler

Head of the Service and Control Management department at ASFINAG Service GmbH



Ö3 traffic award for ASFINAG Traffic Manager after roebuck rescue on the A23 motorway

ASFINAG Traffic Managers Harald Burghart, Markus Strasser, Bernhard Heissenberger and Thomas Kosel were well deserving of the Ö3 Traffic Award 2022, which they received from Climate Protection Minister Leonore Gewessler and Interior Minister Gerhard Karner. In an elaborate operation, they were able to save the life of a roebuck that had strayed onto the A23 South East motorway in Vienna. A danger to traffic was avoided and the road only had to be closed briefly thanks to the rapid response and professional cooperation of everyone involved. Rescuing animals on highways is an enormous challenge that requires particularly close cooperation with mostly external experts and accurate risk assessment on the part of the emergency services.



AVAILABILITY



AVAILABILITY

2022 saw ASFINAG invest EUR 1,1 billion in the network of motorways and expressways. The lighthouse project in terms of maintenance was the renovation of the A23 South-East motorway (the Tangente) in Vienna at the St. Marx elevated

section. After almost three years, this challenging construction project with many complex traffic routes was completed on time in November. As regards new construction projects, work on the S7 Fürstenfeld expressway and the A26 Linz expressway with the new Danube bridge was in full swing. A new bridge has also been under construction in the Upper Austrian lake district since the summer of 2022, with the Aurach Bridge being completely rebuilt.

Better traffic flow on the A4; natural construction techniques on the A14

Since August 2022, the A4 East motorway has been open to traffic with three lanes over a stretch of around 26 kilometres between the Schwechat junction and Bruck a. d. Leitha West. We also built new water protection facilities, noise protection walls and barriers, and renovated the bridges and the existing road surface. The three major benefits resulting from this project are increased traffic safety, optimum protection for people and the environment, and benefits



for the regional economy. The “Dornbirn Süd junction” project on the A14 Rheintal/Walgau motorway, which was completed in the spring, offers just as many advantages: Traffic relief for the urban areas of Dornbirn and Hohenems from heavy traffic, greater safety thanks to fewer traffic jams, and a boost for the business location. Since the junction is located in the immediate vicinity of a Natura 2000 site, the expansion project focused on safety and traffic relief with the least possible impact on nature.

Successful congestion management on the A10 Tauern motorway

When there is a traffic jam on the A10 Tauern motorway during the summer, many drivers take what they believe to be the faster side roads, causing congestion in the respective towns and villages. 2022 saw considerable success in efforts to prevent such deviations being taken. We again provided information about junction closures imposed for through traffic with overhead displays and signs along the route. One innovation was that a total of 40 additional employees from our Service and Control Management department – traffic managers and toll enforcement officers from all over Austria – were deployed to implement traffic control measures at an early stage and to support the police and the security service commissioned by the state of Salzburg.

“

Managing travel on the A10 is a major challenge for everyone involved. As a mobility partner, we take our responsibility seriously and support the measures put in place to monitor summer junction closures in the best possible way. Good cooperation has made it possible to get a firm grip on traffic taking detours and minimise the impact on local communities.

”

Mag^a DRⁱⁿ Tamara Maria Christ

Managing Director of ASFINAG Service GmbH



New Tangente: Open for traffic on the St. Marx elevated road

At the beginning of November, ASFINAG was able to open for traffic one of the most complex general renovation projects carried out on the A23 Vienna South-East motorway without any road-works: the St. Marx elevated road. 32 bridges, ten on- and off-ramps, two interchanges and more than 150,000 square metres of road surface have been modernised since March 2020. Noise protection was also improved for around 15,000 residents and 400 lighting fixtures were converted to energy-saving LEDs. Motorist information, newsletters, and extensive project information on the ASFINAG website, in combination with a colour-coded guidance system, ensured that the extensive measures could be carried out as far as possible without obstructions. The highlights of the project were the excavation of the bridge of the former closed Simmering exit with one of the world's largest crawler cranes and best-practice, resource-conserving, renovation work. Construction work will be completed in spring 2023 with the revitalisation and transformation of the former Arsenal junction into a local recreation area.



“

With the St. Marx elevated road, we have successfully completed the largest and most extensive renovation project on the Tangente. This project was a great team effort and showed how general renovation work can be carried out without closing the road to traffic in a major city.

”

DIⁱⁿ Brigitte Müllneritsch

Regional Manager
Construction East,
Vienna Region,
ASFINAG Bau
Management GmbH



Renewal of the Voest bridge in Linz

We started work last year on the renovation of the Voest bridge in Linz (A7 Mühlkreis motorway) as well as the subsequent section up to the Dornach junction and the Auhof valley crossing. We are investing EUR 45 million in the infrastructure of the Linz urban highway, which will see noise protection, drainage, road surface and lighting matters being modernised and new water conservation facilities built. On the banks of the Danube on site, there is nothing to suggest that this was once a massive construction site for the bypass bridges for the main bridge (2018 to 2020). We have extensively recultivated the whole area, and a total of 4,000 new trees and shrubs were planted around the Voest bridge.



Reconstruction of the Aurach bridge by the end of 2025

By the end of 2025, we will have rebuilt the more than 60-year-old bridge on the A1 West motorway. Work to this effect began in August. To ensure that drivers can continue cross the Aurach Valley despite the construction work, a new bridge will first be built parallel to the existing one. The old Aurach bridge will then be demolished over a period of six months in 2024. The new structure will be designed to cope with significantly higher loads, adapted to the latest technological standards, and should remain functional for the next one hundred years. In terms of sustainable construction practices, the project is something to be proud of: Almost all of the material removed from the old bridge and the temporary bridge will be recycled.



“

ASFINAG is realising a technical masterpiece with the new construction of the Aurach bridge. To save resources, the new 15,000-tonne bridge structure will first be used as a temporary bridge and then pushed into the original location of the Aurach bridge.

”

DI Andreas Fromm, MBA

Managing Director, ASFINAG Bau Management GmbH



The safety net of the Lueg bridge

The almost 55-year-old Lueg Bridge on the A13 Brenner motorway is now reaching the end of its service life and therefore requires general renovation. We make no compromises when it comes to safety: Since the end of 2021, we have been constructing a “bridge under the bridge” in which steel truss girders are installed under the existing bridge. These can support the entire load of the bridge in case the structure fails, the purpose being to span the time until the new bridge has been completely rebuilt. In the actual main project, the reconstruction of the Lueg Bridge, which is expected to start in 2024, we are building a new supporting structure and will be able to transfer traffic from the old bridge to the new one. The old bridge will then be removed and a second supporting structure built at this location. Once it has been completed, the new bridge will again have two lanes in each direction.



“

The Lueg bridge is an essential part of the Brenner corridor. We know the impact of renovation work and obstructions along this corridor, which is why we have been conducting intensive discussions with all political representatives, stakeholders and blue-light organisations for quite some time. We also coordinate to the best of our abilities at the international level, because safety is our top priority. No compromises here.

”

Ing. Stefan Siegele

Managing Director, ASFINAG Alpenstraßen GmbH



A26: Completion of tunnel excavation and installation of the carriageway girders

The official and de facto completion of the tunnel excavation for the entries and exits to the suspension bridge of the A26 Linz highway, which runs entirely in the mountain, went off

with a proper bang on 8 March 2022. The final act on the northern bank of the Danube was a blast in the “Urfahrwänd” to the west of the state capital, cutting the main tube of the north junction through to the Danube exactly where a four-lane tunnel portal will later be built.

The work on erecting the suspension bridge is equally spectacular. Seven steel deck girders are being pulled up from a platform in the Danube and then welded together. The concrete carriageway will then be produced.



“

We never cease to be amazed by the technically challenging project we are managing. The work to construct the suspension bridge over the Danube will result in a singularly unique structure unlike anything else seen in the world.

”

DI Franz Sempelmann

Project Manager A26,
ASFINAG Bau Management GmbH



Carpool easily with Ummadam and DOMINO Upper Austria

Mobility of the future needs a diverse and uninterrupted mobility offer. As a modern operator of motorways and expressways, we support many options for implementing a multimodal transportation network. One part of this is to form carpools. In addition to park-and-drive parking, this also includes appropriate platforms to bring people together. The multi-year research project “DOMINO” (hub for intermodal mobility services and technologies) represents one of the flagship projects of the “Mobility of the Future” programme with a focus on integrated passenger mobility.

With the carpooling apps “Ummadam”, “nahallo” and “DOMINO OÖ”, we have taken precisely this path in the pilot regions of Lower Austria and Upper Austria together with important partners such as the Transport Association for the Eastern Region (VOR), the Upper Austria University of Applied Sciences, the Austrian Federal Railways (ÖBB) and the states of Lower Austria and Upper Austria. It is important to us that a balanced mobility mix helps people to travel cost-effectively, sustainably and individually.



Using artificial intelligence to combat neophytes along the route

The term neophytes refers to plant species that have become established in an area where they were not previously native. Some of them, especially the tree of heaven, have also spread massively along our route network. The tree is invasive and reproduces via root runners and seeds. Its rapid growth means that traffic signs or guidance devices are covered in a very short time. The roots also damage the road surface, resulting in repair work and ensuing closures.

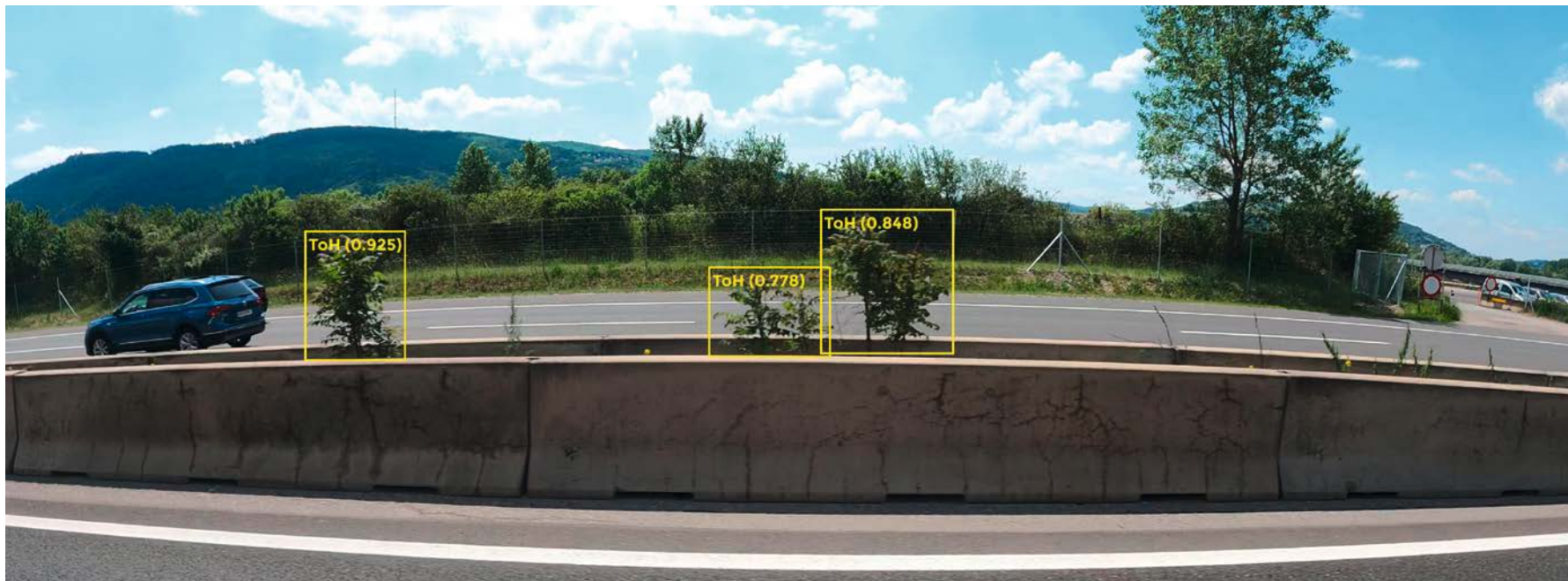
To counteract this, we will rely on artificial intelligence (AI) in the future. To do this, the first step was to evaluate thousands of photos of plants and mark unwanted neophytes, teaching the system to recognise the plants themselves.

In the future, problematic neophytes can be detected by a camera as they pass by and automatically identified. The information is quickly evaluated and appropriate measures are taken, often requiring manual work, as we have specifically not been using any herbicides, such as glyphosate, since 2016.



“
Using AI to detect neophytes helps our motorway maintenance departments by eliminating the need to walk areas and optimising the planning of work in hazardous areas.
”

DIⁱⁿ Johanna Balatka
responsible for green
space management at
ASFINAG Service GmbH



CORPORATE- GOVERNANCE-REPORT



CORPORATE-GOVERNANCE-REPORT

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 also be applied by the companies of the ASFINAG Group. The ASFINAG Group recognises the principles defined in the B-PCGK. Accordingly, the formal implementation of the B-PCGK was carried out in the ASFINAG Group for the first time in the fiscal year 2013 as mandatorily envisaged by the codex. Observance of this Codex is anchored in the set of rules of the ASFINAG Group, through which the implementation is ensured. In 2017, the Austrian Federal Government subjected the B-PCGK to a revision. This report follows the corresponding guidelines.

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

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

Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft



Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft

Board of Management

In the fiscal year 2022, the board of management consisted of two members, Mag. Hartwig Hufnagl and Dr Josef Fiala.

Mag. Hartwig HUFNAGL

Dr. Josef FIALA

Year of birth 1976

Year of birth 1962

Date of initial appointment: 01.02.2019

Date of initial appointment: 08.04.2019

End of the current term of office: 31.01.2024

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

Dr. Josef FIALA

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

President of Austrian Traffic Telematics Cluster (ATTC)

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

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

Member of the Federal Board of the Federation of Austrian Industries

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

Dr. Josef FIALA

ASFINAG Bau Management GmbH

ASFINAG Maut Service GmbH

ASFINAG Service GmbH
ASFINAG Alpenstraßen GmbH

ASFINAG Commercial Services GmbH

Group Management, Marketing and Communication,
Legal Affairs and Purchasing

ASFINAG European Toll Service GmbH

Compliance, Corporate Governance

International Collaborations and Investments

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

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

REMUNERATION OF THE MANAGEMENT

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

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

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

Name	Fixed remuneration 2022, gross	Variable remuneration for performance year 2021, gross	Benefits in kind, annual
Mag. Hartwig Hufnagl	EUR 285 000	EUR 54 863	EUR 3 694
Dr. Josef Fiala	EUR 285 000	EUR 54 863	EUR 11 694

CONCLUSION ENTITLEMENTS

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

Supervisory Board

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

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

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft included the following members in the fiscal year 2022:

Name	Function	Date of initial appointment	End of the current term of office
Mag. ^a Christa GEYER, CPM, CSE Year of birth 1966	Chairperson Chairperson of the Audit Committee Chairperson of the Steering Committee	31.08.2020	AGM 2027

Name	Function	Date of initial appointment	End of the current term of office
DI Herbert KASSER Year of birth 1964	Member Deputy Chairperson Deputy Chairperson of the Audit Committee Deputy Chairperson of the Steering Committee	18.02.2020	AGM 2027
DI Wolfgang ANZENGRUBER Year of birth 1956	Member Member of the Audit Committee	24.05.2022	AGM 2027
DI Dr. techn. Harald FREY Year of birth 1978	Member Member of the Audit Committee	31.08.2020	AGM 2027
Mag. Michael HÖLLERER Year of birth 1978	Member Member of the Audit Committee	04.04.2018	AGM 2022 on 24.05.2022
DI ⁱⁿ Kathrin RENZ, BA Year of birth 1987	Member Member of the Audit Committee	24.05.2022	AGM 2027
Martha SCHULTZ Year of birth 1963	Member Member of the Audit Committee	02.03.2018	AGM 2027
Mag. ^a Eva WILDFELLNER Year of birth 1981	Member Member of the Audit Committee	31.08.2020	AGM 2022 on 24.05.2022
Roman GRÜNERBL Year of birth 1966	Chairman der Konzernvertretung Member of the Audit Committee	10.04.2014	Posting for indefinite period
DI Karl Christian PETZ Year of birth 1969	Chairman of the ASFINAG Works Council Member of the Audit Committee	09.04.2021	Posting for indefinite period
Gabriele STRASSNIGG Year of birth 1962	Works Council Member of the Audit Committee	30.01.2018	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

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

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

The AGM adopted the following remuneration scheme without changes:

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

Remuneration and attendance fees amounting to around EUR 102 000 were paid out to the Supervisory Board in the fiscal year 2022. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Bau Management GmbH

Management

In the fiscal year 2022, the management consisted of two members, DI Alexander Walcher and DI Andreas Fromm.

DI Alexander WALCHER		DI Andreas FROMM, MBA	
Year of birth 1969		Year of birth 1976	
Date of initial appointment:	01.03.2008	Date of initial appointment:	01.03.2018

DI Alexander WALCHER**DI Andreas FROMM, MBA**

End of the current term of office: 28.02.2023

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**DI Andreas FROMM, MBA**

President of the Austrian National Committee of PIARC / AIPCR (World Road Association / Association mondiale de la Route)

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

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

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

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)

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

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

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

	DI Andreas FROMM, MBA	DI Alexander WALCHER
Departments	Construction E&M	Asset Management Project Development
Special responsibilities	Services Construction Management and Tendering	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.

	Fixed remuneration 2022, gross	Variable remuneration for performance year 2022, gross	Benefits in kind, annual
DI Alexander WALCHER	EUR 160 000	EUR 45 342	EUR 10 972
DI Andreas FROMM, MBA	EUR 160 000	EUR 45 342	EUR 8 248

CONCLUSION ENTITLEMENTS

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

Supervisory Board

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

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

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Bau Management GmbH included the following members in the fiscal year 2022:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Steering Committee	01.02.2019	AGM 2024
Dr. Josef FIALA Year of birth 1962	Deputy Chairman Deputy Chairman of the Steering Committee	01.05.2019	AGM 2024
DI Mark GANSTER Year of birth 1974	Member	16.03.2018	AGM 2023
Mag. Dr. Alfred KAPPL Year of birth 1965	Member	16.03.2018	AGM 2023
KR ⁱⁿ Margarete KRIZ-ZWITTKOVITS Year of birth 1959	Member	16.03.2018	AGM 2023
Ing. Wolfgang EBERHART Year of birth 1962	Chairman des Works Councils	27.10.2014 22.06.2022	25.05.2022 Posting for indefinite period
Ing. Walter LANIATOR Year of birth 1976	Works Council	16.05.2017	25.05.2022
DI Richard LOIDL Year of birth 1970	Works Council	26.05.2013	21.06.2022
Ing. Adolf ASTNER Year of birth 1962	Works Council	25.05.2022	Posting for indefinite period

Name	Function	Date of initial appointment	End of the current term of office
DI ⁱⁿ Gerlinde MATTANOVICH Year of birth 1964	Works Council	25.05.2022	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

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

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

The AGM adopted the following remuneration scheme without changes:

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

Remuneration and attendance fees amounting to around EUR 4 050 were paid out to the Supervisory Board in the fiscal year 2022. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Service GmbH

Management

In the fiscal year 2022, the management consisted of four members, Ing. Stefan Siegele, Mr Christian Ebner, BA, Mag.^a, Dr.ⁱⁿ Tamara Maria Christ and Mr Heimo Maier-Farkas, MSc.

Ing. Stefan SIEGELE

Year of birth 1970

Date of initial appointment: 01.05.2019

End of the current term of office: 31.03.2022

Christian EBNER, BA

Year of birth 1971

Date of initial appointment: 17.06.2019

End of the current term of office: 30.09.2022

Mag.^a Dr.ⁱⁿ Tamara Maria CHRIST

Year of birth 1982

Date of initial appointment: 15.05.2022

End of the current term of office: 14.05.2027

Heimo MAIER-FARKAS, MSc

Year of birth 1967

Date of initial appointment: 01.12.2022

End of the current term of office: 30.11.2027

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

Ing. Stefan SIEGELE

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

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

Christian EBNER, BA

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

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIESG

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

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

	Mag.^a Dr.ⁱⁿ Tamara Maria CHRIST	Heimo MAIER-FARKAS, MSc
Departments	Operational Maintenance	Facility and Traffic Operations Service and Control Management
Special responsibilities	Property Management	Fleet Management Services
Corporate Services	Human Resources Worker Protection Controlling	

REMUNERATION OF THE MANAGEMENT

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

Name	Fixed remuneration 2022, gross	Variable remuneration for performance year 2022, gross	Benefits in kind, annual
Ing. Stefan SIEGELE	EUR see ASG	EUR see ASG	EUR see ASG

Name	Fixed remuneration 2022, gross	Variable remuneration for performance year 2022, gross	Benefits in kind, annual
Christian EBNER, BA	EUR 160 000	EUR 41 910	EUR 11 329
Mag. ^a Dr. ⁱⁿ Tamara Maria CHRIST	EUR 100 734	EUR 26 363	EUR 108
Heimo MAIER-FARKAS, MSc	EUR 13 369	EUR 3 493	EUR 450

CONCLUSION ENTITLEMENTS

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

Supervisory Board

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

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

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Service GmbH included the following members in the fiscal year 2022:

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Audit Committee Chairman of the Personnel Committee	20.02.2019	AGM 2024
Dr. Josef FIALA Year of birth 1962	Deputy Chairman Deputy Chairman of the Audit Committee Deputy Chairman of the Personnel Committee	13.06.2019	AGM 2024

Name	Function	Date of initial appointment	End of the current term of office
DI Andreas TROPPER Year of birth 1965	2nd Deputy Chairman Member of the Audit Committee	20.02.2019	AGM 2024
Christoph BAYRHAMMER Year of birth 1994	2nd Deputy Chairman	18.03.2020	AGM 2025
Mag. Alexander FORSTER Year of birth 1993	Member	09.08.2022	o GV 2027
HR DI Dr. Günther KNÖTIG Year of birth 1956	Member Member of the Audit Committee	10.06.2015	30.06.2022
DI Josef DECKER Year of birth 1965	Member Member of the Audit Committee	18.02.2015	AGM 2025
Ing. Manfred EBNER Year of birth 1953	Member	20.02.2019	AGM 2024
DI Wolfgang HECKENAST Year of birth 1977	Member	10.06.2015	AGM 2025
DI Thomas KELLER Year of birth 1972	Member	18.03.2020	AGM 2025
DI Franz SCHWAMMENHÖFER Year of birth 1967	Member	16.03.2012	AGM 2025
Günter ECK Year of birth 1975	1st Deputy Chairman of the Central Works Council Member of the Audit Committee	11.03.2010	Posting for indefinite period
Christian PIRIBAUER Year of birth 1965	Chairman of the Central Works Council Member of the Audit Committee	10.02.2015	Posting for indefinite period

Name	Function	Date of initial appointment	End of the current term of office
Martin PRETTERHOFER Year of birth 1977	Works Council	01.09.2016	Posting for indefinite period
Alexandra ADLBAUER Year of birth 1979	Works Council	20.03.2018	Posting for indefinite period
Johannes TRAUNER Year of birth 1961	Works Council	20.03.2018	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

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

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

The AGM adopted the following remuneration scheme without changes:

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

Remuneration and attendance fees amounting to around EUR 17 300 were paid out to the Supervisory Board in the fiscal year 2022. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and

services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Alpenstraßen GmbH

Management

In the fiscal year 2022, the management consisted of one member, Stefan Siegele.

Ing. Stefan SIEGELE

Year of birth 1970

Date of initial appointment: 01.01.2017

End of the current term of office: 31.12.2026

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

Ing. Stefan SIEGELE

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

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

These functions are approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

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

REMUNERATION OF THE MANAGEMENT

The total remuneration of the management of ASFINAG Alpenstraßen GmbH consists of fixed and variable remuneration components,

with the variable component being limited to a maximum annual amount.

Name	Fixed remuneration 2022, gross	Variable remuneration for performance year 2022, gross	Benefits in kind, annual
Ing. Stefan SIEGELE	EUR 154 000	EUR 44 573	EUR 8 814

CONCLUSION ENTITLEMENTS

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

Supervisory Board

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

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

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Alpenstraßen GmbH included the following members in the fiscal year 2022

Name	Function	Date of initial appointment	End of the current term of office
Mag. Hartwig HUFNAGL Year of birth 1976	Chairman Chairman of the Personnel Committee	14.03.2019	AGM 2024
DI Dr. Christian MOLZER Year of birth 1969	Deputy Chairman Deputy Chairman of the Personnel Committee	01.01.2022	AGM 2027
Dr. Josef FIALA Year of birth 1962	Member	12.06.2019	AGM 2024

Name	Function	Date of initial appointment	End of the current term of office
Dr. Christian KONZETT Year of birth 1950	Member	22.03.2007	AGM 2022
Roman GRÜNERBL Year of birth 1966	Chairman des Works Councils	27.11.2005	Posting for indefinite period
Manfred LADNER Year of birth 1984	Works Council	13.01.2020	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

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

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

The AGM adopted the following remuneration scheme without changes:

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

Remuneration and attendance fees amounting to around EUR 4 570 were paid out to the Supervisory Board in the fiscal year 2022. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation

expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Maut Service GmbH

Management

In the fiscal year 2022, the management consisted of two members, Ing. Mag. Bernd Datler and Mag.^a Claudia Eder, MBA.

Name	Date of initial appointment	End of the current term of office
Ing. Mag. Bernd DATLER Year of birth 1973	17.11.2009	28.02.2023
Mag. ^a Claudia EDER, MBA Year of birth 1981	01.09.2021	31.08.2026

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)

This function is approved by the Supervisory Board.

FUNCTION AND ALLOCATION OF DUTIES

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

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

Mag.^a Claudia EDER, MBA

Toll Collection, Enforcement and Sales

Customer Management

Corporate Services:
Human Resources
Controlling**Ing. Mag. Bernd DATLER**

Service Management

Service Operations

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.

Name	Fixed remuneration 2022, gross	Variable remuneration for performance year 2022, gross	Benefits in kind, annual
Ing. Mag. Bernd DATLER	EUR 160 000	EUR 46 310	EUR 8 265
Mag. ^a Claudia EDER, MBA	EUR 160 000	EUR 46 310	EUR 8 242

CONCLUSION ENTITLEMENTS

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

Supervisory Board

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

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

MEMBERS OF THE SUPERVISORY BOARD

The Supervisory Board of ASFINAG Maut Service GmbH included the following members in the fiscal year 2022:

Name	Function	Date of initial appointment	End of the current term of office
Dr. Josef FIALA Year of birth 1962	Chairman Chairman of the Personnel Committee	01.05.2019	AGM 2024
Mag. Hartwig HUFNAGL Year of birth 1976	Deputy Chairman Deputy Chairman of the Personnel Committee	13.03.2018	AGM 2023
Mag. ^a Christa BOCK Year of birth 1972	Member	01.02.2017	AGM 2023
DI Rolf SINT, PMP Year of birth 1979	Member	30.11.2018	AGM 2023
Gerald Schwarzenpoller, MSc Year of birth 1989	Member	13.09.2021	AGM 2026
Gabriele STRASSNIGG Year of birth 1962	Chairperson des Works Councils	01.09.2016	Posting for indefinite period
Claudia WAGNER Year of birth 1977	Member of the Works Council	01.01.2020	31.01.2022 (ausgeschieden)
Klaus KONRATH Year of birth 1972	Member of the Works Council	06.02.2019	Posting for indefinite period
Christine STAUBMANN Year of birth 1969	Works Council	01.02.2022	Posting for indefinite period

REMUNERATION OF SUPERVISORY BOARD MEMBERS

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

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

The AGM adopted the following remuneration scheme without changes:

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

Remuneration and attendance fees amounting to around EUR 6 150 were paid out to the Supervisory Board in the fiscal year 2022. Beyond this, no further remuneration is paid or benefits of any other kind granted to the members of the Supervisory Board. In accordance with the resolution of the Annual General Meeting (AGM), it is possible to claim and be reimbursed for travel and accommodation expenses per meeting as per expenses demonstrably accrued. There are no ongoing employment contracts or contracts for work and services between the company and the members of the Supervisory Board. They do not benefit from any discounted services that are not also available to customers.

ASFINAG Commercial Services GmbH

Management

In the fiscal year 2022, the management consisted of two members, DI (FH) René Moser, MBA and Dr. Anton Sieber, MBA.

Name	Date of initial appointment	End of the current term of office
Dr. Anton SIEBER, MBA Year of birth 1965	27.08.2009	indefinite
DI (FH) René MOSER, MBA Year of birth 1979	01.10.2015	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 consequently Member of the IBTTA Executive Committee

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

Deputy Secretary-General of the Austrian Society for Traffic and Transport Science (ÖVG)

These functions are approved by the shareholder.

FUNCTION AND ALLOCATION OF DUTIES

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

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

DI (FH) René MOSER, MBA

Corporate Affairs

Human Resources

Dr. Anton SIEBER, MBA

Business Unit “Consulting”

Business Unit “Operations”

DI (FH) René MOSER, MBA

Risk Management

Marketing/Communication

Dr. Anton SIEBER, MBA

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 Auto-bahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft and do not receive any additional remuneration for the work as Managing Directors.

CONCLUSION ENTITLEMENTS

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

Supervisory Body

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

ASFINAG European Toll Service GmbH**Management**

In the fiscal year 2022, the management comprised two members, Mag.^a Gabriele Csoklich and Dr. Wolfgang Treitler, MBA.

Name	Date of initial appointment	End of the current term of office
Mag. ^a Gabriele CSOKLICH Year of birth 1964	12.03.2010	indefinite

Name	Date of initial appointment	End of the current term of office
Dr. Wolfgang TREITLER, MBA Year of birth 1977	01.10.2018	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.^a Gabriele CSOKLICH

Dr. Wolfgang TREITLER, MBA

International Toll Sticker Settlement

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

Accounting and Controlling

REMUNERATION OF THE MANAGEMENT

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

CONCLUSION ENTITLEMENTS

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

Supervisory Body

Due to the secondary role of the work of ASFINAG European Toll Service GmbH in relationship to the object of the ASFINAG Group, no

supervisory body is installed.

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

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

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

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

“

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

”

Dr. Wolfgang Treitler, MBA

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



	Proportion of women in management	Proportion of women in supervisory bodies	Proportion of women in the Audit Committee	Proportion of women in the Steering and Personnel Committee
	as per 31.12.2022	as per 31.12.2022	as per 31.12.2022	as per 31.12.2022
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	0 %	50 %	50 %	50 %
ASFINAG Bau Management GmbH	0 %	20 %	No Audit Committee	0 %
ASFINAG Service GmbH	50 %	0 %	0 %	0 %
ASFINAG Alpenstraßen GmbH	0 %	0 %	No Audit Committee	0 %
ASFINAG Maut Service GmbH	50 %	20 %	No Audit Committee	0 %
ASFINAG Commercial Services GmbH	0 %	No supervisory body	No Audit Committee	No Steering or Personnel Committee
ASFINAG European Toll Service GmbH	50 %	No supervisory body	No Audit Committee	No Steering or Personnel Committee

D&O Insurance

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

Deviations in the ASFINAG Group

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

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

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

External Review

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

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

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

“B-PCGK has been applied in the ASFINAG Group since the fiscal year 2013 and complied with according to the explanations given above, although the regulations of the Austrian Corporate Governance Codex were already voluntarily complied with in the years from 2011 to 2013. The deviations from the Codex regulations result primarily from the organisational structure of the ASFINAG Group and have been explained and justified accordingly.

Application of the B-PCGK is very important to ASFINAG and constitutes a significant component with regard to boosting the confidence of the shareholder, business partners, employees and the general public in the company.

As reported at the beginning, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft decided to prepare a joint report for the entire Group due to the particular organisational structure. Consequently, this statement of compliance is also submitted by the Board of Management and Supervisory Board of Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft for all companies in the ASFINAG Group.”

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

FINANCIAL REPORT



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 13 April 2023. This audit opinion contains

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

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

Consolidated Balance Sheet

For the financial year ending 31 December 2022 (in EUR)

Assets	31/12/2022	31/12/2021
Non-current assets	18,397,075,201.33	18,010,529,444.71
Intangible assets	17,592,967,808.78	17,181,478,400.85
Tangible assets	642,165,193.91	636,564,692.11
Real estate held as financial investments	15,922,806.29	16,173,684.73
Companies accounted for using the equity method	911,545.92	842,353.46
Other assets	84,674,136.22	119,881,763.62
Future tax assets	60,433,710.21	55,588,549.94
Current assets	485,104,204.13	556,975,542.33
Inventories	20,219,281.87	17,797,503.69
Trade receivables	266,582,630.29	242,659,444.23
Other assets	96,348,155.52	149,456,594.49
Cash and cash equivalents	101,954,136.45	147,061,999.92
TOTAL assets	18,882,179,405.46	18,567,504,987.04

Consolidated Balance Sheet

Equity + Liabilities	31/12/2022	31/12/2021
Equity	8,319,837,026.07	7,666,841,906.50
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	7,846,469,918.52	7,193,474,798.95
Equity held by the shareholders of the parent company	8,315,137,026.07	7,662,141,906.50
Non-controlling interests	4,700,000.00	4,700,000.00
Non-current liabilities	9,454,644,049.45	8,823,155,173.37
Financial liabilities	9,266,243,550.33	8,713,604,598.03
Employee obligations	38,305,807.00	45,470,096.00
Provisions	36,307,684.76	32,505,490.38
Trade payables	16,550,376.34	20,844,784.06
Contract liabilities	96,430,316.52	10,160,157.30
Other liabilities	806,314.50	570,047.60
Current liabilities	1,107,698,329.94	2,077,507,907.17
Financial liabilities	102,530,791.37	1,099,403,209.46
Trade payables	402,940,098.39	412,061,293.29
Contract liabilities	141,056,725.40	139,252,520.00
Other liabilities	121,408,482.36	138,023,873.12
Income tax liabilities	26,512,598.57	27,448,644.04
Provisions	313,249,633.85	261,318,367.26
TOTAL Equity + Liabilities	18,882,179,405.46	18,567,504,987.04

Consolidated Income Statement

	2022	2021
Revenues	2,930,619,596.27	2,793,242,692.02
Other revenue	131,398,631.30	93,023,818.08
Own work capitalised	4,908,998.74	5,980,260.82
Cost of materials and purchased services	-1,200,641,833.80	-1,126,574,127.08
Personnel expenditure	-234,448,012.78	-224,173,896.25
Other expenses	-206,978,938.19	-188,049,063.47
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	1,424,858,441.54	1,353,449,684.12
Write-downs, write-ups and impairments of intangible assets, tangible assets and investment property	-93,110,974.74	-165,429,548.93
Earnings before interest and taxes (EBIT)	1,331,747,466.80	1,188,020,135.19
Interest expenses	-195,539,258.24	-191,448,977.89
Other financial expenses	-34,144,268.13	-12,472,330.22
Interest income	7,568,056.84	7,868,738.00
Other financial income	31,378,303.19	14,709,167.51
Earnings from companies accounted for using the equity method	-268,547.54	-63,430.68

Consolidated Income Statement

	2022	2021
Financial result	-191,005,713.88	-181,406,833.28
Earnings before taxes (EBT)	1,140,741,752.92	1,006,613,301.91
Taxes on income and earnings	-290,232,868.46	-251,630,861.35
CONSOLIDATED PROFIT/LOSS	850,508,884.46	754,982,440.56
Of which:		
Parent company's shareholders	850,508,884.46	754,982,440.56
Non-controlling interests	0.00	0.00

Consolidated Statement of Comprehensive Income

for the period from 1 January to 31 December 2022 (in EUR)

	2022	2021
CONSOLIDATED PROFIT/LOSS	850,508,884.46	754,982,440.56
Revaluation of defined benefit plans	3,415,417.56	-2,340,126.03
Deferred taxes related to these items	-929,182.45	585,031.51
Other earnings (after income taxes) not reclassified to the income statement in subsequent periods	2,486,235.11	-1,755,094.52
Total comprehensive income	852,995,119.57	753,227,346.04
thereof shares held by parent company's shareholder	852,995,119.57	753,227,346.04
thereof non-controlling interests	0.00	0.00

Consolidated Statement of Changes in Equity

For the financial year from 1 January 2021 to 31 December 2022 (in EUR)

	Share capital	Capital reserves	Retained earnings	Revaluation reserve for defined benefit plans
Status: 01/01/2021	392,433,304.51	69,915,790.07	6,318,012.97	-5,074,915.16
Net result for the period				0,00
Other comprehensive income				-1,755,094.52
Total comprehensive income	0.00	0.00	0.00	-1,755,094.52
Dividends paid out				
Status: 31/12/2021	392,433,304.51	69,915,790.07	6,318,012.97	-6,830,009.68
Net result for the period				0,00
Other comprehensive income				2,486,235.11
Total comprehensive income	0.00	0.00	0.00	2,486,235.11
Dividends paid out				
Status: 31/12/2022	392,433,304.51	69,915,790.07	6,318,012.97	-4,343,774.57



Profit carried forward	Accumulated consolidated earnings	Share of parent company owners	Non-controlling interests	Total equity
6,645,322,368.07	6,640,247,452.91	7,108,914,560.46	4,700,000.00	7,113,614,560.46
754,982,440.56	754,982,440.56 -1,755,094.52	754,982,440.56 -1,755,094.52		754,982,440.56 -1,755,094.52
754,982,440.56	753,227,346.04	753,227,346.04	0.00	753,227,346.04
-200,000,000.00	-200,000,000.00	-200,000,000.00		-200,000,000.00
7,200,304,808.63	7,193,474,798.95	7,662,141,906.50	4,700,000.00	7,666,841,906.50
850,508,884.46	850,508,884.46 2,486,235.11	850,508,884.46 2,486,235.11		850,508,884.46 2,486,235.11
850,508,884.46	852,995,119.57	852,995,119.57	0.00	852,995,119.57
-200,000,000.00	-200,000,000.00	-200,000,000.00		-200,000,000.00
7,850,813,693.09	7,846,469,918.52	8,315,137,026.07	4,700,000.00	8,319,837,026.07

Consolidated Statement of Cash Flows (*excerpt*)

For the financial year from 1 January 2021 to 31 December 2022 (in EUR)

	2022	2021
Opening balance of cash and cash equivalents	147,061,999.92	303,524,574.11
Cash flow from operating activities	1,299,138,520.81	1,078,636,475.85
Cash flow from investing activities	-519,702,726.65	-494,620,113.29
Cash flow from financing activities	-824,543,657.63	-740,478,936.75
Closing balance of cash and cash equivalents	101,954,136.45	147,061,999.92

Economic Situation

Assets

	31/12/2022		31/12/2021		31/12/2020	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Non-current assets	18,397,075	97.43	18,010,529	97.00	17,607,064	96.18
Current assets	485,104	2.57	556,976	3.00	699,826	3.82
Assets	18,882,179	100.00	18,567,505	100.00	18,306,889	100.00

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

The value of the usufructuary right increased by EUR 446 million in 2022 (2021: EUR 180 million).

Tangible assets (EUR 642 million) primarily consist of tolling facilities, traffic control systems and investments in corporate network infrastructure as well as investments in IT infrastructure.

Current assets essentially include income from billing for toll stickers and receivables from HGV tolling with a remaining maturity of up to one year as well as liquid funds. Furthermore, inventories, valuation of the short-term derivatives and the receivables from Austrian and foreign tax authorities are also some of the items included here. The reduction of around EUR 72 million compared to the previous year is mainly due to the lower level of bank balances and the fact that, in contrast to 2021, no advance tax payments were made as of the reporting date.

Economic Situation

Equity + liabilities

	31/12/2022		31/12/2021		31/12/2020	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Internally generated equity	7,852,788	41.59	7,199,793	38.78	6,646,565	36.31
Externally generated equity	467,049	2.47	467,049	2.52	467,049	2.55
Equity	8,319,837	44.06	7,666,842	41.29	7,113,614	38.86
Non-current liabilities	9,454,644	50.07	8,823,155	47.52	9,297,367	50.79
Current liabilities	1,107,698	5.87	2,077,508	11.19	1,895,908	10.36
Equity + liabilities	18,882,179	100.00	18,567,505	100.00	18,306,889	100.00

Equity (including profit carried forward) increased by the net result for 2022, adjusted for the payout of a dividend of EUR 200 million and the other income (revaluation in accordance with IAS 19).

Liabilities have decreased in both the current and non-current areas compared to 2021 (total -EUR 338 million). This is due, on the one hand, to the fact that there was a repayment of EUR 1,000 million in 2022, which was only refinanced in the amount of EUR 600 million (nominal values in each case) and, on the other hand, to the fact that there will be no repayment of a long-term bond in 2023.

Economic Situation

Sales and Result

	2022	2021	2020
	EUR thousand	EUR thousand	EUR thousand
Revenues	2,930,620	2,793,243	2,640,453
Earnings before interest, taxes, depreciation and amortisation (EBITDA)	1,424,858	1,353,450	1,271,548
in % of revenue	48.62	48.45	48.16
Write-ups and write-downs	-93,111	-165,430	-78,507
Earnings before interest and tax (EBIT)	1,331,747	1,188,020	1,193,041
in % of revenue	45.44	42.53	45.18
Financial result	-191,006	-181,407	-205,643
Earnings before taxes (EBT)	1,140,741	1,006,613	987,398
in % of revenue	38.92	36.04	37.40
Net result for the period	850,509	754,982	742,278
in % of revenue	29.02	27.03	28.11
Accumulated net result for the Group	7,846,470	7,193,475	6,640,247

Total toll revenues increased by EUR 139 million (+6 percent) compared to 2021. The pre-Covid level in 2019 was exceeded by 9 percent in 2022.

The cost of materials and other purchased services, which are recognised in profit or loss (i.e. excluding recharging of usufructuary rights), increased by around 12.9 percent compared with 2020 (+EUR 91 million).

Depreciation decreased due to the recognition of an impairment loss on some construction projects.

The financial result improved by around EUR 10 million compared with 2021, which is basically attributable to general interest rate changes.

At EUR 1,141 million, earnings before taxes for 2022 were up EUR 134 million on the previous year (EUR 1,007 million). After deducting taxes, the annual result will be EUR 851 million, around EUR 96 million (+12.7 percent) higher than in 2021.

Economic Situation

Breakdown of revenues

	2022		2021		2020	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Revenue from special toll sections	226,138	7.37	173,141	5.99	137,211	4.98
Revenue from toll vignettes	539,896	17.60	476,564	16.48	449,427	16.30
Revenue from truck tolls	1,676,874	54.68	1,654,608	57.21	1,498,097	54.35
Revenue from letting/leasing	34,564	1.13	29,122	1.01	24,605	0.89
Revenue from enforcement	52,372	1.71	41,709	1.44	33,513	1.22
Other sales revenues	222	0.01	198	0.01	237	0.01
Revenue from recharging	400,554	13.06	417,901	14.45	497,364	18.04
Revenues	2,930,620	95.56	2,793,243	96.58	2,640,453	95.79
Own work capitalised	4,909	0.16	5,980	0.21	5,292	0.19
Income from the disposal of financial assets	2,516	0.08	2,318	0.08	8,095	0.29
Income from fines	105,094	3.43	72,920	2.52	82,170	2.98
Any other income	23,789	0.78	17,786	0.61	20,455	0.74
Other revenue	131,399	4.28	93,024	3.22	110,721	4.02
Revenues and income	3,066,927	100.00	2,892,247	100.00	2,756,466	100.00

Development in the toll sector varied depending on the category. While the toll revenues for motor vehicles with a maximum permissible weight of more than 3.5 tonnes increased by just 1.4 percent in 2022 compared with 2021, the passenger car toll sticker revenues increased by 13.3 percent and the route toll revenues by 30.6 percent, reflecting a return to pre-Covid levels.

Revenues from cost charging correspond to the expenses for building and expanding the route infrastructure. They decreased by around EUR 17 million (-4.2 percent) compared with 2021.

Revenues from rentals and leases increased compared with 2021 (+18.7 percent), signifying a return to the level of 2019, i.e. before the coronavirus crisis, and even exceeding this slightly.

Revenues from enforcement activities showed a significant year-on-year increase (+25.6 percent). This is due on the one hand to increased traffic volumes and on the other to higher replacement toll shipments to other European countries. This was brought about by the EUCARIS system (European Car and Driving Licence System), which is being recognized by an increasing number of states and enables the participating states to exchange data on vehicle owners.

There was also a significant increase in income from penalty fines (+44.1 percent). This is due, among other things, to the replacement of conventional radar equipment with laser systems, which identify more suspicious cases and also have a significantly higher usability.

Economic Situation

Breakdown of expenses

	2022		2021		2020	
	EUR thousand	%	EUR thousand	%	EUR thousand	%
Cost of materials and purchased services	1,200,642	69.19	1,126,574	66.10	1,104,270	70.63
Personnel expenses	234,448	13.51	224,174	13.15	212,176	13.57
Other expenses	206,979	11.93	188,049	11.03	168,472	10.78
Appreciation, depreciation, amortisation and impairment	93,111	5.37	165,430	9.71	78,507	5.02
Expenses	1,735,180	100.00	1,704,227	100.00	1,563,425	100.00

At EUR 1,201 million, the cost of materials and purchased services was slightly above the level of the previous year (+EUR 74 million)

This includes (among other things) the cost of purchased services of EUR 1,166 million, which rose by around EUR 41 million compared to 2021, and the cost of materials (including changes in inventory), which increased by around EUR 5 million to EUR 48 million compared with 2021. Income from the capitalisation of purchased services for investments amounting to around EUR 57 million and income from the reversal of provisions for the cost of materials (EUR 7 million) were deducted. The change in the provision for future maintenance obligations (IFRIC 12) amounting to EUR 51 million is also included in this item.

Personnel expenses were slightly higher than in the previous year (+4.6 percent).

Depreciation and amortisation decreased by around EUR 72 million compared with 2021. This is mainly due to the impairment loss recognised in the previous year for some newbuild projects under construction.

Economic Situation

Cash flow statement

	2022	2021	2020
	EUR thousand	EUR thousand	EUR thousand
Cash flow from operating activities	1,299,139	1,078,636	1,005,832
Cash flow from investing activities	-519,703	-494,620	-598,360
Cash flow from financing activities	-824,544	-740,479	-129,878
Change in cash and cash equivalents	-45,108	-156,463	277,594
Opening balance of cash and cash equivalents	147,062	303,524	25,930
Closing balance of cash and cash equivalents	101,954	147,062	303,524

In 2022, cash flow from operating activities amounted to EUR 1,299 million and is thus around EUR 221 million above the previous year's figure. Cash flow from investing activities of EUR 520 million was around EUR 25 million higher than in 2021. This results in an overall positive cash flow before

financing (free cash flow) of EUR 779 million for 2022.

Cash flow from financing activities (EUR -825 million), taking into account the opening balance of cash and cash equivalents, results in a closing balance of funds of approximately EUR 102 million.

Economic Situation

Profitability

		2020	2021	2020
Return on sales s.l. (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\text{Revenues}}$	45.44	42.53	45.18
Return on sales s.s. (%) =	$\frac{\text{Net result for the period}}{\text{Revenues}}$	29.02	27.03	28.11
Return on total capital (%) =	$\frac{\text{Earnings before interest and tax (EBIT)}}{\Phi \text{ total capital}}$	7.11	6.44	6.67
Return on equity (%) =	$\frac{\text{Net result for the period}}{\Phi \text{ equity}}$	10.64	10.22	10.88

Both the return on sales in the broader sense and the return on sales in the narrower sense improved as a result of the proportionately significantly greater increase in earnings (operating profit and profit for the period) and the less pronounced increase in revenues.

A similar picture can be seen for the return on capital. This were also higher as a result of the increase in earnings (operating profit and profit for the period) in combination with a less pronounced increase in average equity and indeed a slight decrease in average total capital.

Economic Situation

Non-financial performance indicators

Headcount as of 31/12/2022

	Total 2022	Employees ASFINAG 2022	Employees in provinces 2022	Total 2021	Total 2020
ASFINAG Holding	153	153	0	146	145
ASFINAG Service GmbH	1,525	1,247	278	1,533	1,521
ASFINAG Alpenstraßen GmbH	264	264	0	266	267
ASFINAG Bau Management GmbH	474	465	9	446	423
ASFINAG Maut Service GmbH	653	653	0	624	611
ASFINAG Commercial Services GmbH	0	0	0	0	0
ASFINAG European Toll Service GmbH	0	0	0	0	0
ASFINAG Total	3,069	2,782	287	3,015	2,967

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 54 compared to 2021. Of a total of 3,069 employees, 57 were temporary employees as of 31 December 2022, who will be employed on a temporary basis to cover peak workloads.

As of the end of 2022, a total of 31 apprentices were undergoing training, and there are no trainees at present.

Employee turnover has increased somewhat from the very low level of 2021 (2.5 percent) and is at 3.4 percent, roughly on a par with pre-Covid levels. 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 and buildings	Plant and equipment	Operating and office equipment
Acquisition costs			
As of 01/01/2022	350,028,797.64	703,532,462.63	40,688,297.51
Additions	11,676,970.97	21,188,441.55	8,117,447.52
Reclassifications	1,301,731.50	8,433,660.63	596,570.65
Disposals	-9,386,053.40	-5,677,534.79	-3,483,314.50
As of 31/12/2022	353,621,446.71	727,477,030.02	45,919,001.18
Depreciation and impairments			
As of 01/01/2022	164,201,521.29	371,190,738.39	26,877,942.07
Depreciation	10,574,042.18	39,426,756.52	6,105,212.17
Disposals	-8,913,427.09	-5,380,458.39	-3,332,689.47
Reclassification depreciation	-1,089.37	2,176.37	0.00
As of 31/12/2022	165,861,047.01	405,239,212.89	29,650,464.77
Carrying amount at 31/12/2022	187,760,399.70	322,237,817.13	16,268,536.41



Vehicles and movable assets	Advance payments and construction in progress	Total
182,945,805.94	23,821,248.26	1,301,016,611.98
11,855,138.07	23,794,979.99	76,632,978.10
34,152.87	-9,139,948.84	1,226,166.81
-6,837,383.99	-429,188.31	-25,813,474.99
187,997,712.89	38,047,091.10	1,353,062,281.90
101,873,690.13	308,027.99	664,451,919.87
13,762,788.72	0.00	69,868,799.59
-5,797,056.52	0.00	-23,423,631.47
0.00	-1,087.00	0.00
109,839,422.33	306,940.99	710,897,087.99
78,158,290.56	37,740,150.11	642,165,193.91

INTANGIBLE ASSETS

Intangible assets	Usufructuary right	Advance payment usufructuary rights
Acquisition costs		
As of 01/01/2022	15,523,757,202.44	1,506,044,738.45
Additions	81,022,858.84	326,104,352.76
Reclassifications	364,540,342.46	-364,612,820.48
Disposals	-16,695.78	0.00
As of 31/12/2022	15,969,303,707.96	1,467,536,270.73
Amortisation		
As of 01/01/2022	0,00	82,428,993.39
Depreciation	0,00	9,028,887.63
Disposals	0,00	0.00
As of 31/12/2022	0,00	91,457,881.02
Carrying amount at 31/12/2022	15,969,303,707.96	1,376,078,389.71

Rights and licenses	Advance payments intangible assets	Total
191,815,301.78	20,078,231.59	17,241,695,474.26
15,178,726.94	13,952,770.12	436,258,708.66
11,151,456.16	-12,377,539.63	-1,298,561.49
-241,416.25	-177,258.61	-435,370.64
217,904,068.63	21,476,203.47	17,676,220,250.79
130,820,217.41	0,00	213,249,210.80
14,247,897.22	0,00	23,276,784.85
-241,416.25	0,00	-241,416.25
144,826,698.38	0.00	236,284,579.40
73,077,370.25	21,476,203.47	17,439,935,671.39

Schedule of Consolidation

Company	Registered office	Shareholding	Type of consolidation	Local currency
Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft	Vienna	85.00	HOLDING	EUR
ASFINAG Service GmbH	Ansfelden	51.00	FC	EUR
ASFINAG Alpenstraßen GmbH	Innsbruck	100.00	FC	EUR
ASFINAG Bau Management GmbH	Vienna	100.00	FC	EUR
ASFINAG Maut Service GmbH	Salzburg	100.00	FC	EUR
ASFINAG Commercial Services GmbH	Vienna	100.00	FC	EUR
ASFINAG European Toll Service GmbH	Vienna	100.00	FC	EUR
Verkehrsauskunft Österreich VAO GmbH	Vienna	26.00	EQ	EUR

Key Figures

Amounts in EUR million	2022	Delta in %	2021
Toll revenues	2,443	6.0%	2,305
thereof toll revenue from cars	766	17.8%	650
thereof toll revenues from special toll sections	226	30.6%	173
thereof revenues from toll stickers	540	13.2%	477
number of toll stickers sold (in millions)	27.0	24.4%	21.7
thereof toll revenue from HGV	1,677	1.3%	1,655
Financial result (interest expense)	-191	5.5%	-181
Net result for the period	851	12.7%	755
Cash flow before financing activities (free cash flow)	779	33.4%	584
Balance sheet total	18,882	1.7%	18,568
Equity	8,319	8.5%	7,667
Equity ratio	44.1%	6.7%	41.3%

Key Figures

Amounts in EUR million	2022	Delta in %	2021
Current and non-current liabilities	10,563	-3.1%	10,901
Construction programme	1,135	2.8%	1,104
thereof new construction	401	-4.3%	419
thereof structural maintenance	675	8.3%	623
Distance travelled for vehicles ≤ 3.5 t mpw in mill. vehicle km/year (m+e)	27,740	10.6%	25,078
Distance travelled for vehicles > 3.5 t mpw in mill. vehicle km/year (m+e)	3,998	0.1%	3,996
Total distance travelled in mill. vehicle km/year (m+e)	31,738	9.2%	29,074
Existing road network in km	2,249	0.0%	2,249
Headcount (incl. staff based in federal provinces) ¹	3,069	1.8%	3,015
Headcount (incl. staff based in federal provinces) FTE ¹	2,911	1.7%	2,861

1) Valid as of 31/12 this year

Impressum

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