

# ASFINAG



**2<sup>nd</sup> MEETING OF ROAD EXECUTIVES NETWORK**

*28 May 2024*

*Vienna, Austria*

## ***ASFINAG and Asset Management***

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***Managing Director***

***ASFINAG Commercial Services GmbH***

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

**HAVE A SAFE TRIP, AUSTRIA!**

# BUSINESS SECTORS

A scenic landscape featuring a multi-lane highway with traffic, a town with a prominent church spire, and a large lake in the background, all set against a backdrop of mountains under a clear blue sky with a single white contrail.

## ASFINAG operates all motorways in Austria



rural areas  
 < 20,000 vehicles/day



urban areas  
 > 200,000 vehicles/day

# SCOPE OF ACTIVITIES



**OPERATION**



**MAINTENANCE**



**CONSTRUCTION**



**TOLL COLLECTION**



**FINANCING**

# HISTORY – FORMATION OF ASFINAG

## “Special companies”

As of

- 1960:** Brenner-, Tauern-, Pyhrn Autobahn and Arlbergstraßentunnel  
Autobahnen- und Schnellstraßen AG (ASAG)  
Wiener Bundesstraßen Gesellschaft (WBG)

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## “ASFINAG old”

- 1982:** Establishment of ASFINAG – initially exclusively as financing company
- 1993:** Foundation of ÖSAG (Tauern, Pyhrn, WBG, ASAG) and ASG (Arlberg, Brenner)

# HISTORY – EVOLUTION OF ASFINAG

## “ASFINAG new”

- 1997:** Usufructus contract → toll sticker  
ÖSAG/ASG taken over by ASFINAG
- 2004:** Introduction of truck toll
- 2005:** Europpass taken over
- 2006:** Termination of service contracts with  
federal provinces, roads now operated  
directly by ASFINAG
- 2010:** Consolidation of operational service  
companies (“SG new”)
- 2011:** Evaluation of all projects
- 2020:** Approval of ASFINAG vision 2030

# CORPORATE STRUCTURE

REPUBLIC OF AUSTRIA

## ASFINAG

Holding

Josef Fiala

Hartwig Hufnagl



**ASFINAG**

Bau Management GmbH

Alexander Walcher  
Andreas Fromm



**ASFINAG**

Maut Service GmbH

Bernd Datler  
Claudia Eder



**ASFINAG**

Service GmbH

Heimo Maier-Farkas  
Tamara Christ



**ASFINAG**

Alpenstraßen GmbH

Stefan Siegele

**ASFINAG**

Commercial Services GmbH

**VAO** Verkehrsauskunft Österreich  
Traffic Information Austria

**ASFINAG**

European Toll Service GmbH



**~3,100**  
Employees

**6**  
Toll stations

**9**  
Traffic management centres

**31.7 BILLION**

km of total traffic per year

**2,249**

kilometres of road network

**42**

Motorway operation and maintenance facilities





**20**  
Nationalities

**~1,400,000**  
Investments  
in training  
in EUR/year

**9**  
Apprenticeship trades

**~3,100**  
Employees

**~30**  
Apprentices

**~25**  
Percentage of women

# ASFINAG VISION

*„AS A RELIABLE, INNOVATIVE AND SUSTAINABLE  
MOBILITY PARTNER, WE CONNECT REGIONS AND  
PEOPLE IN THE HEART OF EUROPE.“*



# ASFINAG MISSION

**TOGETHER WITH OUR PARTNERS, WE ENSURE MOBILITY FOR GENERATIONS TO COME. WITH FORWARD-LOOKING, SUSTAINABLE AND INNOVATIVE SOLUTIONS, WE REPRESENT PART OF AUSTRIA'S MAJOR SHIFT IN MOBILITY.**

- 📍 We invest in the quality of our network, constantly developing it both ecologically and economically with Austria's overall mobility system in mind.
- 📍 As a competent road operator, we offer our customers safe and efficient motorways and expressways.
- 📍 With our modern toll products & digital information services, we are a customer-oriented service provider.



# FUNDING AND KEY FIGURES



## ASFINAG'S FUNDING MODEL

- 📍 **ASFINAG** is a prominent and well-established **bond issuer** on the national and international financial markets.
- 📍 The bonds come with a **guarantee** from the Republic of Austria and are rated **AA+/Aa1** by rating agencies.
- 📍 Thanks to the government guarantee and this rating, ASFINAG benefits from extremely **favourable funding terms**.
- 📍 International loans take place under the ASFINAG **European Medium Term Note Programme** (EMTN), which is updated annually and defines the legal framework for the issuances.

## FINANCING: KEY DATA



Long-term financial liabilities	8.7 billion euros
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Average nominal interest rate	1.75%
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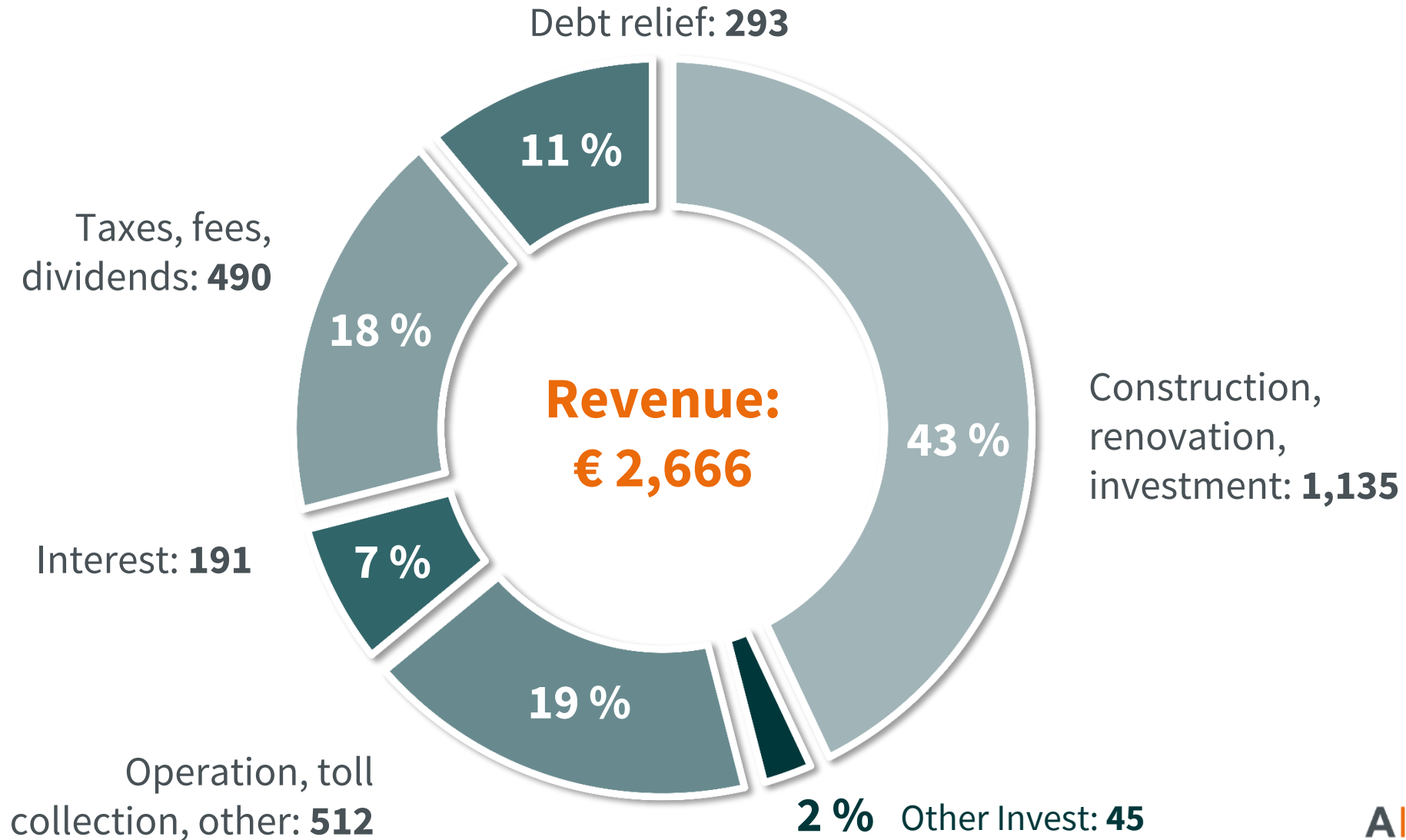
Interest type	99% fixed / 1% variable
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Average residual maturity	6.6 years
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Currency	EUR
----------	-----

As of: 30.04.2023

## HOW ASFINAG USES ITS REVENUE (In million Euros)



# COMPANIES





# SERVICE COMPANIES



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

# SERVICE COMPANIES – CORE AREAS



## ROUND-THE-CLOCK TRAFFIC OVERVIEW

The employees in the new traffic management centres are on duty 24 hours a day, seven days a week. They monitor all road sections and tunnels and control the traffic flows.



## WINTER SERVICE AND PRUNING

The employees make sure that even in adverse weather conditions, the motorways and expressways are kept safe. The inspection and maintenance of trees and bushes is carried out in a sustainable manner and also increases road safety.



## ROAD SERVICES

Employees are active en route around the clock for our customers, inspecting motorways and service stations and, where necessary, taking measures to ensure the high quality of the infrastructure.

# SERVICE COMPANIES – CORE FIELDS



## QUICK INCIDENT RESPONSE

Accidents, breakdowns, traffic jams: the employees in the motorway maintenance agencies and the traffic managers in the greater Vienna, Linz and Salzburg areas work tirelessly so that sections are quickly freed up again.



## OPERATING TECHNOLOGY IN TOP FORM

Experts monitor, maintain and repair all electromechanical systems such as tunnel ventilation, lighting, emergency telephones and overhead displays.



## CONSTRUCTION SITE MANAGEMENT

Renovations are absolutely essential for road safety. Our construction site management makes sure that construction sites use up minimum space and time.



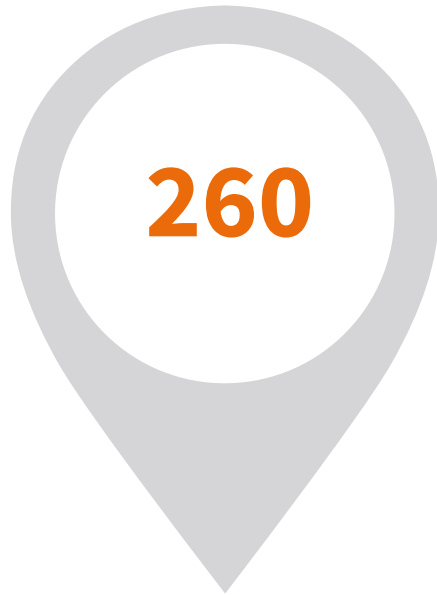
## TOLL SUPERVISION: SERVICE AND CONTROL

All toll payers have a right to the monitoring of the adherence to the toll system. Employees ensure that this is always the case throughout the network, with a service-oriented attitude.

# SERVICE COMPANIES – FACTS



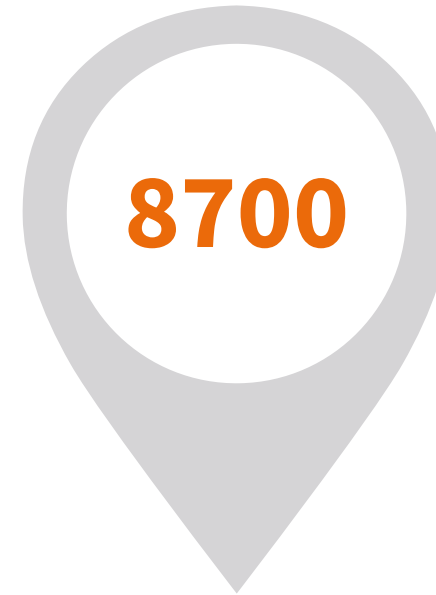
kilometres of  
winter service  
trips



Service  
stations  
maintained



Deployments  
as first  
responder on  
the road



tons of waste  
collected in a  
year



Watercourse  
protection  
facilities

## TRAFFIC MANAGEMENT OBJECTIVES



- 📍 **Increased traffic safety:** Operation of modern tunnel systems
- 📍 **Optimised traffic flow:** Traffic management centres monitor and control traffic flow using modern telematics systems and ITS.
- 📍 **High section availability:** Control centre for heads of operations and support in incident management
- 📍 **Up to date traffic information:** Traffic situation and incident situations, construction site information, parking space utilisation, available parking, route recommendations

# ASFINAG ALONG THE ROUTE

## IN CONTACT WITH OUR CUSTOMERS



### Service and control department

- 📍 Carries out toll controls and provides support regarding all questions on tolls.
- 📍 Supports our customers with advice and assistance and is a customer service professional.



### Traffic managers

- 📍 Respond with rapid on-site assistance in the event of accidents and breakdowns in the metropolitan areas of Vienna, Linz and Salzburg.
- 📍 Professional cooperation with emergency services in the event of an incident.

# ASFINAG ALONG THE ROUTE

## IN CONTACT WITH OUR CUSTOMERS



### Technical roadside inspection

- 📍 Provides increased traffic safety and identifies defects on vehicles before they become a problem.
- 📍 Carries out its inspections on behalf of the states and cooperates successfully with the executive.



### Road services

- 📍 Monitors condition of road surface and all safety systems, independently repairs small defects.
- 📍 Outside of the traffic managers' areas: Professional cooperation with emergency services in the event of an incident.

# BAU MANAGEMENT GESELLSCHAFT





# BAU MANAGEMENT GESELLSCHAFT – CORE AREAS



## NEW CONSTRUCTION AND RENOVATION

Bau Management GmbH (BMG) carries out all construction measures for the new construction and maintenance of the motorways and expressways. It also builds access and exit lanes, service stations and traffic control checkpoints, and implements noise protection measures.



## NEEDS-BASED PROJECT DEVELOPMENT

BMG plans projects based on the requirements of people and the economy. The planning process is open, and takes into consideration the interests of all those involved. Projects are developed in a comprehensible, transparent manner.



## ASSET MANAGEMENT

In the framework of maintenance management, infrastructure facilities are permanently monitored and checked. BMG ensures that roads, tunnels and bridges are efficiently maintained with the greatest possible level of safety.

# BAU MANAGEMENT GESELLSCHAFT- FACTS



Bridges



Tunnels



Sustainable investment



Ongoing projects  
(preparation,  
construction  
and follow-up)



Commissioning  
in the fields of  
service,  
construction  
and supply

# MAUT SERVICE GESELLSCHAFT

An aerial photograph of a complex multi-level highway interchange. The roads are elevated on concrete viaducts and feature several lanes. A central toll plaza is visible with multiple lanes and toll booths. The surrounding landscape is a mix of dense green forests and open green fields, with some trees showing early autumn colors. The sky is clear and bright.

# MAUT SERVICE GESELLSCHAFT – CORE AREAS



## TOLL COLLECTION

Maut Service Gesellschaft (MSG) is responsible for collecting tolls. This includes passenger vehicle toll (time and distance-related) and truck toll (distance-related). MSG sends out substitute tolls if the toll hasn't been paid accordingly. It also caters to a large sales partner network.



## CUSTOMER SERVICES

At our Service Center, well trained staff takes care of our customers' wishes around the clock and in 7 languages. It furthermore processes complains and organises trade shows and events, among others.



## IT SERVICE PROVIDER

With bundled competencies MSG provides all information technology services to all companies for their office locations and operations on the ASFINAG road network. MSG is also responsible for marketing data lines and bandwidths.

# MAUT SERVICE GESELLSCHAFT – CORE AREAS



## PAYMENT SERVICES

Within the competence of MSG falls the settlement of truck and passenger vehicle tolls with providers such as fuel, debit and credit cards, PayPal and direct withdrawal. In addition, the processing of GO toll credits, payments of additional truck tolls and international tolls with TOLL2GO, EasyGo and EETS providers takes place at MSG.





## ITS SERVICES

The expansion of the ASFINAG video system and sensor network, the provision of real-time traffic information, the implementations for software solutions for operations, the further development of Cooperative Services (C-ITS) and the support for the introduction of Automated Driving are located in the MSG.

# TOLL PROCEEDS 2022

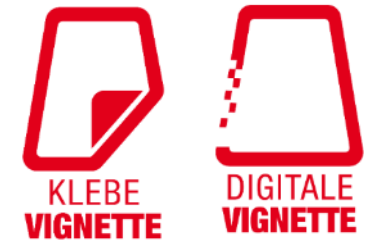
## TOLL PROCEEDS (IN MILLION EUROS)





	2022	Change	2021
<b>TOTAL TOLL PROCEEDS</b>	<b>2,443</b>	<b>+6 %</b>	2,304
<b>Total toll proceeds</b> motor vehicles <= 3.5 tons 	<b>766</b>	<b>+17.9 %</b>	650
<i>Revenue from toll vignettes</i>	<b>540</b>	<b>+13.3 %</b>	477
<i>Section toll proceeds</i> <i>(Section toll segments)</i>	<b>226</b>	<b>+30.6 %</b>	173
<b>Total toll proceeds</b> motor vehicles > 3.5 tons 	<b>1,677</b>	<b>+1.3 %</b>	1,655

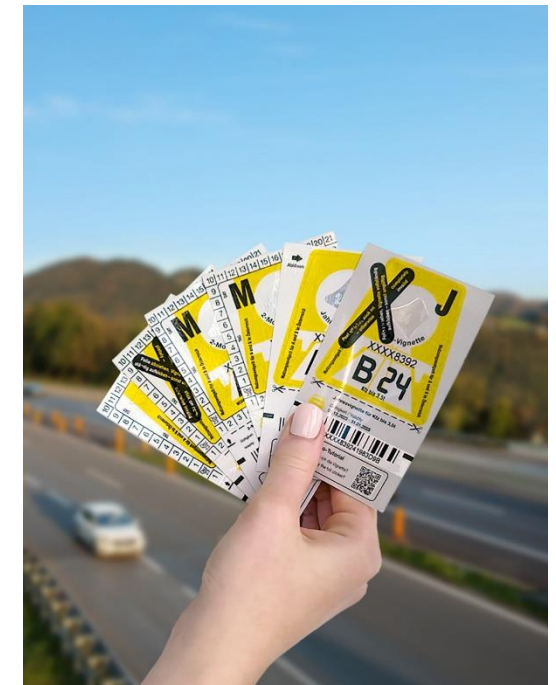
# PASSENGER VEHICLE TOLL – VIGNETTE

## TOLL VIGNETTE RATES 2024: AN OVERVIEW FOR MOTOR VEHICLES UP TO 3.5T MPW



Vehicle category	annual vignette	vignette 2-month	vignette 10-day	vignette 1-day digitally only
<b>A</b>  Single-track motor vehicle	38.50	11.50	4.60	3.40
<b>B</b>  Cars and motor vehicles up to 3.5 t * Kfz	96.40	28.90	11.50	8.60

in EUR incl. VAT  
\* Technically permissible maximum laden mass (tzGm), Motorhomes



# MAUT SERVICE GESELLSCHAFT – FACTS

**4.21**  
million

Annual vignettes  
sold – of that 62%  
in digital form

**37**  
million

Section toll  
clearances

**719**  
thousand

Enquiries  
at the service  
centre

**838**  
million

Toll  
transactions

**More  
than  
400**

IT services  
managed



# CONSTRUCTION PROGRAM AND ASSET MANAGEMENT



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# CONSTRUCTION PROGRAMME

## NEEDS – NEW CONSTRUCTION

### Legal Requirements

- 📍 New sections according to **Public Road Act**
- 📍 Second tunnel tubes acc. to **Road Tunnel Safety Act**
- 📍 Noise protection acc. to **Service Note Noise Protection on Federal Roads**

### Conceptual Planning

- 📍 Construction of additional lanes → **Level of Service**
- 📍 New rest areas
- 📍 New junctions

# CONSTRUCTION PROGRAMME

## NEEDS – MAINTENANCE

### Main objectives defined in ASFINAG's maintenance strategy:

- 📍 **Sustainable** and substance-preserving implementation of measures  
→ avoidance of backlog
- 📍 Road Safety Target Index: **> 97 %** of entire network must be in a **better condition than „poor“ (Class 5)**
- 📍 Network Availability Target value: **> 95 %** of entire network must be **free of construction sites**
- 📍 Costs of Construction Programme deviates **< 10%** of **expected life cycle costs**

# ASSETS AND CHALLENGES IN NUMBERS

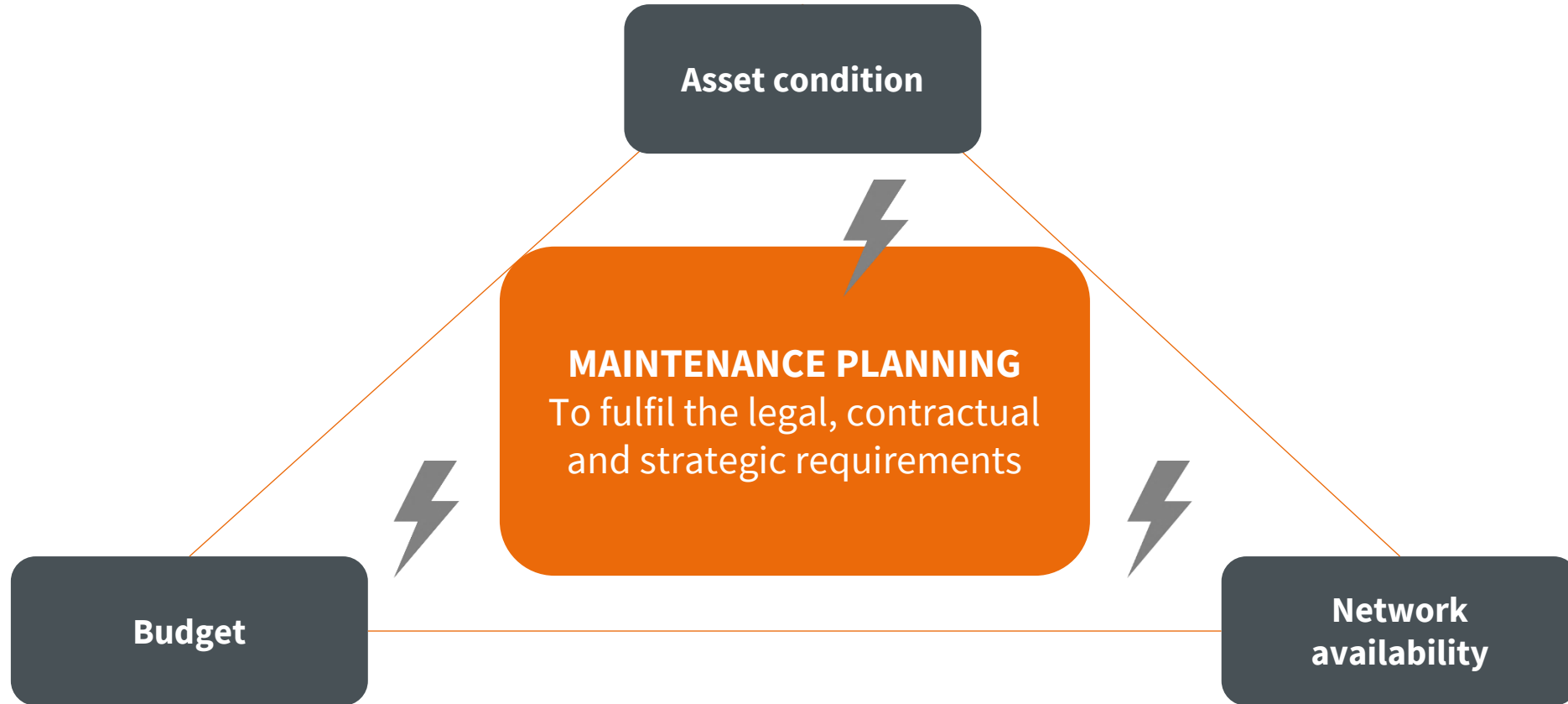
- 📍 Maintenance management for Austria's motorway network (more than **2,200 km**) incl. more than **18.000** associated **civil engineering structures**.
- 📍 Due to the intensive expansion of the network in the **1970s to 1990s**, a **continuous increase in the need for a structural maintenance** can be expected in the coming years and decades. The maintenance budget is already over EUR 600 million in 2022 and will continue to increase in the coming years.
- 📍 Processing of more than **300 project requirements** per year (renovations, renewals and smaller construction measures)
- 📍 Around **6.500 technical statements** on abnormal goods transports
- 📍 Coordination of ASFINAG employees in app. **220 national and international committees**
- 📍 Coordination of **> 50 ongoing research projects**

## Guiding principle

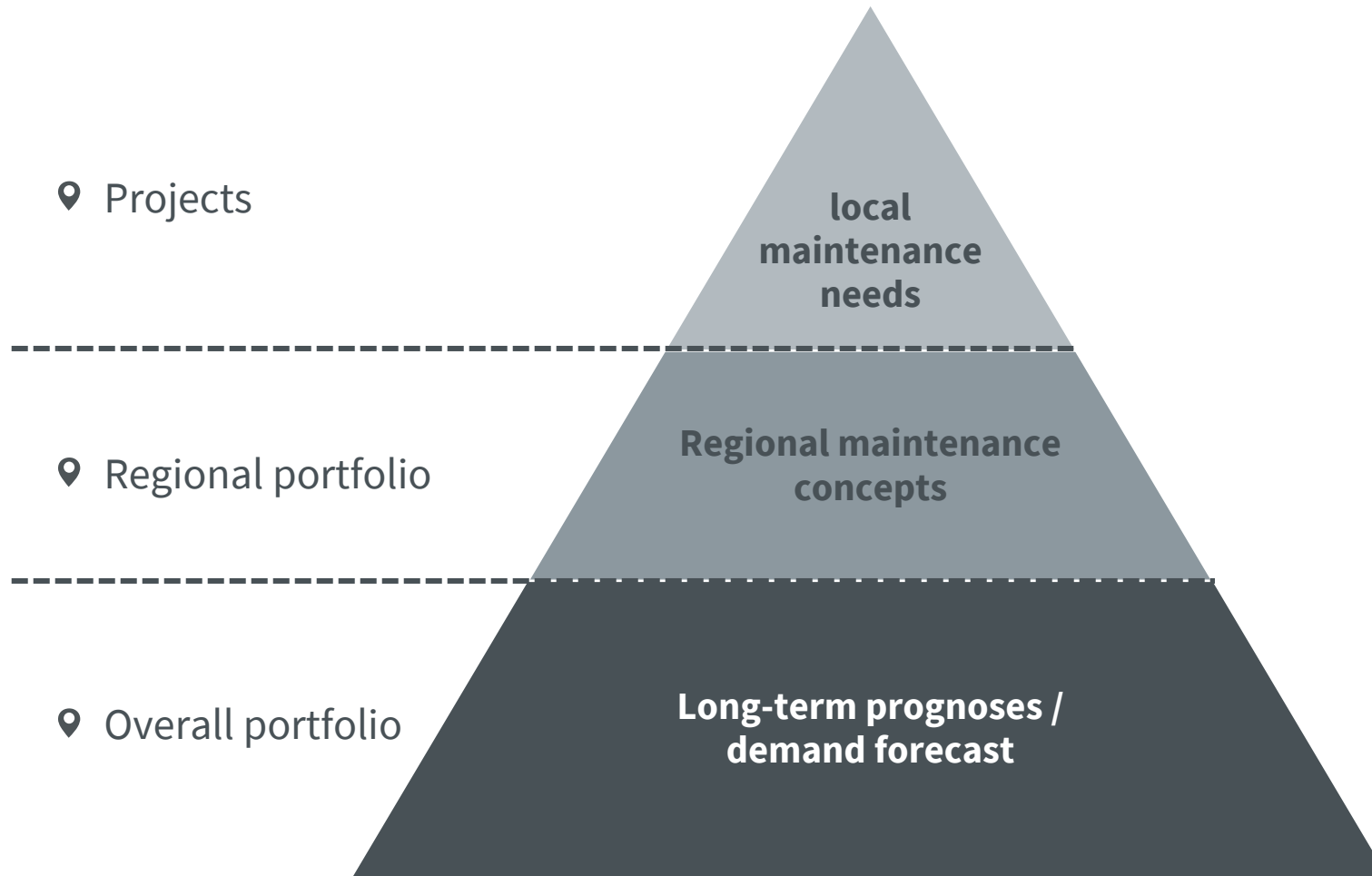
“When it comes to maintenance, ASFINAG strives for an overall optimum for its customers within the framework of the conflicting goals that result from traffic safety, availability, sustainability, the cost-effectiveness of measures, as well as from future requirements and budget restrictions”

# AIMS OF THE MAINTENANCE PLANNING

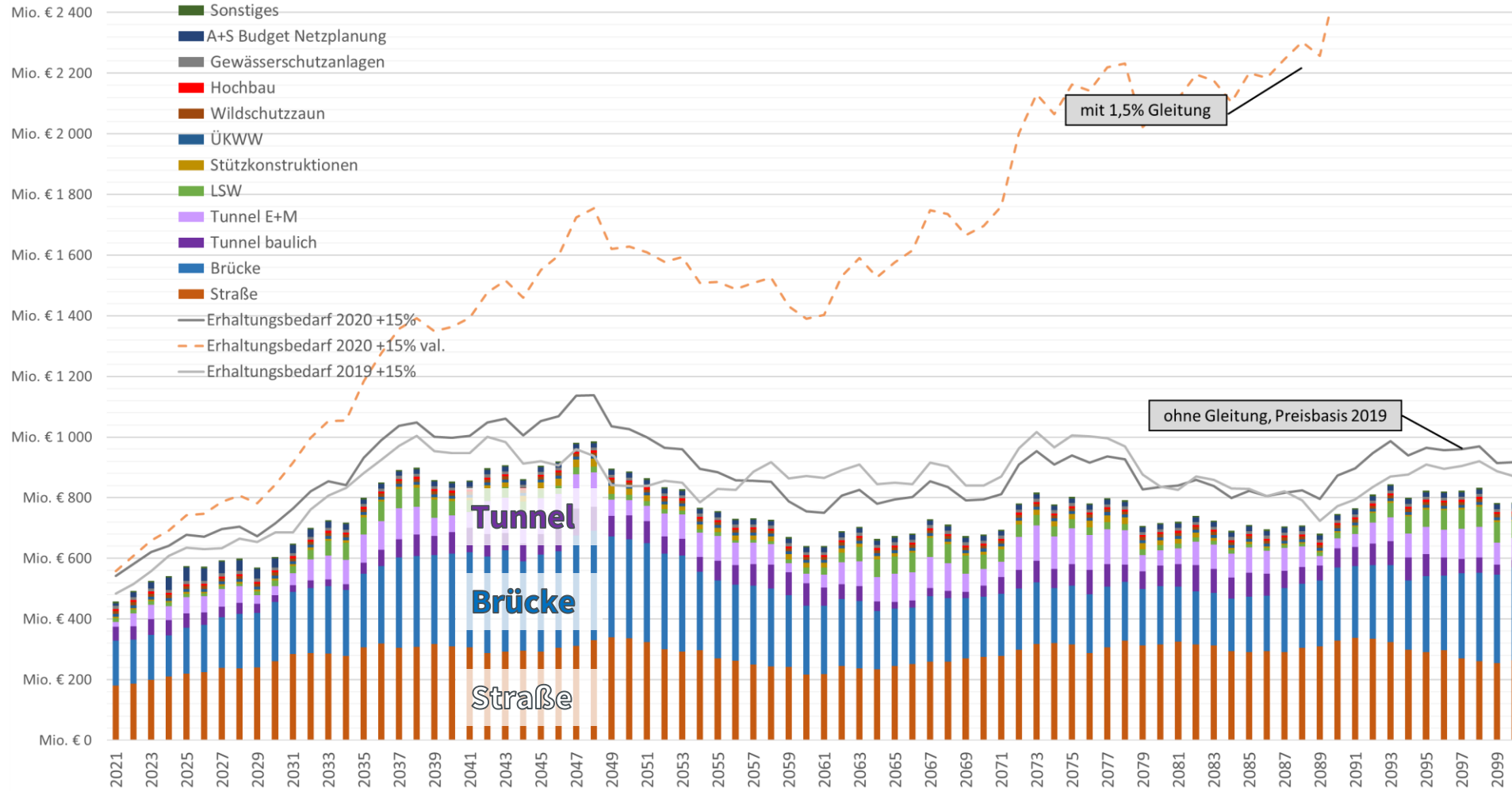
Medium and long-term manageability of the construction program



# METHODOLOGY OF THE MAINTENANCE PLANNING



# LONG-TERM DEMAND FORECAST





# Asset Management

## Condition data – pavement

- ④ Basis are Austrian guidelines  
RVS 13.01.15 and RVS 13.01.16
- ④ Pavement surface characteristics
  - Rutting (rut depth under 2 m straight edge)
  - Longitudinal evenness (International Roughness Index IRI)
  - Cracking (% of cracked area)
  - Surface defects (% of surface defects)
  - Skid resistance (longitudinal friction coefficient)
- ④ Collected on each single lane and evaluated sections of 50 m length every 4 years

→ Main input for analysis for pavement



# Asset Management

Data collection – pavement condition

RoadSTAR



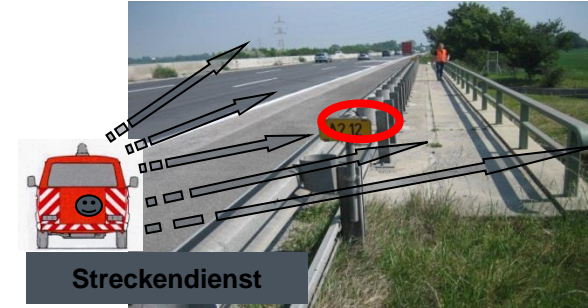
# Asset Management

## Monitoring, control and inspection - bridges

According to Austrian guidelines RVS 13.03.11

### Monitoring

interval: every 4 months  
execution: traffic manager  
scope: visit directly from the vehicle to defects and damages  
result: written notification of damages  
otherwise no recordings necessary



### Controls

interval: every 2 years  
execution: employees of Asset Management  
scope: visit without a scaffolding or lifting equipment  
inspection of all building elements  
result: written documentation of new damages and defects and changes to the last inspection; urgent measure



### Inspections

interval: every 6 years  
execution: external civil engineer  
scope: inspection of all building elements with a lifting equipment  
result: written documentation of new damages and defects, requirement of maintenance and repair works with a time criterion

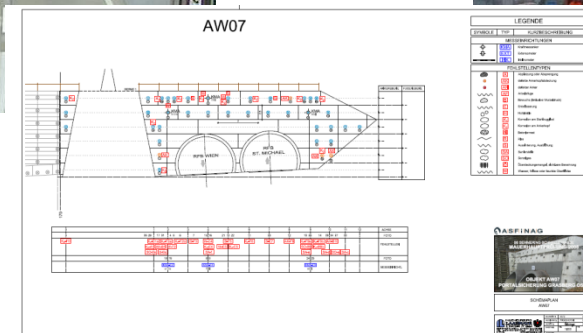


# Asset Management

## Monitoring, control and inspection - other structures

Procedure according to Austrian guidelines

	guideline	inspections	controls	monitoring
Road tunnels	RVS 13.03.31	every 10 years	2 years	every 4 months
Anchored constructions	RVS 13.03.21	every 10 years	3 years	annually
Directional gantries	RVS 13.03.51	every 6 years	2 years	every 4 months
Unanchored				
Retaining walls	RVS 13.03.61	every 12 years	3 years	annually
Noise protection walls	RVS 13.03.71	every 12 years	4 years	annually



# Asset Management

## Assessment of bridge condition according to RVS 13.03.11

Classification	Damages	Maintenance measure	Mark
very poor condition	very serious damages	immediately required repair	5
poor condition	serious damages	Short-term (within 3 years)	4
fair condition	moderate damages	Medium-term (within 6 years)	3
good condition	minor damages	Correction of the damages by maintenance work	2
very good condition	Without or very little damages	-	1

# DASHBOARDS



# ASSET MANAGEMENT SYSTEM OF AUSTRIA'S HIGH-LEVEL ROAD NETWORK



DETAILED PRESENTATION

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

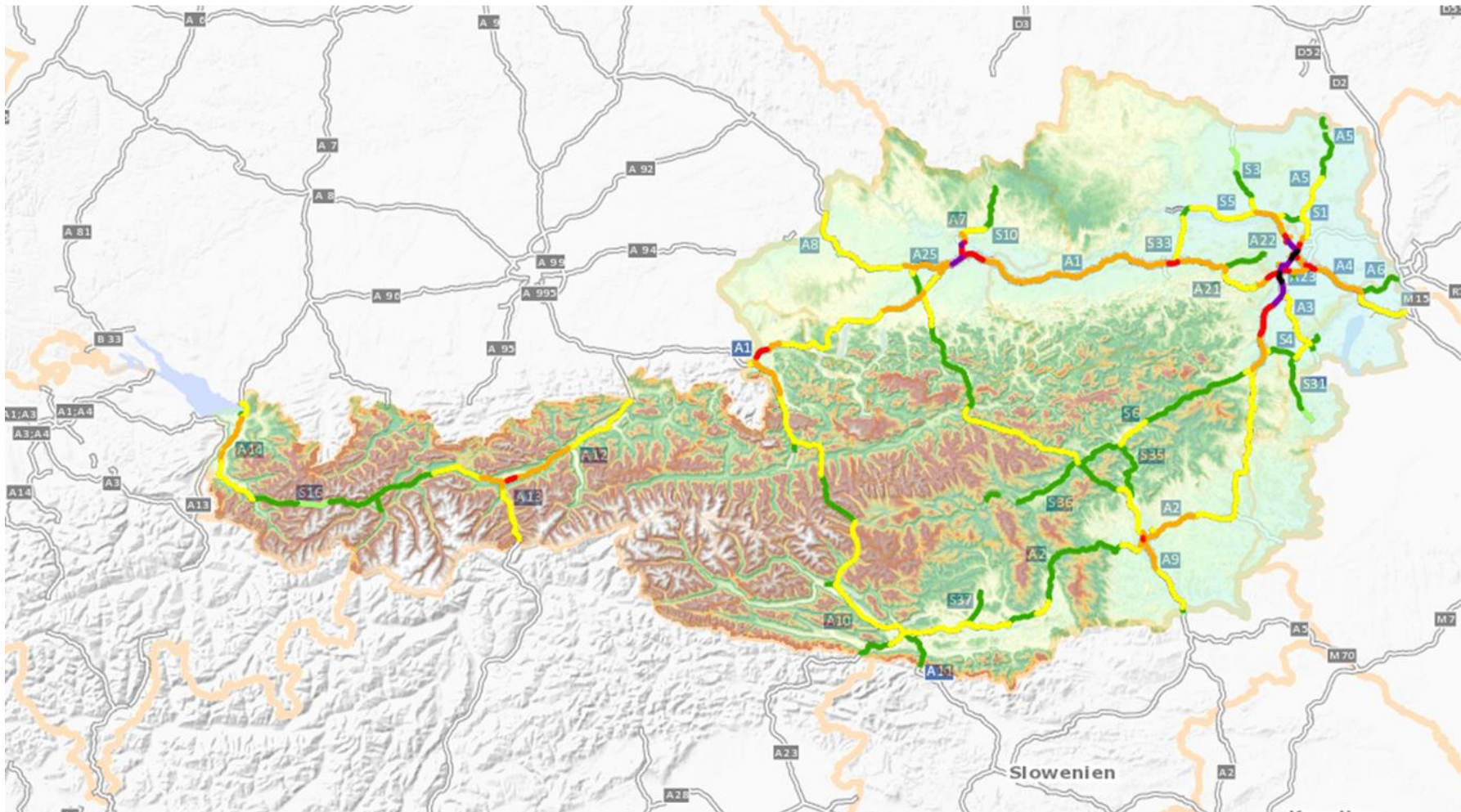
HAVE A SAFE TRIP, AUSTRIA!

# TRANSIT TRAFFIC

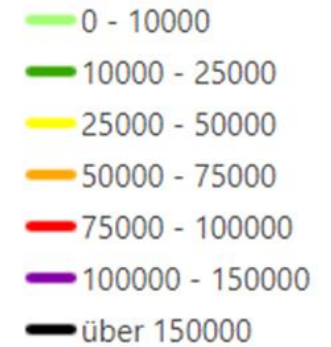




# AUSTRIAS TOPOGRAPHY AND TRAFFIC VOLUME



AADT 2022:



MSL:



An aerial photograph showing a multi-level highway interchange with several overpasses and ramps. The highway is surrounded by a dense forest of green trees. In the background, a town with numerous buildings and houses is visible, situated in a valley. The sky is clear and blue with a few wispy clouds. The text is overlaid on the top half of the image.

**ASSET MANAGEMENT**

**ORGANIZATION AND  
CHALLENGES IN  
FIGURES**



## Regional structural maintenance teams

WEST

NORTH

SOUTH

EAST



## Engineering

- strategic asset management
- internal technical consulting
- documentation and archive



## Maintenance management

- Condition assessment
- Technical expertise on site



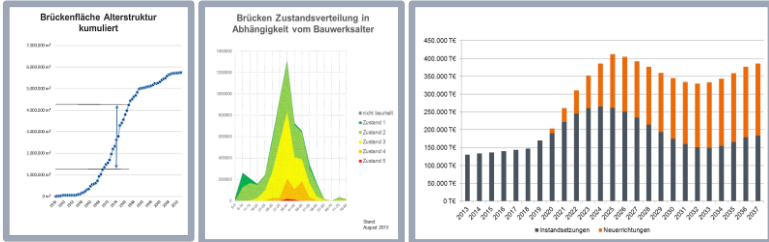
## Requirement management

- Definition of technical treatments
- Bundling, defining and ordering projects

- Asset management strategy
- Reporting (condition, treatments, fulfillment of strategy goals)
- Technical portfolio management
- Internal technical consulting
- Standardisation (internal and external guidelines)
- Management of R&D and innovation
- Archives

# ASSET MANAGEMENT

## Engineering Strategy, steering and reporting



Pavement



Bridge

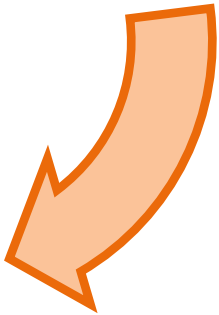


Tunnel

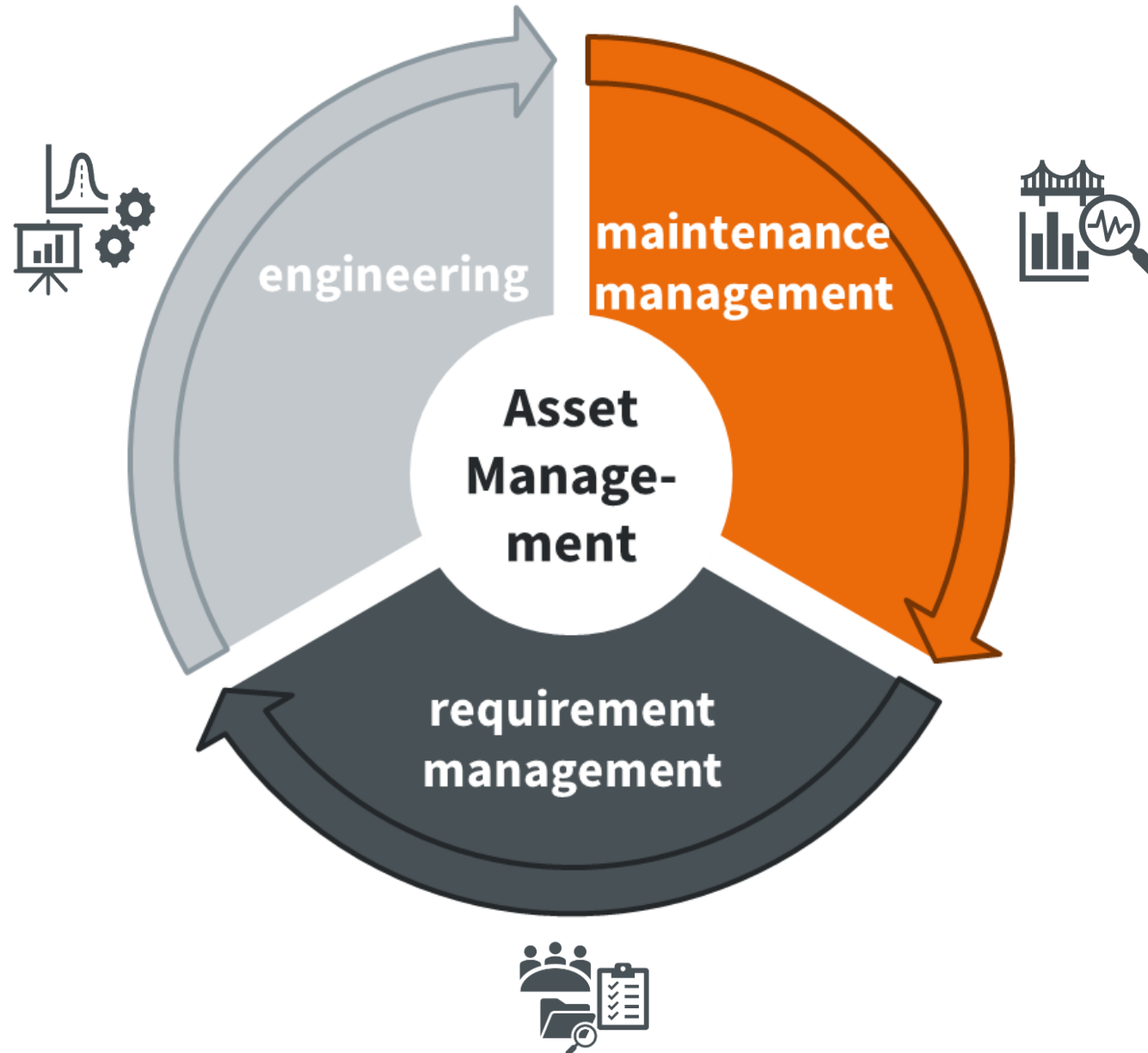
## Structural Maintenance Condition assessment



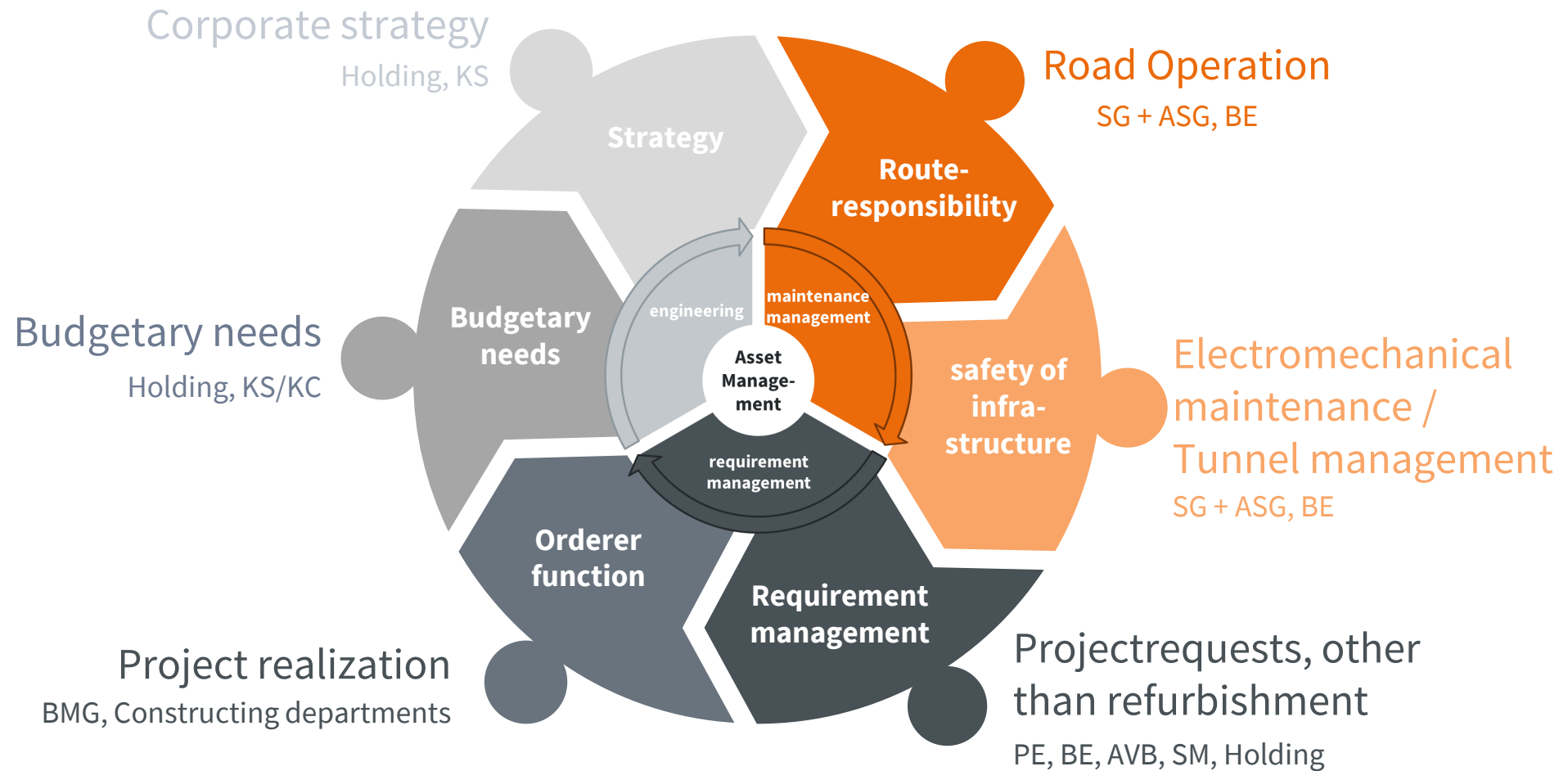
## Requirements Management defining and ordering projects



# ASSET MANAGEMENT



# ASSET MANAGEMENT



# ASSET MANAGEMENT CHALLENGES IN FIGURES



Asset class	quantity	length [km]	area [million m <sup>2</sup> ]
<b>Pavement</b>		2,258	65.1
<b>Bridges</b>	5,819	383	5.8
<b>Tunnel Tubes and Galleries</b>	405	408	
<b>Retaining Walls</b>	1,626		0.90
<b>Noise barriers</b>	4,186		4.3
<b>Buildings</b>	1,316		0.49
<b>Gantries</b>	3,723		
<b>Protective Structures</b>	1,077		



# STRUCTURAL MAINTENANCE(BEM)

## Maintenance Management requirements management

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- Approx. **2,150 main inspections** per year.
- Approx. **4,550 minor inspections** per year.
- Approx. **120 special inspections** per year.
- The total number of **project demands** has steadily increased in recent years and is currently (2022) more than **1000**.
- More than **200 projects** annually prepared for **project definition and ordering**.
- About **6,500** technical advices on **special transports (heavy goods, oversized vehicles)**



# BUDGET FOR MAINTENANCE

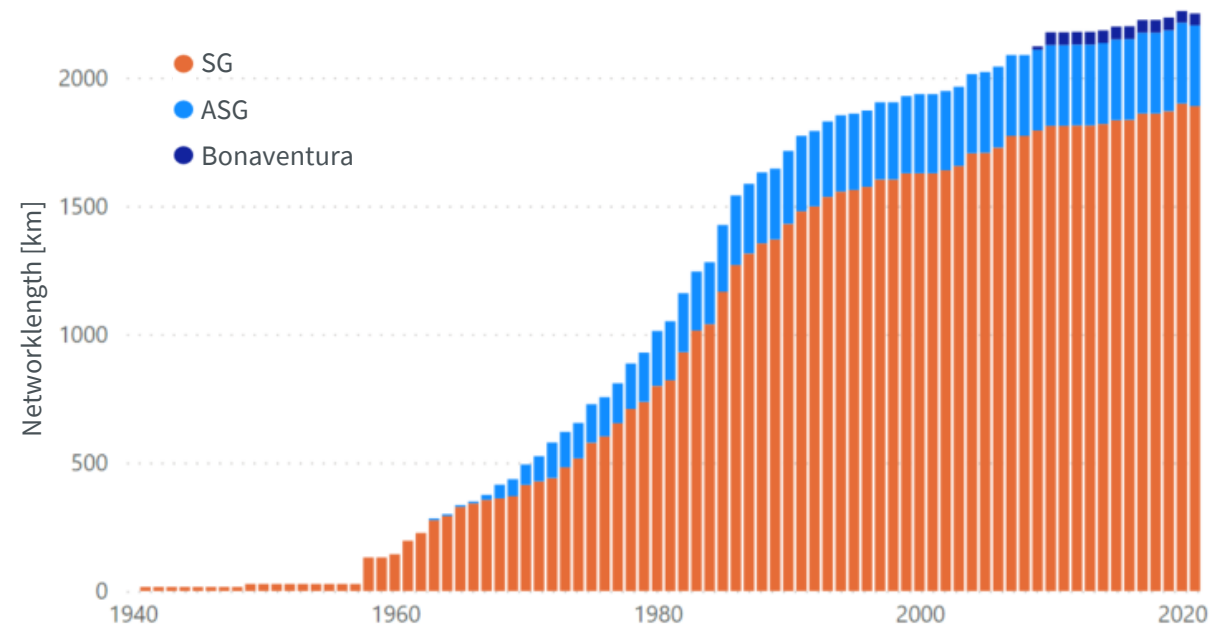


## Regional divisions / Networkdevelopment

### Regional divisions



### Network development



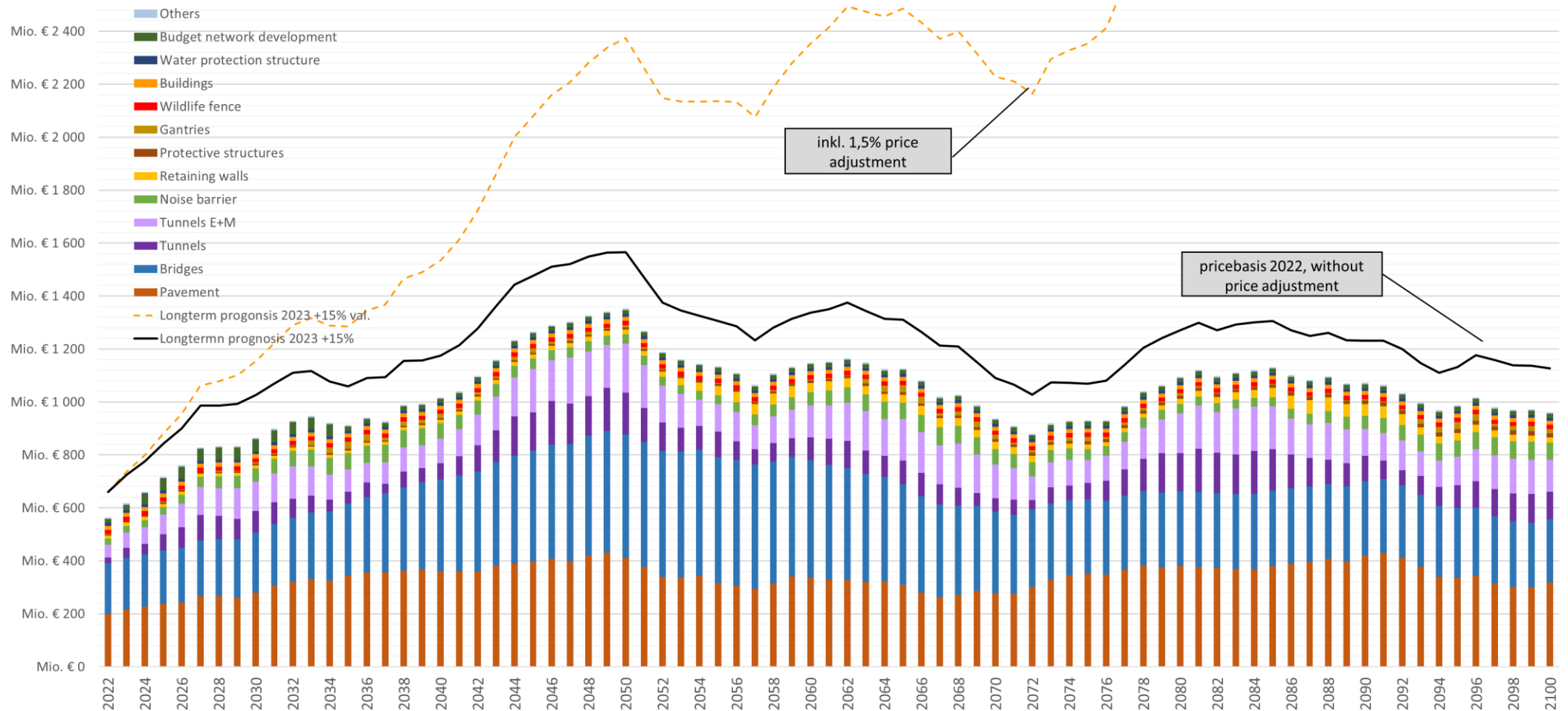


# BUDGET AND QUANTITIES FOR MAINTENANCE

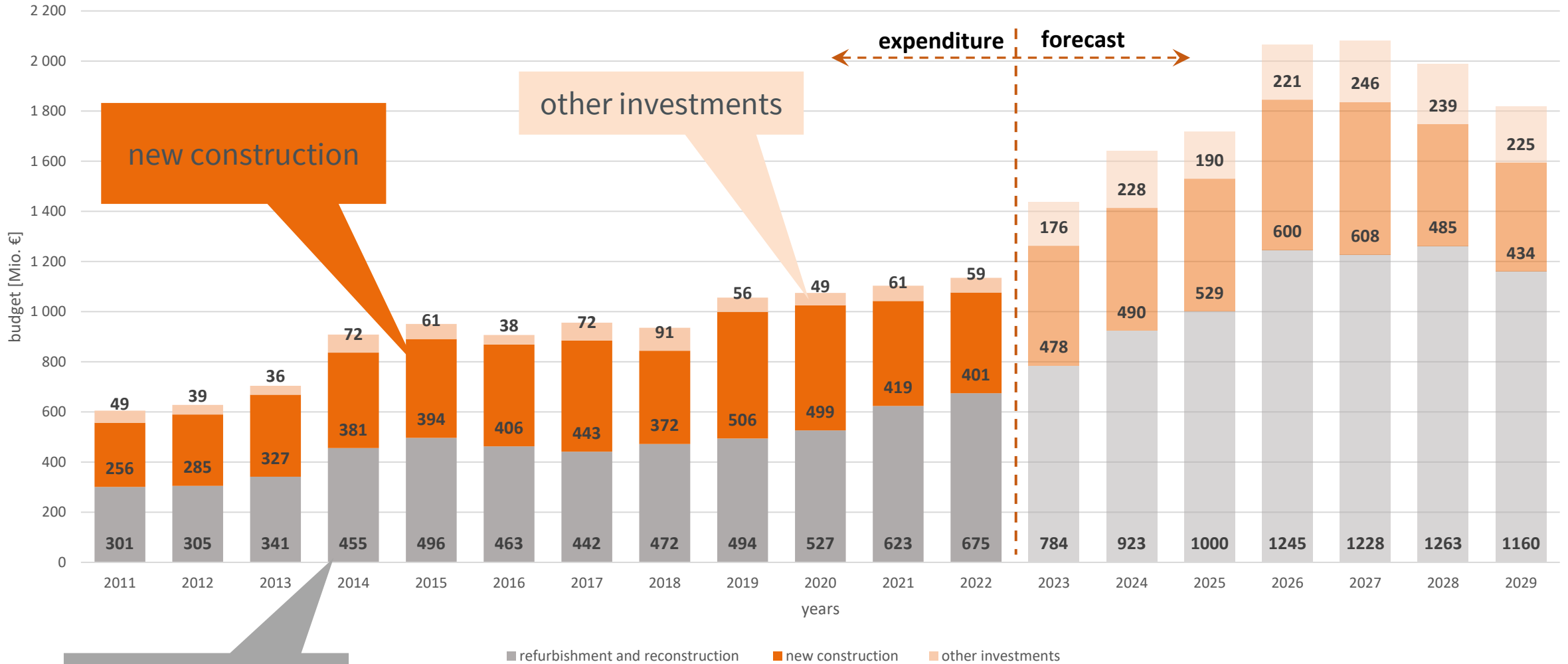
# BUDGET FOR MAINTENANCE



## long term forecast



# CONSTRUCTION BUDGET



refurbishment & reconstruction



focus on refurbishment and reconstruction in the future

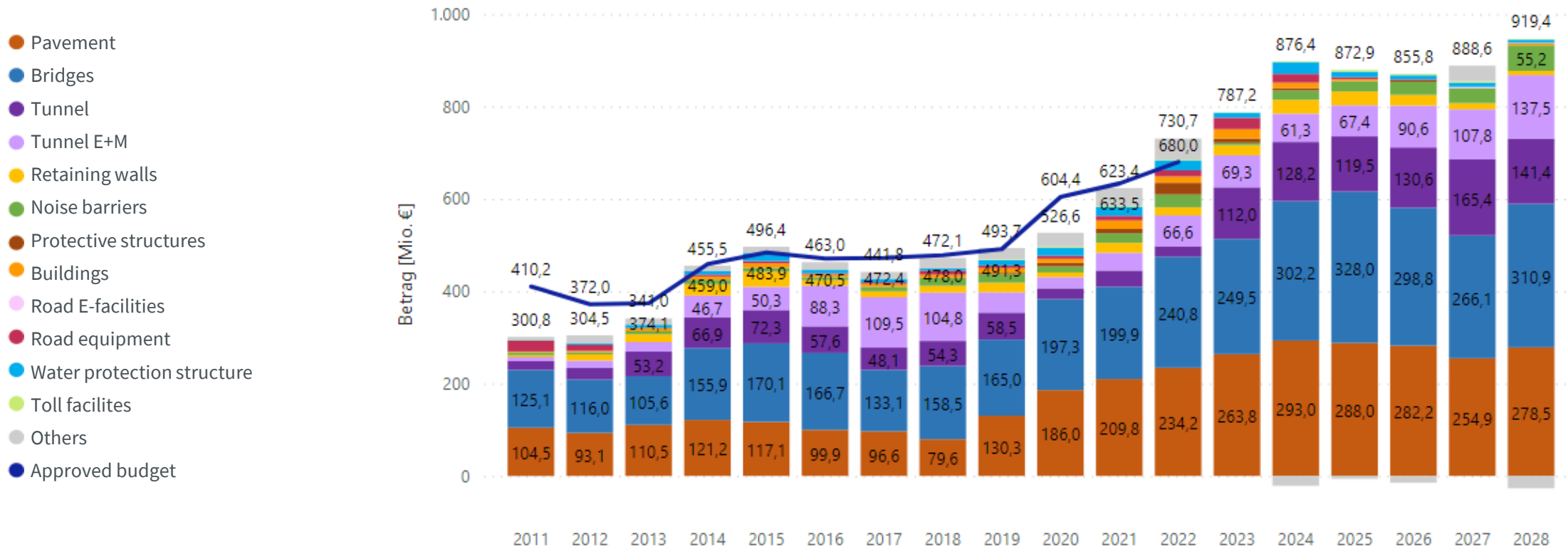
# BUDGET FOR MAINTENANCE



## Development of the maintenance budget

past

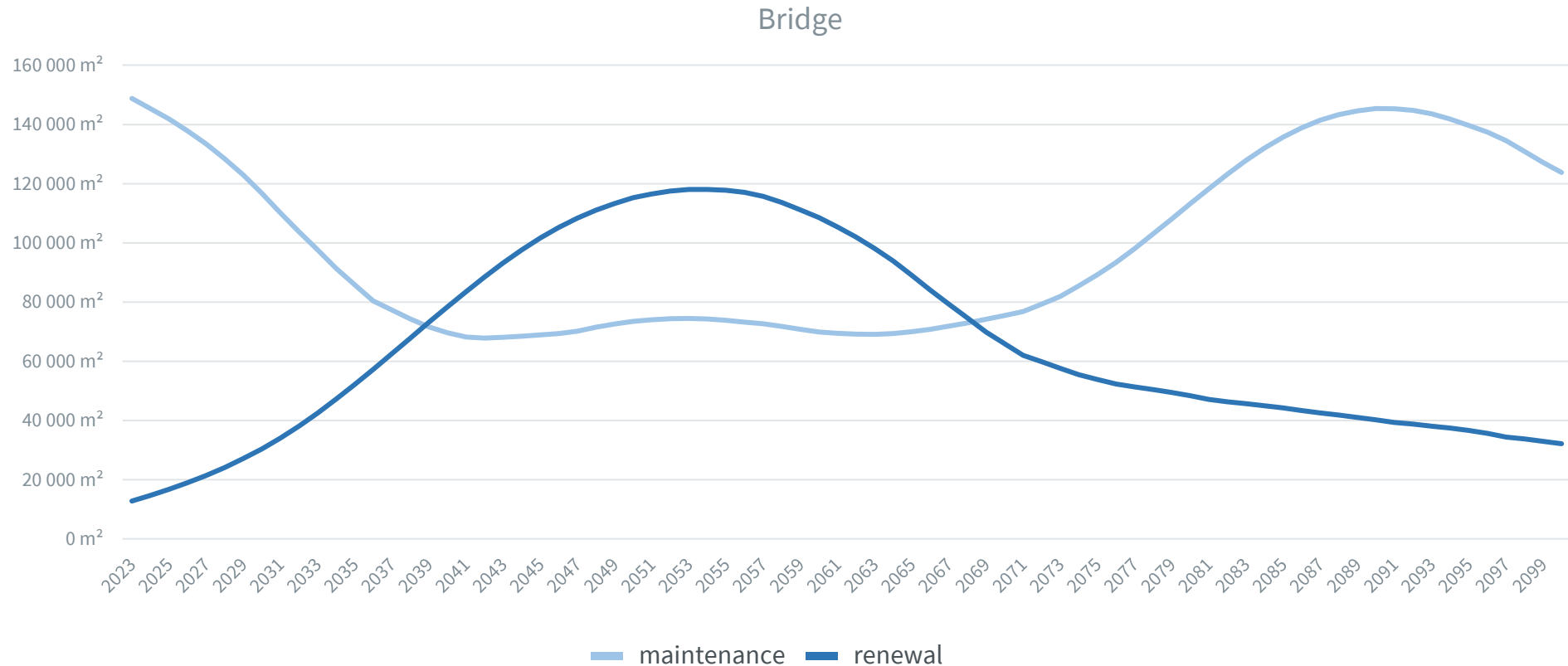
plan



# AMOUNT FOR MAINTENANCE - BRIDGE



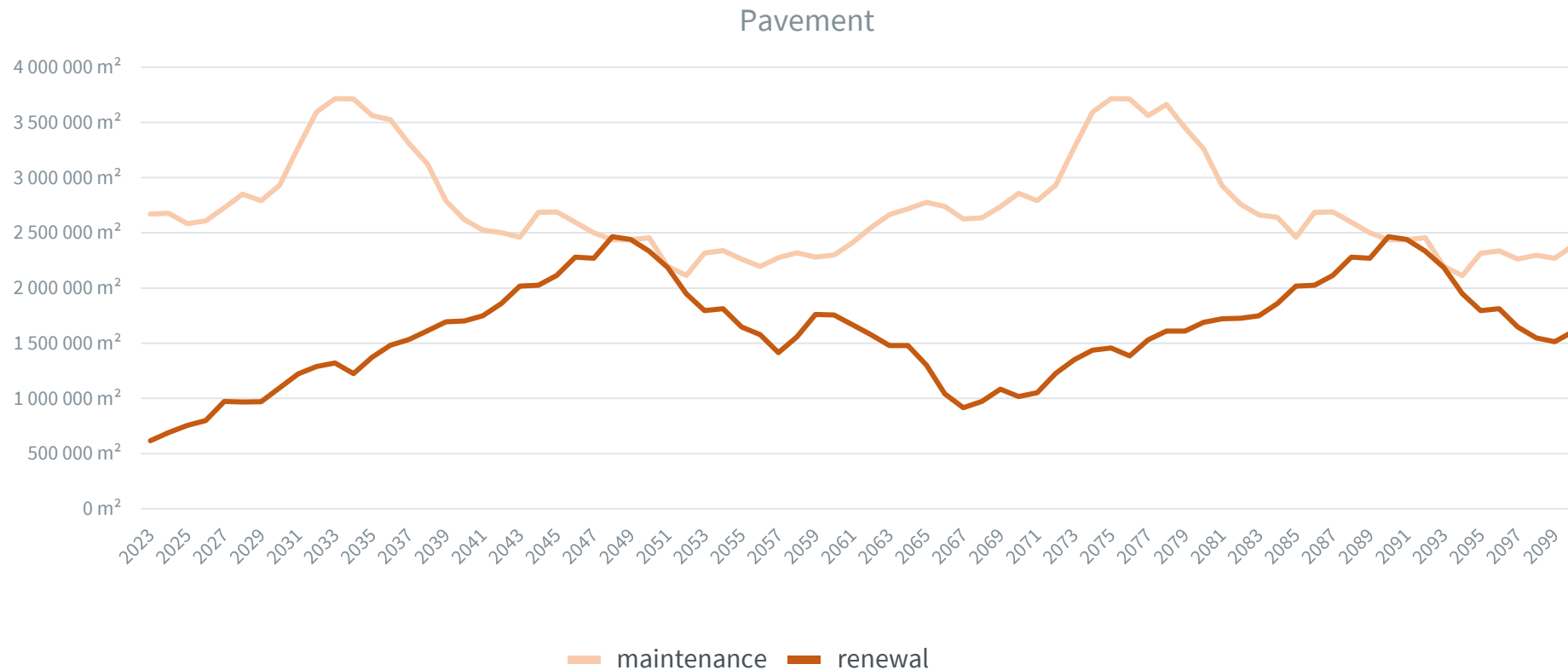
## Development of the quantities



# AMOUNT FOR MAINTENANCE - PAVEMENT



## Development of the quantities

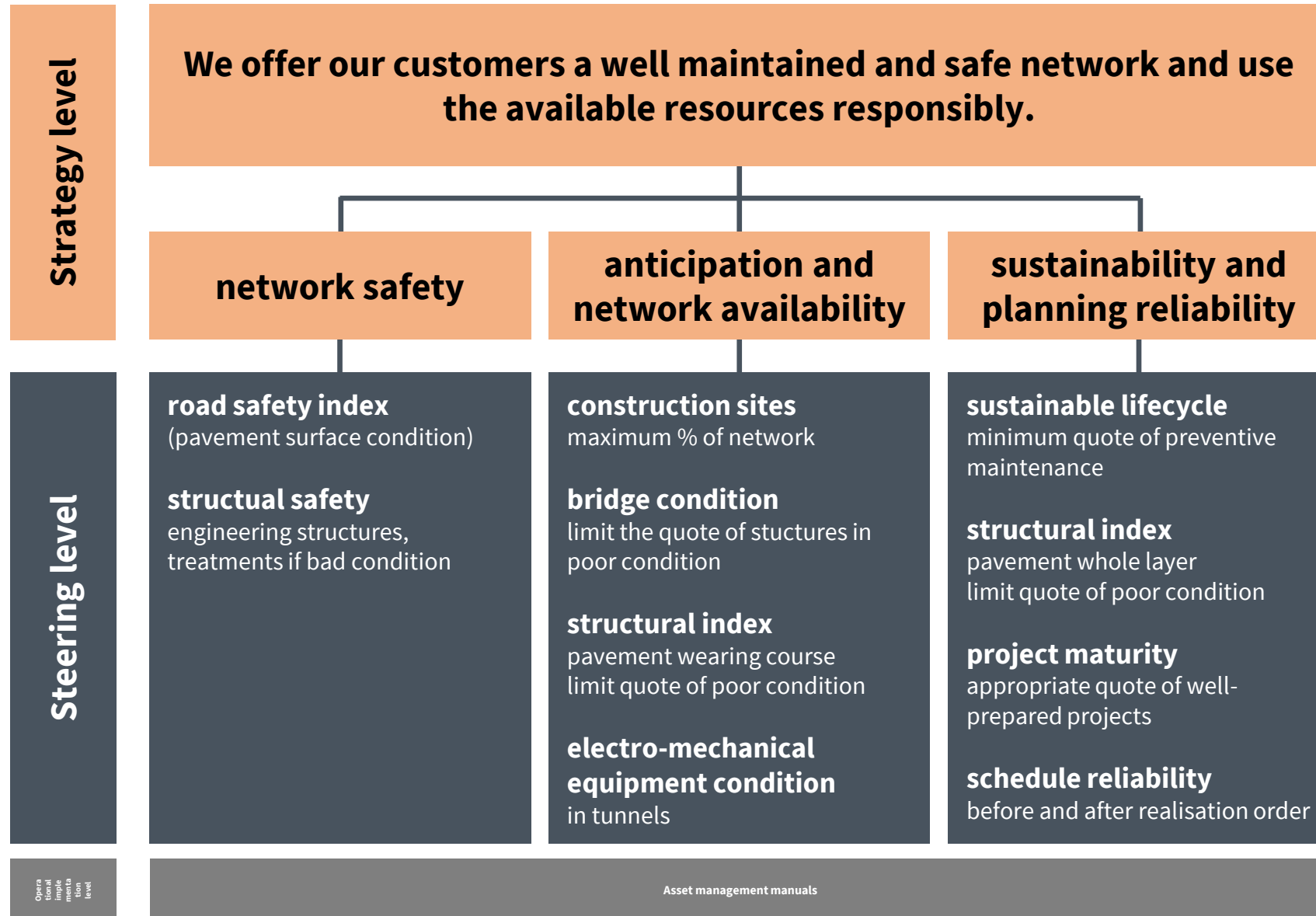


# ASSET MANAGEMENT IN DETAIL

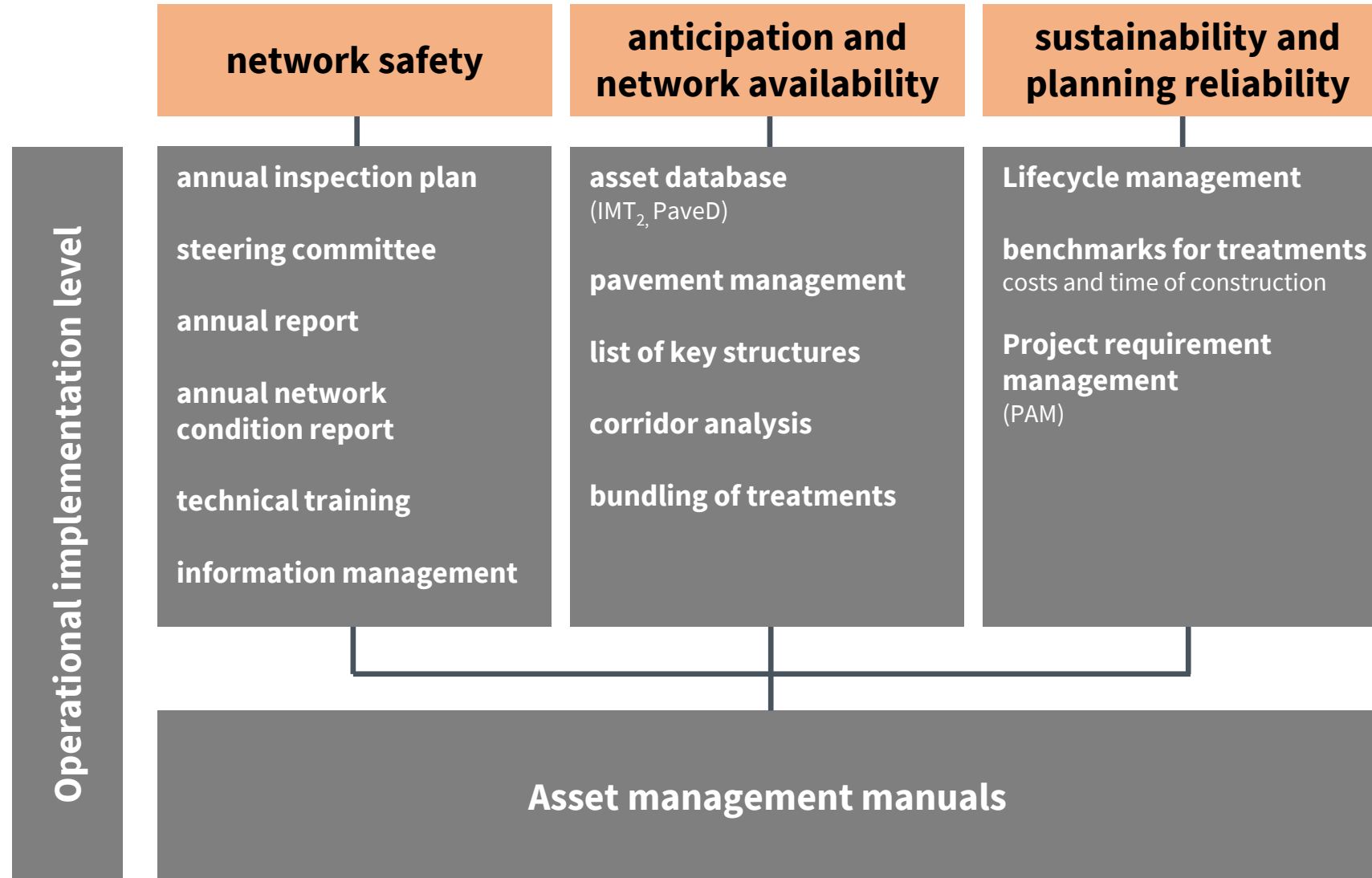
A large yellow crane is positioned on a bridge deck, lifting a dark cylindrical component. The bridge spans a body of water, and a city skyline is visible in the background under a sunset sky. The text "ASSET MANAGEMENT IN DETAIL" is overlaid in white, bold, sans-serif font.



# ASSET MANAGEMENT STRATEGY



# ASSET MANAGEMENT STRATEGY



## Asset management manuals

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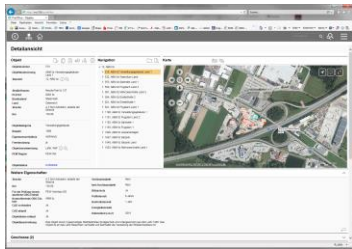
- **Asset management manuals essentially provide an asset-specific overview of:**
  - The layout of structures (components, inspection elements)
  - The data acquisition and attributes of the database
  - The inspections
  - The definition of measures
  - Lifecycles and forecasts
  - Strategic recommendations
- **We provide these manuals for:**
  - Pavements
  - Bridges
  - Tunnels
  - Buildings
  - Retaining walls
  - Noise barriers
  - Gantries
  - Protective structures
  - Datamanagement

# ASSET MANAGEMENT – DIGITAL TOOLS

## Datamanagement

### User-Interfaces

IMT



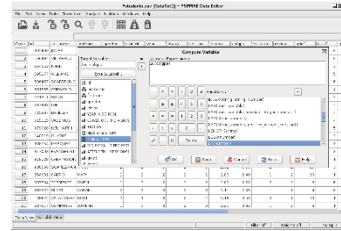
graphical user interface  
structures

MOM



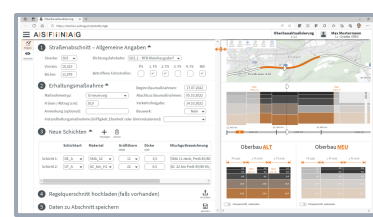
mobile  
app

dTIMS



analysis and forecast  
pavement and bridges

PaveD



data management  
pavement

### SQL-Database-Cluster



pavement

bridges

tunnels

other Assets

### Visualization

ONKO3



route band

GIS



visualisation maps

Power BI



Visualisierung mit  
Charts und Analysen

# ASSET MANAGEMENT – DIGITAL TOOLS

## Graphical user interface (GUI) for engineers

### Pavement (PaveD)

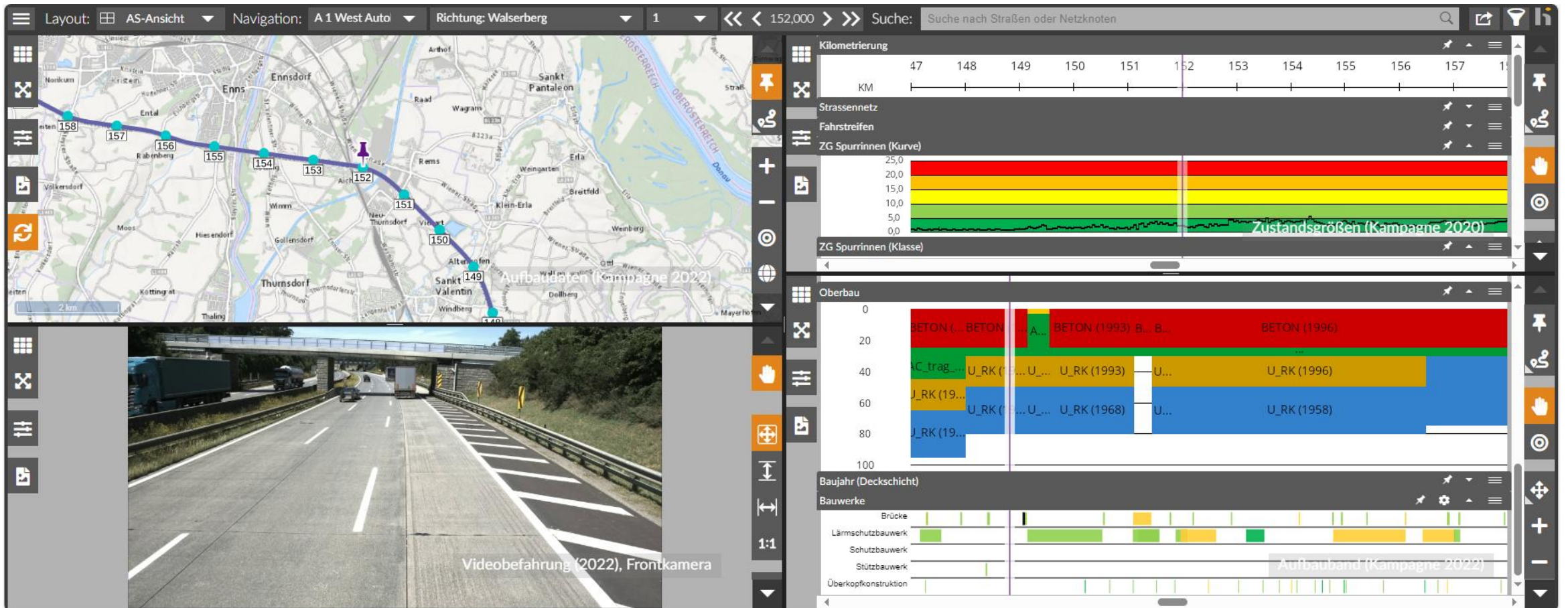
Schichtart	Material	Größtkorn mm	Dicke cm	Mischgutbezeichnung
Schicht 1: DE_A	SMA_S2	11	3,5	SMA 11 deck, PmB 45/80
Schicht 2: GT_A	AC_bin_H1	22	6,5	AC 22 bin PmB 45/80-65

### Structures (IMT)

Objekt	Navigation
Objektklasse: Brücke	0214, Praterbrücke
Objektgruppe: Objektgruppe 0214, Praterbrücke	0214/01, Kalbrücke
Objektgruppe: Objektgruppe 0214, Praterbrücke	0214/02, Praterbrücke
Kurzbezeichnung: 0214/02	0214/03, Flutbrücke 1
Bezeichnung: Praterbrücke	0214/04, Flutbrücke 2
Status: Aktiv	0214/05, TW Wehlstraße oberstrom
Strecke: A23	0214/06, TW Wehlstraße unterstrom
Richtung: 0 - richtungsunabhängig	0214/07, abgehängter Radweg oberstrom
KM-Station: 12,572	0214/08, abgehängter Gehweg unterstrom
KM-Von: 12,365	0214/09, Wendelrampe RDD oberstrom
KM-Bis: 12,779	0214/10, Stiege Handelskal unterstrom
Rampe Strecke	0214/11, Wendelrampe Insel oberstrom
Rampe KM-Station	0214/12, Wendelrampe Insel unterstrom
Rampe KM-Von	0214/13, Sellsteg Neue Donau
Rampe KM-Bis	
Verwaltung: ASFINAG	
Erhalter: Binder, Fritz	
Person Zuständigkeit: BEM-Ost	
Inspektion Zuständigkeit: BEM-Ost	
Inspektion Aktiv: Ja	
Schlüsselbauerwerk: Ja	
IMT-ID: IMTB105033	
Beurteilung: 3	

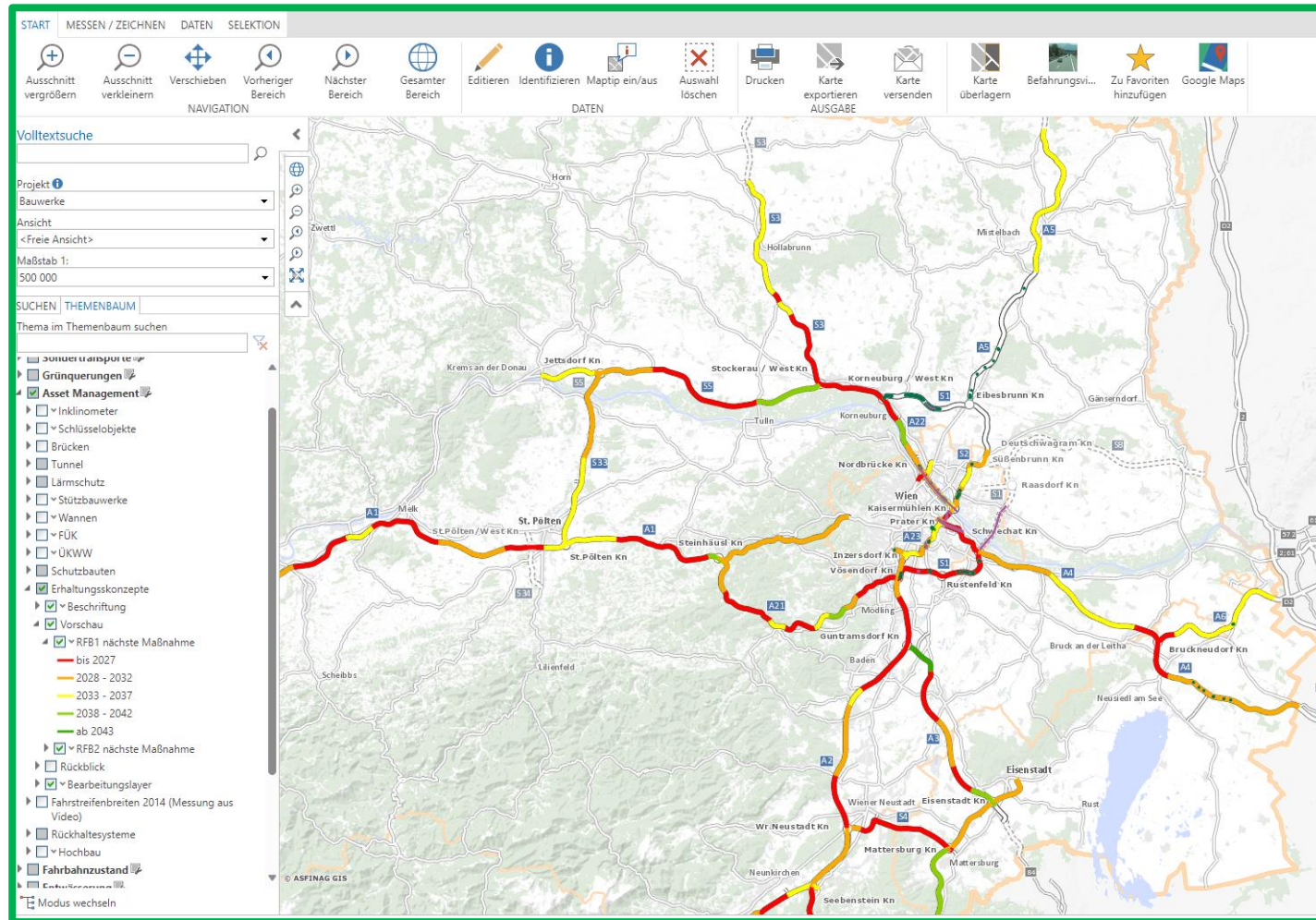
# ASSET MANAGEMENT – DIGITAL TOOLS

## Route band visualization



# ASSET MANAGEMENT – DIGITAL TOOLS

## Geographical information system (GIS)



Section with major refurbishment

— bis 2027

— 2028 - 2032

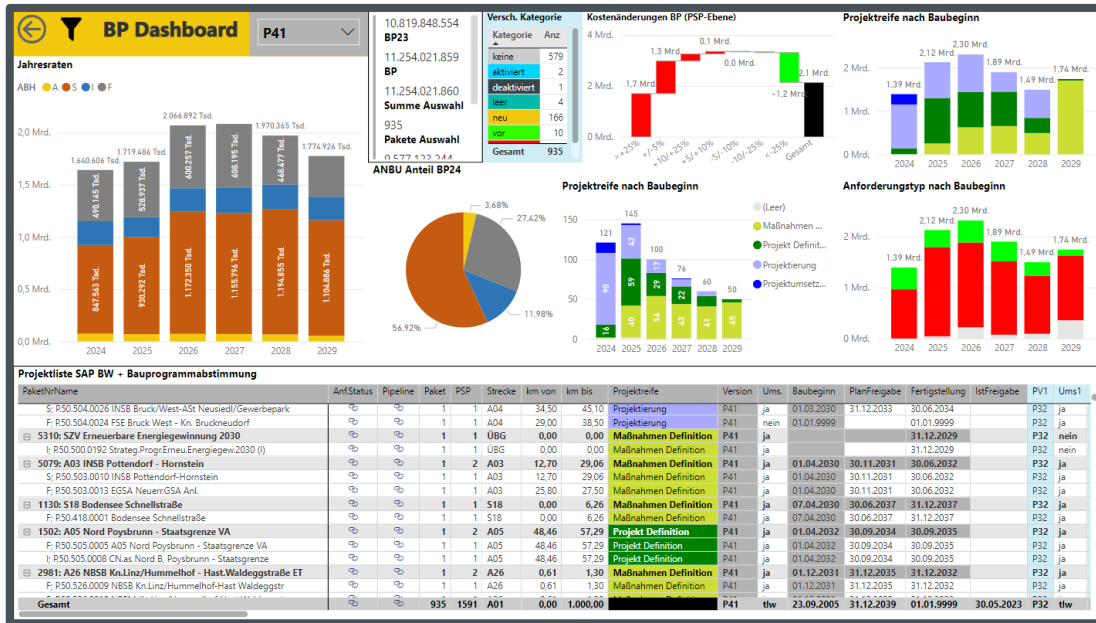
— 2033 - 2037

— 2038 - 2042

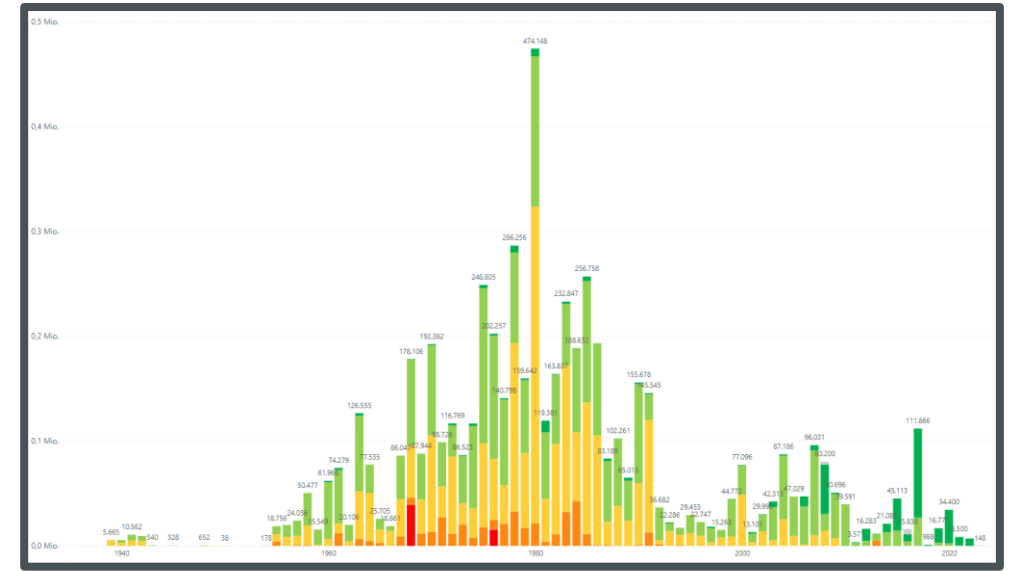
— ab 2043

# ASSET MANAGEMENT - TOOLS

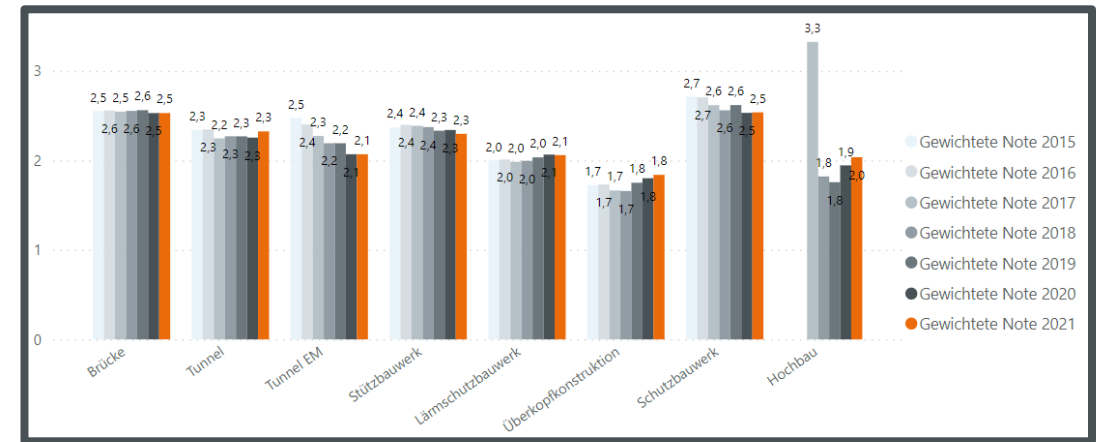
## Business Intelligence (PowerBI)



Construction budget cockpit



Bridges (area) over time of construction



Average condition of structures

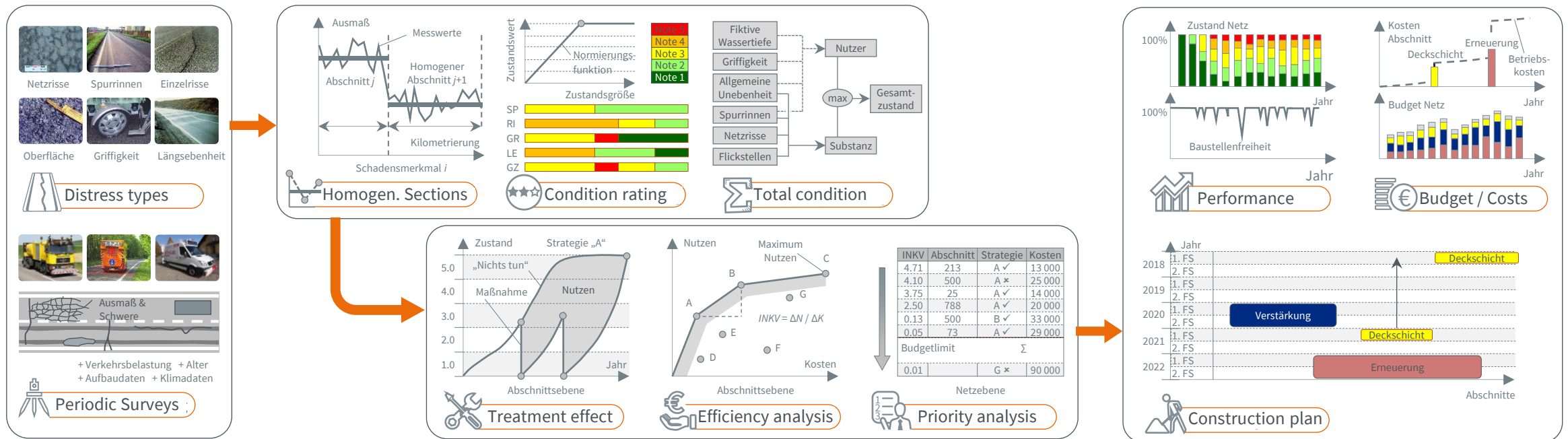


# ASSET MANAGEMENT - ANALYSIS

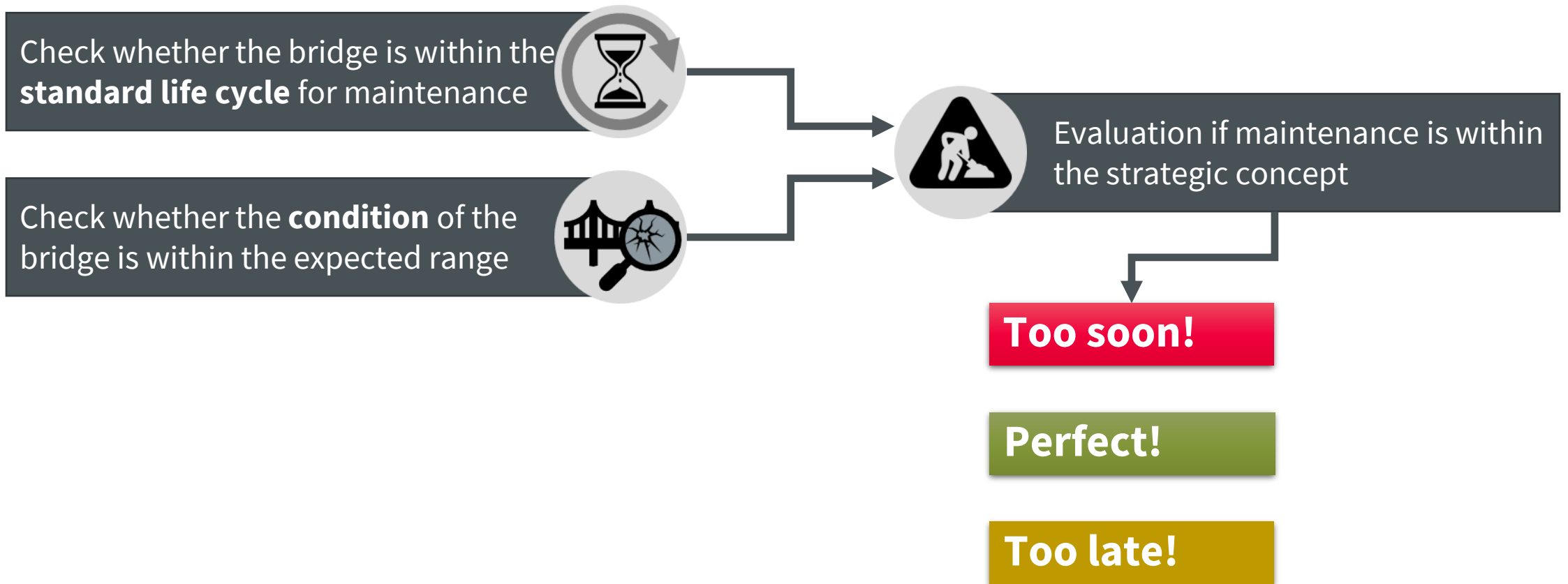
## Pavement management overview

Data collection

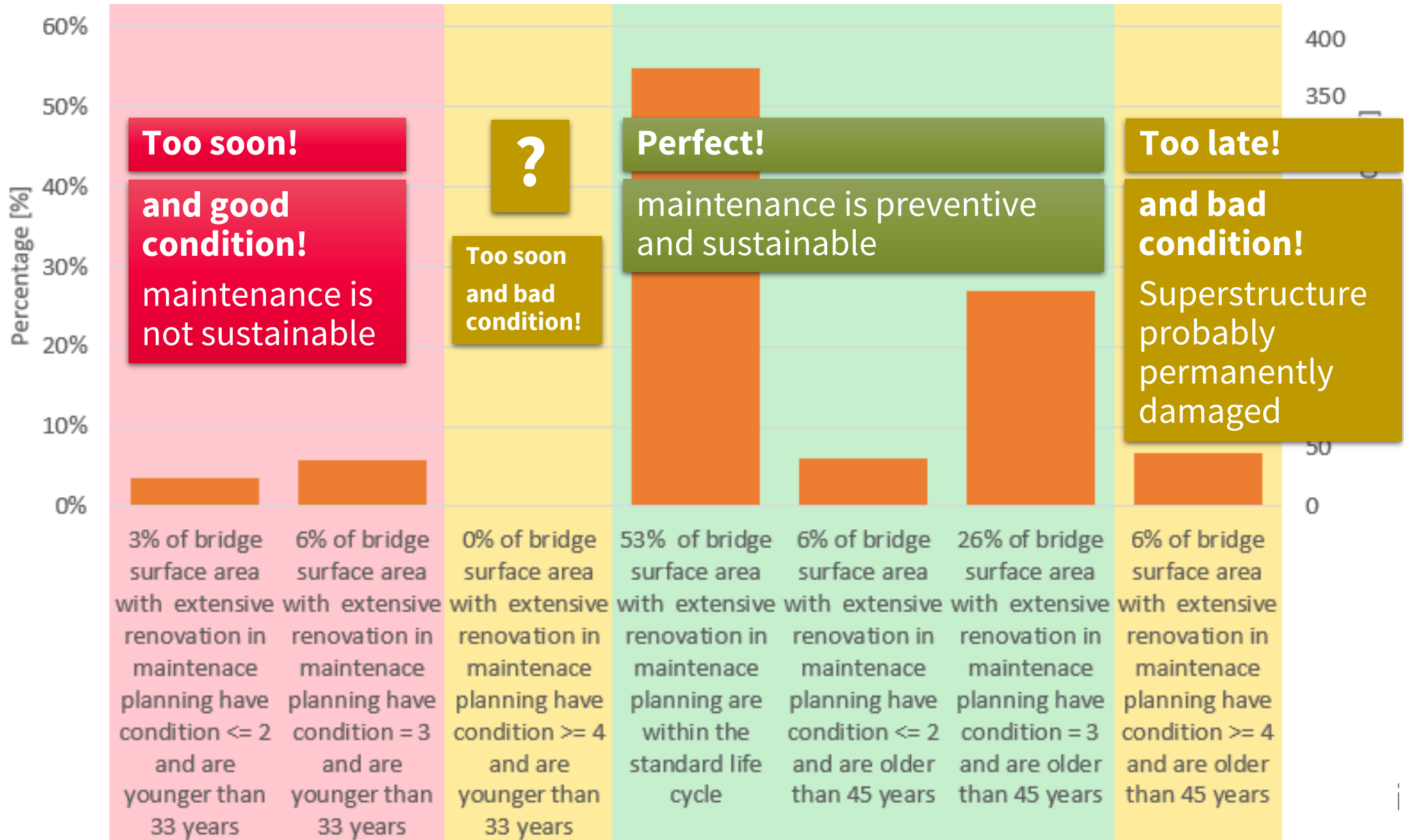
Pavement Management System (PMS)



## BRIDGE MAINTENANCE



# ASSET MANAGEMENT – EVALUATION OF TREATMENTS



# CONCLUSION

- 📍 **Being financially independent**  
stable funding of budget
- 📍 **Being efficient**  
purpose driven company structure
- 📍 **Being consistently**  
Asset management strategy derived from company strategy,  
mission and vision
- 📍 **Being comprehensible and connectable**  
use transparent and clear explanation for budget needs and  
future development
- 📍 **Have a good and experienced team**  
develop and take care about your team  
be attractive at the job market

**BACKUP SLIDES**



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

HAVE A SAFE TRIP, AUSTRIA!

- 📍 **ASFINAG Enabling Act 1997** (ASFINAG Ermächtigungsgesetz 1997)
  - refers to the central element: the Usufruct Contract
- 📍 **Austrian Federal Road Act** („Bundesstraßengesetz“)
  - defines the Federal Roads (high-level road infrastructure)
  - tasks of ASFINAG are linked to the Federal Roads
- 📍 **Federal Road Toll Act 2002** (Bundesstraßenmautgesetz 2002)
  - regulates tolls and is decisive for the revenues of ASFINAG and thus the financing of the high-level road network

# FINANCING OF THE TASKS OF ASFINAG (1)

- 📍 Cost for ASFINAG's tasks have to be borne by the revenues ASFINAG gets from tolling.
- 📍 In order to fulfil her tasks ASFINAG is entitled to carry out credit transactions on the capital market.
- 📍 In order to optimize the financing conditions for ASFINAG the Federal State assumes liabilities for the debts of ASFINAG (only a liability, no subsidy).
- 📍 ASFINAG has to pay a fee for state liabilities concerning her debts.

# FINANCING OF THE TASKS OF ASFINAG (2)

## MORE THAN 50 YEARS OF TOLLING EXPERIENCE

- 📍 1968: First toll station on an Austrian highway
- 📍 1997: Introduction of a toll sticker for light vehicles (Vignette)
- 📍 2004: Introduction of “GO-Maut” – distance related toll for heavy vehicles  
→ DSRC multi-lane free flow system
- 📍 2017: Introduction of a digital toll sticker for light vehicles
- 📍 2018: Start of “GO-Maut 2.0” (start of contract period 1.1.2019)





# ASFINAG CORE STRATEGIES

## SUSTAINABILITY

- 📍 **1,500 fast charging points** for electric vehicles on the ASFINAG network by 2030 (with  $\geq 150\text{kW}$ ) **serving light vehicles**
- 📍 Plus **1,300 charging points serving heavy vehicles** until 2035 (1/3 fast charger)
- 📍 ASFINAG's own passenger car fleet is currently ~40% electric and **by 2025 all light vehicles will be fully electric**
- 📍 ASFINAG will foster the production of electricity by using photovoltaic, wind and small hydropower systems. A **renewable energy production capacity of 100MWp** shall be installed by 2030.



# Austria's 2030 Mobility Master Plan



The new climate action framework for the transport sector:  
sustainable – resilient – digital  
avoid – shift – improve

# AUSTRIA'S 2030 MOBILITY MASTER PLAN

## ACTIONS TAKEN BY ASFINAG

### Fostering e-mobility

- 📍 **1,500 fast charging points** for electric vehicles on the ASFINAG network by 2030 (with  $\geq 150\text{kW}$ ) **servicing light vehicles**
- 📍 Plus **1,300 charging points servicing heavy vehicles** until 2035 (1/3 fast charger)
- 📍 ASFINAG's own passenger car fleet is currently ~40% electric and **by 2025 all light vehicles will be fully electric**
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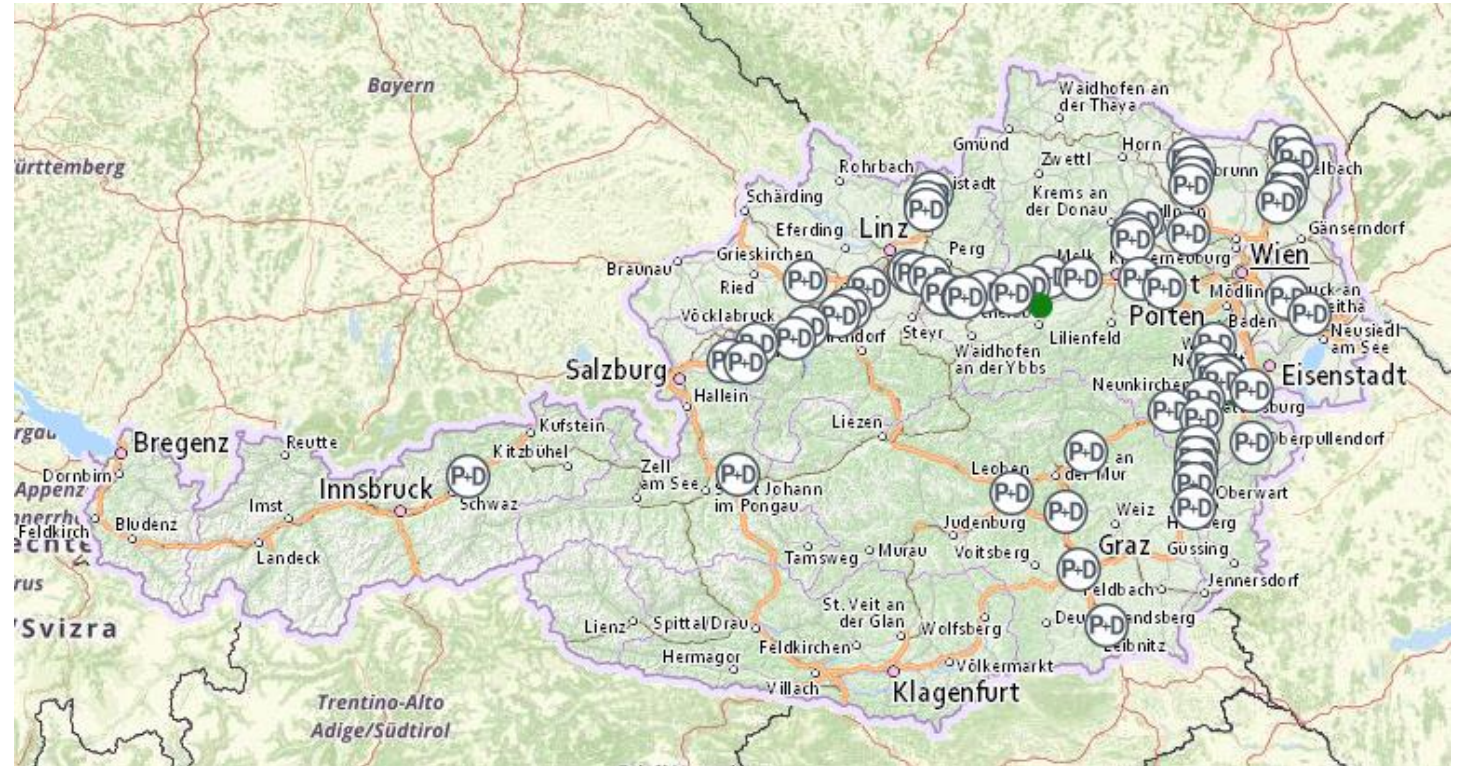


# AUSTRIA'S 2030 MOBILITY MASTER PLAN

## ACTIONS TAKEN BY ASFINAG

### Enhancement of multimodality

- Following its vision 2030, ... to become a reliable, innovative and sustainable mobility partner ..., ASFINAG is relying on the **combination of individual and public transport**
- Therefore, ASFINAG will increase its **Park & Ride** and **Park & Drive** capacity, of course with charging points for e-cars, and offer carpooling apps and information services



# AUSTRIA'S 2030 MOBILITY MASTER PLAN

## ACTIONS TAKEN BY ASFINAG

### Digitalisation for sustainability

- 📍 **Intelligent transportation systems** will improve the flow of traffic, reduce the likelihood of traffic jams and thereby **reduce CO2 emissions**
- 📍 To enable direct exchange of information between vehicles and the infrastructure ASFINAG started its **C-ITS roll-out** in 2021 – more than 500 C-ITS units will be installed on the Austrian motorway network



-0.01429069763207292

# MISSION C-ITS

<https://youtu.be/g0Zrp1BBBow?feature=shared>