

Press Release

BOARD APPROVES AUTOSTRADE PER L'ITALIA GROUP'S INTERIM REPORT FOR SIX MONTHS ENDED 30 JUNE 2021

- **Work is continuing on implementation of Strategic Transformation Plan: with consolidation of Pavimental and start-up of operations at Tecne, the launch of Movyon and of the newly established Free To X, Autostrade per l'Italia is today an integrated group focusing on engineering and construction, sustainable mobility, technological innovation and cutting-edge digital services for motorway and urban transport**
- **Acceleration of investment and modernisation programmes designed to extend useful life of network**
- **Approximately 800 new jobs created at Autostrade per l'Italia alone in period between October 2019 and June 2021 as part of one of Italy's largest recruitment drives**

Consolidated results for H1 2021⁽¹⁾

- **Traffic on Group's motorway network up 25.0% compared with H1 2020, partly thanks to ongoing relaxation in 2021 of restrictions on movement introduced by Government authorities. Despite this, level of traffic remains below pre-crisis levels of 2019 (down 22.2% compared with H1 2019)**
- **Operating revenue of €1,637m up €374m**

⁽¹⁾ In addition to the reported amounts in the statutory consolidated financial statements, this press release also presents and analyses alternative performance indicators ("APIs"), such as EBITDA, operating cash flow and capital expenditure. A detailed description of the principal APIs used in the following consolidated financial review, including an explanation of the term "like-for-like basis", used in describing changes in certain consolidated financial indicators, is provided in the "Explanatory notes" below.

Investor Relations

e-mail: investor.relations@autostrade.it

Media Relations

e-mail: ufficiostampa@autostrade.it

www.autostrade.it

- **Gross operating profit (EBITDA) of €763m marks improvement of €825m compared with loss for H1 2020; on like-for-like basis, EBITDA is up €597m due to combined effect of growth in net revenue, reduction in net provisions and increase in maintenance activity**
- **Profit for period attributable to owners of parent amounts to €180m, compared with loss of €476m for H1 2020; on like-for-like basis, figure marks improvement of €478m**
- **Capital expenditure totals €376m (€215m in H1 2020)**
- **Operating cash flow of €216m in line with figure for comparative period**
- **Group's net debt at 30 June 2021 totals €8,750m, up €193m compared with 31 December 2020**

Rome, 2 August 2021 – The Board of Directors of Autostrade per l'Italia SpA, chaired by Giuliano Mari, has approved the Autostrade per l'Italia Group's interim report for the six months ended 30 June 2021 ("H1 2021"), which will be published within the deadline established by the relevant statutory requirements, together with the results of the audit currently in progress.

Introduction

During preparation of the condensed consolidated interim financial statements, the ability of the Company and the Group to continue as going concerns was assessed in accordance with the Italian Civil Code and IFRS, as described in greater detail in the Annual Report for 2020. The Board of Directors deems that the risk factors and uncertainties present at the date of preparation of this results announcement are surmountable and, as a result, has concluded that these factors are not such as to raise material doubts about the ability of the Company and the Group to continue as going concerns.

Group financial review

Introduction

The international financial reporting standards (IFRS) endorsed by the European Commission and in effect as at 30 June 2021 were used in the preparation of the accounts for the first half of 2021. The standards are unchanged with respect to those used in the preparation of the consolidated financial statements for the year ended 31 December 2020.

The scope of consolidation as at 30 June 2021 differs from the scope at 31 December 2020 and reflects:

- Autostrade per l'Italia's acquisition of a 79.4% stake in Pavimental SpA. Following the purchase, the Company holds a total interest of 99.4%;
- the acquisition, at the end of March 2021, of a 90% stake in Infomobility Srl, a company specialises in infomobility systems and hardware and software for the automotive sector, by Autostrade Tech (to be renamed Movyon⁽²⁾), the Autostrade per l'Italia Group's new technology hub;
- the establishment, in January 2021, of Free to X Srl, a wholly owned subsidiary of Autostrade per l'Italia and whose mission is to develop integrated, sustainable mobility services, including the installation of rapid charging points for electric vehicles at 100 service areas throughout the motorway network by 2023, and the provision of dynamic pricing systems designed to take into account delays due to roadworks on motorways.

There were no non-recurring, atypical or unusual transactions, either with third or related parties, in either of the comparative periods.

Finally, the first half of 2021 saw a substantial improvement in key performance indicators, reflecting the relaxation of the restrictions on movement previously introduced by Government authorities, and in the outlook for future periods. In addition, as reported in the section, "Significant regulatory aspects", in the Half-year Interim Report, the Ministry of Infrastructure and Sustainable Mobility (the *Ministero delle Infrastrutture e della Mobilità Sostenibili*, or "MIMS") has requested the Transport Regulation Authority (the *Autorità di Regolazione dei Trasporti* – or "ART") to devise a clear, consistent scheme to be applied to all motorway concessionaires in order to quantify how much financial aid is due to each operator to mitigate losses incurred as a result of the Covid-19 pandemic.

⁽²⁾ Movyon is currently the brand name used by Autostrade Tech SpA, which will shortly adopt Movyon as its company name.

Consolidated results

“**Operating revenue**” for the first half of 2021 totals €1,637m, with an increase of €374m compared with the first half of 2020 (€1,263m).

“**Toll revenue**” of €1,442m is up €275m on the first half of 2020 (€1,167m). Both comparative six-month periods have been impacted by the Covid-19 pandemic. Traffic in the first half of 2021 is up 25.0% compared with the comparative period, partly thanks to the relaxation in 2021 of the restrictions on movement introduced by the Government authorities. Despite this, traffic remains below the pre-crisis levels of 2019 (down 22.2% compared with the first half of 2019).

It should be noted that toll revenue includes €153m (€124m in the first half of 2020) in the surcharges added to the concession fee payable to ANAS and accounted for in operating costs under the item “concession fees”. In addition, in the first half of 2021, the item includes €16m in discounts and exemptions, the impact of which on profit and loss is offset by the use of provisions for risks and charges made in previous years.

“**Other operating income**” amounts to €195m (€96m in the first half of 2020). After stripping out the contribution resulting from the consolidation of Pavimental (€53m), the increase is primarily linked to the impact on service area royalties of the different effect, in the comparative periods, of the measures adopted by Autostrade per l'Italia to support service providers during the pandemic.

“**Net operating costs**” of €874m are down €451m compared with the first half of 2020 (€1,325m).

The “**Cost of materials and external services**” amounts to €626m, an increase of €171m compared with the first half of 2020 (€455m). The increase primarily reflects the greater volume of work carried out as a result of continuation of Autostrade per l'Italia's network maintenance and safety programmes, focusing above all on tunnels, included in the extraordinary maintenance plan. This item also includes €81m in costs connected with work on reconstruction of the San Giorgio road bridge in Genoa (€95m in the first half of 2020).

The impact of these costs on EBITDA is broadly offset by use of the related provisions for repair and replacement.

“**Concession fees**” amount to €188m, an increase of €38m compared with the first half of 2020 (€150m) reflecting the performance of traffic, toll revenue and sub-concession agreements.

“**Net staff costs**” of €286m are up €74m compared with the first half of 2020 (€212m). This essentially reflects first-time consolidation, in the first half of 2021, of Pavimental, the fact that in the first half of 2020 the ordinary wage guarantee fund or “*CIGO*” was activated, the impact of the Covid-19 emergency and a reduction in the fair value of management incentive plans.

The “**Operating change in provisions**” reflects the net use of €226m (net provisions of €508m in the comparative period). This essentially reflects:

- a) the operating change in the provisions for the repair and replacement of motorway infrastructure (€231m); after stripping out the impact of the use of provisions to fund demolition and reconstruction of the San Giorgio road bridge (€81m, representing the portion provisioned in previous years), net uses of €150m regard the above increase in maintenance expenditure;
- b) provisions for risks and charges made during the period (€5m) to cover existing litigation risks.

It should also be noted that, in the first half of 2020, the “Operating change in provisions” also included provisions for risks and charges of €200m made by Autostrade per l’Italia to reflect an updated estimate of the additional costs to be incurred in connection with talks with the Government and the MIMS aimed at settling the dispute between the parties.

“**Gross operating profit**” (EBITDA) of €763m marks a €825m improvement on the first half of 2020 (a loss of €62m), reflecting the above performance. On a like-for-like basis, EBITDA is up €597m. After stripping out the non-cash items linked primarily to the changes in provisions, EBITDA amounts to €521m, an increase of €75m compared with the first half of 2020 (€446m).

“**Amortisation and depreciation, impairment losses, reversals of impairment losses and provisions for renewal work**” amount to €338m (€330m in the first half of 2020).

“Operating profit” (EBIT) of €425m marks an improvement of €817m compared with the first half of 2020 (a loss of €392m).

“Financial income from the discounting of provisions” amounts to €2m (expenses of €9m in the first half of 2020).

“Net other financial expenses” of €151m are down €103m compared with the same period of 2020 (€254m). This essentially reflects the change in the fair value of derivative financial instruments (a gain in the first half of 2021 and a loss in the comparative period).

“Capitalised financial expenses on intangible assets deriving from concession rights” amount to €6m (€5m in the first half of 2020).

The **“Share of (profit)/loss of investees accounted for using the equity method”** amounts to a loss of €1m (a loss of €4m in the first half of 2020), reflecting the Group’s share of the profit or loss of its associates.

“Income tax expense” of €95m marks a change of €269m compared with a tax benefit of €174m for the first half of 2020, in line with the improvement in the pre-tax result. In the first half of 2021, this item includes the tax benefit – linked to the recognition of deferred tax assets (€26m), after withholding tax recognised in current tax expense (€11m) – resulting from recognition of the tax effects of the revaluation of assets in the statutory financial statements of the subsidiaries, Tangenziale di Napoli and Autostrade Tech, in accordance with Law Decree 104/2020.

“Profit for the period” of €186m compares with a loss of €479m for the first half of 2020. On a like-for-like basis, profit amounts to €155m, an improvement of €488m compared with the loss for the first half of 2020.

“Profit for the period attributable to owners of the parent”, amounting to €180m, compares with a loss of €476m for the first half of 2020. On a like-for-like basis, the improvement amounts to €478m compared with the loss for the first half of 2020.

“Operating cash flow” for the first half of 2021 amounts to €216m, in line with the figure for the comparative period (€219m in the first half of 2020). Despite the increase in traffic

compared with the comparative period, operating cash flow for the first half of 2021 was impacted by increased maintenance expenditure and higher tax expense with respect to the first half of 2020.

As at 30 June 2021, “**Equity attributable to owners of the parent**” (€1,704m) is up €216m compared with 31 December 2020 (€1,488m). This primarily reflects comprehensive income for the period attributable to owners of the parent (€201m) and recognition of the after-tax benefit of €15m resulting from the acquisition of Pavimental.

The Group’s “**Net debt**” as at 30 June 2021 amounts to €8,750m, an increase of €193m compared with 31 December 2020 (€8,557m).

Transactions with an impact on debt during the first half of 2021 include:

- Autostrade per l’Italia’s issue, in January, of bonds with a nominal value of €1,000m, maturing in 2030 and paying coupon interest of 2%;
- reclassification to medium/long-term of the loan to Autostrade per l’Italia from Cassa Depositi e Prestiti with a nominal value of €400m – included in the current portion of financial liabilities as at 31 December 2020 solely for the purposes provided for in IAS 1 – following the grant, in March 2021, of a covenant holiday solely in relation to the measurement date of 31 December 2020;
- the repayment, on 26 February 2021, of bonds issued by Autostrade per l’Italia (guaranteed by Atlantia), with a remaining nominal value of €594m .

Also with regard to net debt, during the first half of 2021, the Group agreed new Forward-Starting Interest Rate Swaps with a total notional value of €3,000m, a weighted average duration of nine years and ten months and an average delay of two years. The weighted average interest rate is 0.16%. These transactions have been accounted for in the accounts under financial assets with a carrying amount of €16m.

As at 30 June 2021, the Group has lines of credit amounting to €2,105m with a weighted average residual term to maturity of approximately four years and four months and a weighted average residual drawdown period of approximately two years and three months. With regard to these credit facilities, the following should be noted:

- talks are continuing with the aim of assessing whether or not the suspensive conditions

that would permit the disbursement of funds under the revolving credit facility granted to Autostrade per l'Italia by Cassa Depositi e Prestiti have been met (a total amount of €600m);

- in 2021, the Group obtained a revolving credit facility, with the option of converting it to a Sustainability-linked Revolving Credit Facility, amounting to up to €750m and maturing after five years.

Operating segments

In order to provide an appropriate basis for assessing the performance of the business and the organisational structures of the various areas of business, the following operating segments have been identified for use from 2021:

- a) **Motorways:** includes the activities of the Group's motorway operators;
- b) **Engineering and construction:** includes the activities involved in the design, construction and maintenance of infrastructure, carried out by Pavimental, Pavimental Polska and Tecne;
- c) **Technology and innovation:** includes the activities carried out by Movyon (Autostrade Tech), Free To X and Infomobility, linked to (i) the creation of new free flow tolling platforms, (ii) the installation of digital infrastructure for smart roads and intelligent service areas, (iii) the development of an innovative system for monitoring infrastructure, and (iv) sustainable mobility services;
- d) **Other services:** primarily includes the services provided by Essediesse, Ad Moving and Giove Clear to other Group companies.

Operating and financial performance by operating segment

€M	MOTORWAYS			ENGINEERING AND CONSTRUCTION			INNOVATION AND TECHNOLOGY			OTHER SERVICES			CONSOLIDATION ADJUSTMENTS			TOTAL AUTOSTRADE PER L'ITALIA GROUP			
	2021	H1 2020	2020	2021	H1 2020	2020	2021	H1 2020	2020	2021	H1 2020	2020	2021	H1 2020	2020	2021	H1 2020	2020	
REPORTED AMOUNTS																			
External operating revenue	1.549		1.234	53		-	30		23	5		6	-		-	1.637		1.263	
Intersegment operating revenue ^(*)	7		7	254		-	21		13	16		16	-298		-36	-		-	
Total operating revenue	1.556		1.241	307		-	51		36	21		22	-298		-36	1.637		1.263	
EBITDA	758		-67	3		-	5		3	1		3	-4		-1	763		-62	
Operating cash flow	211		212	2		-	3		3	-		4	-		-	216		219	
Capital expenditure	313		214	6		-	2		1	-		-	55		-	376		215	
Average workforce	5.886		5.763	2.002		-	142		101	592		563	-		-	8.622		6.427	

(*) Intersegment revenue regards intragroup transactions between the different operating segments.

Operating review for the motorways segment

Traffic

Traffic during the first half of 2021 continued to be impacted by the effects of the pandemic, experienced from the last week in February 2020. Despite this, the first half of 2021 saw traffic using the Group's network increase 25% compared with the same period of the previous year, which was impacted by the lockdown in March and April. Traffic has, however, remained below the pre-crisis levels of 2019 (down 22.2% compared with the first half of 2019).

The volume of vehicles with 2 axles is up 26.6% compared with the first half of 2020 (down 26.4% versus the first half of 2019), whilst vehicles with 3 or more axles are up 18.6% on the first half of 2020, returning traffic to pre-pandemic levels (up 2.4% on the first six months of 2019).

TRAFFIC ON THE GROUP'S NETWORK IN H1 2021

OPERATOR	KM TRAVELLED (IN MILLIONS) ⁽¹⁾			% change		ATVD H1 2021*
	VEHICLES WITH 2 AXLES	VEHICLES WITH 3+ AXLES	TOTAL VEHICLES	vs H1 2020 ⁽²⁾	vs H1 2019	
Autostrade per l'Italia	14.152,2	3.520,5	17.672,8	25,2%	-22,4%	34.204
Autostrade Meridionali	666,1	14,4	680,5	25,1%	-18,5%	72.864
Tangenziale di Napoli	357,8	6,2	364,0	16,8%	-22,5%	99.555
Autostrada Tirrenica	94,0	11,7	105,6	35,7%	-17,9%	12.852
Raccordo Autostradale Valle d'Aosta	23,6	10,2	33,8	-2,9%	-36,3%	5.832
Società Italiana per il Traforo del Monte Bianco	1,3	1,8	3,0	-3,7%	-42,8%	2.898
TOTAL	15.294,9	3.564,8	18.859,7	25,0%	-22,2%	34.622

⁽¹⁾ Figures are rounded to the nearest decimal place.

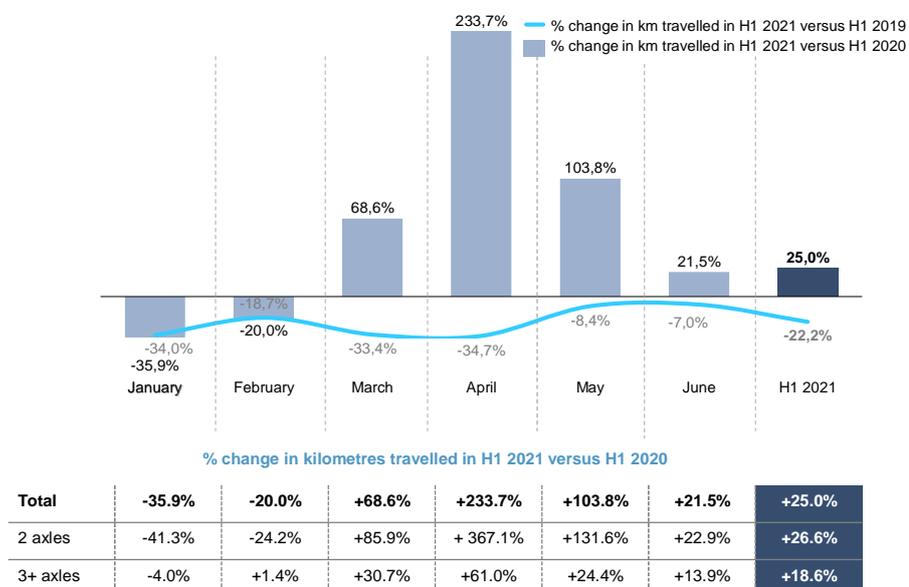
The figures for the Mont Blanc tunnel refer to paying traffic.

From 1 January 2021, Tangenziale di Napoli has altered the conventional distance applied to vehicles at toll stations from 10.88 to 10 km.

⁽²⁾ The first-half performance includes the leap-year effect, reducing the Group's total traffic by approximately 0.7%.

* ATVD - Average theoretical vehicles per day, equal to number of kilometres travelled/journey length/number of days

MONTHLY TRAFFIC TRENDS ON THE GROUP'S NETWORK (millions of km travelled)



Capital expenditure

Capital expenditure on the motorways operated by the Group continued in the first half of 2021, with investment amounting to €313m (up €99m with respect to the comparative period).

€m	H1 2021	H1 2020
Autostrade per l'Italia -projects in Agreement of 1997	50	66
Autostrade per l'Italia - projects in IV Addendum of 2002	54	52
Autostrade per l'Italia: other capital expenditure (including capitalised costs)	157	77
Other operators (including capitalised costs)	13	2
Total investment in infrastructure operated under concession	274	197
Investment in other intangible assets	31	11
Investment in property, plant and equipment	8	6
Total capital expenditure	313	214

Work on the following projects continued in the first half of 2021:

- projects included in the Agreement of 1997, with particular regard to the widening of the A1 between Barberino and Florence North and between Florence South and Incisa to three lanes;
- projects included in the 4th Addendum of 2002, with particular regard to works involved in the second lot forming part of the fifth lane of the A8 motorway between Milan and Lainate, landscaping works for the widening of the A14 between Rimini and Porto Sant'Elpidio to three lanes, the interventions included in the second phase of the Tunnel Safety Plan, and preparatory work for the Genoa Bypass;
- other investment in major works, primarily relating to construction of the fourth free-flow lane for the A4 in the Milan area, in the section between the Viale Certosa and Sesto San Giovanni junctions;
- other capital expenditure includes ongoing improvements to quality and safety standards on the network and new investment in the development of technological developments and modernisation of the network.

The first half of 2021 also saw Autostrade per l'Italia proceed with work on numerous interventions on the network provided for in our development and modernisation programme. The programme, included in the updated Financial Plan still being examined by the Grantor, covers a series of works designed to improve, upgrade and modernise the motorway network,

and extend the life of the infrastructure. This is in addition to the Company's existing obligations under the Concession Arrangement.

Autostrade per l'Italia is continuing work on the widening of the A1 between the Florence South and Incisa junctions (a total of 17.8 km) to three lanes, with the first section opened to traffic on 30 July 2021.

The newly opened 4.5-km long section includes the new artificial Antella tunnel and the widened Ema road bridge.

Other information

Corporate actions involving Autostrade per l'Italia

On 10 June 2021, Atlantia's Board of Directors accepted the binding offer from the consortium consisting of CDP Equity SpA, The Blackstone Group International Partners LLP and Macquarie European Infrastructure Fund 6 SCSp for Atlantia's entire 88.06% stake in Autostrade per l'Italia ("ASPI"). This follows approval of the offer by the General Meeting of Atlantia's shareholders held on 31 May 2021.

On 12 June 2021, Atlantia and Holding Reti Autostradali SpA – the corporate vehicle owned by the members of the above consortium – proceeded to sign the share purchase agreement regarding the sale of Atlantia's investment in ASPI.

Completion of the sale is subject to fulfilment of the following conditions precedent:

- effectiveness of the settlement agreement between ASPI and the Ministry of Infrastructure and Sustainable Mobility (the *Ministero delle Infrastrutture e della Mobilità Sostenibili*, or "MIMS") and the Financial Plan, substantially in the form of the attached drafts already accepted by ASPI and submitted to the MIT for approval;
- that the concessions held by ASPI and other ASPI Group companies remain fully valid;
- the receipt of antitrust clearance and approval from the Government in accordance with the special powers granted to it under the so-called "Golden Powers" legislation;
- the receipt of written confirmation from the CONSOB that ASPI is not subject to public tender offer obligations with regard to Autostrade Meridionali's shares as a consequence of the sale;
- clearance of the sale from the Grantor, as required under the concession arrangements to which ASPI and other ASPI Group companies are party;
- that no authority issues any measures, guidelines or opinions that may prevent execution of the sale in accordance with the terms set out in the share purchase agreement or, in any case, that may have a negative impact on the sale, ASPI and/or its subsidiaries and/or the Purchaser;
- the receipt of waivers from the ASPI Group's lenders, including bondholders, including the release of the guarantees provided by Atlantia securing a number of ASPI's bond issues and borrowings;
- the receipt of waivers from Atlantia's lenders.

The above conditions precedent must be fulfilled by 31 March 2022 (unless extended by written agreement of the parties). Transaction closing will take place on the thirtieth working day following fulfilment of the last condition precedent. Closing may not, in any event, take place before 30 November 2021.

Talks with the Government

Following earlier correspondence and talks between the parties, on 15 July 2021, Autostrade per l'Italia submitted a draft of the III Addendum to the Single Concession Arrangement, together with the Financial Plan and the other annexes approved by the Company's Board of Directors on 13 July 2021, to the Grantor.

On 21 July 2021, the Grantor informed the Company that the documentation received "has been sent to the Attorney General's Office in order to obtain its opinion on the proposal for an agreed settlement of the dispute over alleged serious breaches formally initiated on 16 August 2018. Further developments will be communicated in due course".

Outlook and risks or uncertainties

The Covid-19 pandemic is continuing to have a negative impact on traffic, even if less pronounced than in the previous year. Based on the figures available to date, and excluding any further measures restricting movement, we would expect to see traffic down by an overall annual rate of between 10% and 15% in 2021 compared with the pre-crisis situation in 2019. At the same time, we expect to see an improvement in traffic of between 15% and 25% compared with the levels recorded in 2020.

On this basis, we expect Autostrade per l'Italia's standalone net toll revenue⁽³⁾ for 2021 to be in a range from €2.6bn to €2.8bn.

It should be noted, however, that the assumptions underlying such an analysis are subject to change depending on events and on a number of risk factors and uncertainties not currently foreseeable.

Autostrade per l'Italia, in part thanks to Pavimental's contribution following this company's line-by-line consolidation in 2021, is continuing to deliver on our demanding modernisation and upgrade programme for the infrastructure we manage, with over €1bn due to be spent on capital and maintenance expenditure, as provided for in the Business Plan.

⁽³⁾ Toll revenue net of the surcharges payable to ANAS (accounted for in operating costs under the item "concession fees").

Explanatory notes

Alternative performance indicators

The Group's performance is assessed on the basis of a number of alternative performance indicators ("APIs"), calculated on the same basis used in the Group's Annual Report for 2020, to which reference should be made for greater details of the composition and the calculation methods used by the Group.

A number of APIs are also presented after certain adjustments applied in order to provide a consistent basis for comparison over time. These "like-for-like changes" are used in the analysis of changes in gross operating profit/(loss) (EBITDA), profit/(loss) for the period, profit/(loss) for the period attributable to owners of the parent and operating cash flow.

The following table shows a reconciliation of like-for-like consolidated amounts for gross operating profit/(loss) (EBITDA), profit/(loss) for the period, profit/(loss) for the period attributable to owners of the parent and operating cash flow for the two comparative periods and the corresponding amounts presented in the reclassified consolidated financial statements shown below.

€m	Note	H1 2021				H1 2020			
		Gross operating profit (EBITDA)	Profit/(Loss) for the period	Profit/(Loss) attributable to owners of the parent	Operating cash flow	Gross operating profit (EBITDA)	Profit/(Loss) for the period	Profit/(Loss) attributable to owners of the parent	Operating cash flow
Reported amounts (A)		763	186	180	216	-62	-479	-476	219
Adjustments for non like-for-like items									
Impact connected with collapse of a section of the Polcevera road bridge	(1)	-	-	-	-50	-7	-5	-5	-110
Impact of settlement of disputes with the MIMS	(2)	-	-	-	-12	-200	-136	-136	-
Change in the scope of consolidation (Pavimental, Pavimental Polska, Tecne and Infomobility)	(3)	4	-2	-2	3	-	-	-	-
Change in discount rate applied to provisions	(4)	10	18	19	-1	-7	-5	-5	-
Tax benefit of revaluation of assets by Tangenziale di Napoli and Autostrade Tech solely for the purposes of ITA GAAP (Law Decree 104/2020)	(5)	-	15	15	-11	-	-	-	-
Sub-total (B)		14	31	32	-71	-214	-146	-146	-110
Like-for-like amounts (C) = (A)-(B)		749	155	148	287	152	-333	-330	329

Notes:

The term "like-for-like basis", used in the description of changes in certain consolidated performance indicators, means that amounts for comparative periods have been determined by eliminating:

- 1) from consolidated amounts for the first half of 2021 and the first half of 2020, the after-tax impact on the income statement and on operating cash flow of (i) reductions in toll revenue due to exemptions in the Genoa area, (ii) payments made at the request of the Special Commissioner for Genoa in relation to reconstruction of the San Giorgio road bridge, and (iii) the compensation paid to victims' families and the injured, to cover legal expenses and to fund the financial support provided to small businesses and firms;
- 2) from consolidated amounts for the first half of 2021, the after-tax impact on the income statement and operating cash flow of the toll exemptions and discounts introduced in response to the disruption linked to roadworks in the Genoa area and, from consolidated amounts for the first half of 2020, the impact on the income statement of the estimated additional costs to be incurred in relation to the talks with the Government and the MIMS aimed at resolving the dispute between the parties, compared with the provisions already made as at 31 December 2019;
- 3) from consolidated amounts for the first half of 2021, the after-tax impact on the income statement and operating cash flow of the contribution from Tecne Gruppo Autostrade per l'Italia, established in July 2020, from Pavimental and Pavimental Polska, consolidated from January 2021, and Infomobility, consolidated from the end of March 2021;

- 4) from consolidated amounts for the first half of 2021 and the first half of 2020, the after-tax impact of the difference in the discount rates applied to the provisions accounted for among the Group's liabilities;
- 5) from consolidated amounts for the first half of 2021, the after-tax impact on the income statement and operating cash flow of the tax benefit – linked to the recognition of deferred tax assets (€26m), after withholding tax recognised in current tax expense (€11m) – resulting from recognition of the tax effects of the revaluation of assets in the statutory financial statements of the subsidiaries, Tangenziale di Napoli and Autostrade Tech, in accordance with Law Decree 104/2020.

* * *

The manager responsible for financial reporting, Alberto Marco Milvio, declares, pursuant to section 2 of article 154 bis of the Consolidated Finance Act, that the accounting information contained in this release is consistent with the underlying accounting records.

The Group's net debt, measured on the basis of the criteria contained in the latest recommendation from the European Securities and Market Authority – ESMA, dated 4 March 2021, amounts to €9,590m as at 30 June 2021 (net debt of €9,363m as at 31 December 2020).

RECLASSIFIED CONSOLIDATED INCOME STATEMENT

€m	H1 2021	H1 2020	Increase/(Decrease)	
			Absolute	%
Toll revenue	1.442	1.167	275	24
Other operating income	195	96	99	n.s.
Total operating revenue	1.637	1.263	374	30
Cost of materials and external services	-626	-455	-171	38
Concession fees	-188	-150	-38	25
Net staff costs	-286	-212	-74	35
Operating change in provisions	226	-508	734	n.s.
Total net operating costs	-874	-1.325	451	-34
Gross operating profit/(loss) (EBITDA)	763	-62	825	n.s.
Amortisation, depreciation, impairment losses, reversals of impairment losses and provisions for renewal work	-338	-330	-8	2
Operating profit/(loss) (EBIT)	425	-392	817	n.s.
Financial expenses from discounting of provisions	2	-9	11	n.s.
Other financial income/(expenses), net	-151	-254	103	-41
Capitalised financial expenses on intangible assets deriving from concession rights	6	5	1	20
Share of profit/(loss) of investees accounted for using the equity method	-1	-4	3	-75
Profit/(Loss) before tax from continuing operations	281	-654	935	n.s.
Income tax (expense)/benefit	-95	174	-269	n.s.
Profit/(Loss) from continuing operations	186	-480	666	n.s.
Profit/(Loss) from discontinued operations	-	1	-1	n.s.
Profit/(Loss) for the period	186	-479	665	-139
Profit/(Loss) attributable to non-controlling interests	6	-3	9	n.s.
Profit/(Loss) attributable to owners of the parent	180	-476	656	n.s.
	H1 2021	H1 2020	Increase/(Decrease)	
Basic earnings/(loss) per share attributable to the owners of the parent (€)	0,29	-0,77	1,06	
<i>of which:</i>				
- from continuing operations	0,29	-0,77	1,06	
- from discontinued operations	-	-	-	
Diluted earnings/(loss) per share attributable to the owners of the parent (€)	0,29	-0,77	1,06	
<i>of which:</i>				
- from continuing operations	0,29	-0,77	1,06	
- from discontinued operations	-	-	-	

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

€m		H1 2021	H1 2020
Profit/(Loss) for the period	(A)	186	-479
Fair value gains/(losses) on cash flow hedges		16	-
Tax effect of fair value gains/(losses) on cash flow hedges		-4	-
Other comprehensive income of investments accounted for using the equity method		1	1
Other comprehensive income/(loss) reclassifiable to profit or loss for the period	(B)	13	1
Other comprehensive income/(loss) not reclassifiable to profit or loss for the period	(C)	-	-
Reclassifications of other comprehensive income to profit or loss for the period	(D)	11	14
Tax effect of reclassifications of other comprehensive income to profit or loss for the period	(E)	-3	-3
Total other comprehensive income/(loss) for the period	(F=B+C+D+E)	21	12
<i>of which attributable to discontinued operations</i>		-	-
Comprehensive income/(loss) for the period	(A+F)	207	-467
<i>Of which attributable to owners of the parent</i>		201	-464
<i>Of which attributable to non-controlling interests</i>		6	-3

RECLASSIFIED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

€m	30 June 2021	31 December 2020	Increase/ (Decrease)
Non-current non-financial assets			
Property, plant and equipment	153	88	65
Intangible assets	17.362	17.432	-70
Investments	74	73	1
Deferred tax assets	150	131	19
Other non-current assets	2	-	2
Total non-current non-financial assets (A)	17.741	17.724	17
Working capital			
Trading assets	723	545	178
Current tax assets	62	63	-1
Other current assets	111	161	-50
Non-financial assets held for sale or related to discontinued operations	4	6	-2
Current portion of provisions for construction services required by contract	-695	-732	37
Current provisions	-2.373	-2.525	152
Trading liabilities	-1.306	-1.320	14
Current tax liabilities	-64	-3	-61
Other current liabilities	-348	-287	-61
Total working capital (B)	-3.886	-4.092	206
Gross invested capital (C=A+B)	13.855	13.632	223
Non-current non-financial liabilities			
Non-current portion of provisions for construction services required by contract	-1.680	-1.808	128
Non-current provisions	-1.268	-1.365	97
Deferred tax liabilities	-77	-37	-40
Other non-current liabilities	-26	-23	-3
Total non-current non-financial liabilities (D)	-3.051	-3.233	182
NET INVESTED CAPITAL (E=C+D)	10.804	10.399	405
Equity			
Equity attributable to owners of the parent	1.704	1.488	216
Equity attributable to non-controlling interests	350	354	-4
Total equity (F)	2.054	1.842	212
Net debt			
Non-current net debt			
Non-current financial liabilities	8.269	7.706	563
Bond issues	7.522	7.124	398
Medium/long-term borrowings	596	187	409
Non-current derivative liabilities	149	393	-244
Other non-current financial liabilities	2	2	-
Non-current financial assets	-357	-336	-21
Non-current financial assets deriving from government grants	-159	-159	-
Non-current term deposits	-155	-155	-
Non-current derivative assets	-16	-	-16
Other non-current financial assets	-27	-22	-5
Total non-current net debt (G)	7.912	7.370	542
Current net debt			
Current financial liabilities	3.250	3.631	-381
Short-term borrowings	245	249	-4
Current portion of medium/long-term financial liabilities	2.926	3.350	-424
Other current financial liabilities	40	32	8
Bank overdrafts repayable on demand	39	-	39
Cash and cash equivalents	-1.927	-1.954	27
Cash	-1.261	-1.424	163
Cash equivalents	-115	-15	-100
Intercompany current account receivables due from related parties	-551	-515	-36
Current financial assets	-485	-490	5
Current financial assets deriving from concession rights	-415	-411	-4
Current financial assets deriving from government grants	-20	-20	-
Current term deposits	-19	-19	-
Current portion of medium/long-term financial assets	-6	-22	16
Other current financial assets	-25	-18	-7
Total current net debt (H)	838	1.187	-349
Total net debt (I=G+H) (1)	8.750	8.557	193
NET DEBT AND EQUITY (L=F+I)	10.804	10.399	405

CONSOLIDATED STATEMENT OF CASH FLOWS

€m	H1 2021	H1 2020
CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES		
Profit/(Loss) for the period	186	-479
Adjusted by:		
Amortisation and depreciation	339	321
Operating change in provisions, excluding uses of provisions for renewal of motorway infrastructure	-254	498
Financial expenses/(income) from discounting of provisions for construction services required by contract and other provisions	-2	9
Share of (profit)/loss of investees accounted for using the equity method	1	4
Impairment losses/(Reversal of impairment losses) and adjustments of current and non-current assets	1	1
(Gains)/Losses on sale of non-current assets	-1	-
Net change in deferred tax (assets)/liabilities through profit or loss	23	-180
Other non-cash costs (income)	-77	45
Change in working capital and other changes	67	-451
Net cash generated from operating activities [a]	283	-232
CASH FLOWS FROM (USED IN) INVESTING ACTIVITIES		
Investment in assets held under concession	-329	-197
Purchases of property, plant and equipment	-13	-6
Purchases of other intangible assets	-34	-12
Increase in financial assets deriving from concession rights (related to capital expenditure)	4	-
Investment in consolidated companies net of cash and cash equivalents acquired	-160	-
Net change in other non-current assets	1	-
Net change in current and non-current financial assets	8	33
Net cash generated from/(used in) investing activities [b]	-523	-182
CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES		
Dividends paid by the Group to non-controlling shareholders	-5	-
Issuance of bonds	984	-
Increase in lease liabilities	-	1
Redemption of bonds	-595	-502
Repayments of medium/long term borrowings (excluding finance lease liabilities)	-80	-70
Repayments of lease liabilities	-3	-2
Net change in other current and non-current financial liabilities	-127	345
Net cash generated used in financing activities [c]	174	-228
Increase/(Decrease) in net cash and cash equivalents for the period [a+b+c]	-66	-642
NET CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	1.954	1.592
NET CASH AND CASH EQUIVALENTS AT END OF PERIOD	1.888	950

ADDITIONAL INFORMATION ON THE CONSOLIDATED STATEMENT OF CASH FLOWS

€m	H1 2021	H1 2020
Income taxes paid	1	53
Interest and other financial income collected	46	39
Interest expense and other financial expenses paid	300	335
Dividends received	-	-

RECONCILIATION OF NET CASH AND CASH EQUIVALENTS

€m	H1 2021	H1 2020
NET CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	1.954	1.592
Cash and cash equivalents	1.954	1.620
Intercompany current account payables due to related parties	-	-28
NET CASH AND CASH EQUIVALENTS AT END OF PERIOD	1.888	950
Cash and cash equivalents	1.927	982
Bank overdrafts repayable on demand	-39	-
Intercompany current account payables due to related parties	-	-32