

Press Release

## **BOARD APPROVES SEPARATE FINANCIAL STATEMENTS FOR 2020 AND GROUP'S CONSOLIDATED FINANCIAL STATEMENTS**

- **2020 saw launch of new business plan that over next four years will transform Autostrade per l'Italia Group into an integrated mobility provider**
- **Plan envisages major programme of investment and modernisation of the network to extend its useful life, backed up by the recruitment of approximately 2,900 engineers, technicians and researchers over the next three years**
- **The Company is waiting to finalise the settlement agreement and complete the approval process for the Financial Plan**

### **Consolidated results for 2020<sup>(1)</sup>**

- **Results for 2020 heavily impacted by effects of the health emergency that hit the country from February 2020, the resulting impact on revenue generated by traffic, further provisions made with regard to the potential settlement agreement with the Government and increased maintenance activity**
- **Traffic on Group's motorway network down 27.1% compared with 2019**
- **Operating revenue of €3,030m down €1,053m**

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<sup>(1)</sup> In addition to the reported amounts in the 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.

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- **Gross operating profit (EBITDA) of €629m down €81m compared with 2019. Taking into account extraordinary provision of €1,500m relating to proposed settlement made in 2019, reduction amounts to €1,581m and primarily reflects €880m decline in net revenue and royalties<sup>2</sup>, €325m increase in cost of maintenance work and €350m rise in net provisions during year**
- **Loss attributable to owners of parent totals €407m**
- **Capital expenditure of €575m was stable compared with 2019, despite difficulties linked to the pandemic**
- **Maintenance expenditure of approximately €680m in 2020 more than double average amount spent between 2017 and 2019**
- **Operating cash flow of €517m down €919m compared with 2019 (down €942m on like-for-like basis)**
- **Group's net debt at 31 December 2020 totals €8,557m, up €165m compared with 31 December 2019**
- **Group's average workforce in 2020 totals 6,621**

### **Annual General Meeting**

- **Autostrade per l'Italia's Annual General Meeting ("AGM") to approve the financial statements will be called shortly**
- **As in the previous year, we do not intend to pay a dividend**

Rome, 4 March 2021 – Today's meeting of the Board of Directors of Autostrade per l'Italia SpA, chaired by Giuliano Mari, examined and approved Autostrade per l'Italia's separate and consolidated financial statements for the year ended 31 December 2020.

The separate and consolidated financial statements as at and for the year ended 31 December 2020 will be published within the deadline established by the relevant statutory requirements, together with the results of the audit currently in progress.

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<sup>2</sup> Net of toll exemptions in the Liguria area and surcharges matching the addition to the concession fee payable to ANAS and accounted for in operating costs under the item "concession fees".

## Introduction

During preparation of the 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 IAS/IFRS.

On completion of the assessment conducted by Autostrade per l'Italia's Board of Directors, the Directors concluded that the various issues and uncertainties that had emerged in the past had been overcome, deeming it therefore appropriate to prepare the consolidated financial statements as at and for the year ended 31 December 2020 on a going concern basis. This conclusion was reached following an assessment of all the elements and on the assumption that the Company will reach agreement with the Ministry of Infrastructure and Sustainable Mobility (formerly the Ministry of Infrastructure and Transport) and the Government bringing to a close the dispute over alleged serious breaches of its concession arrangement initiated on 16 August 2018.

## The Business Plan

Autostrade per l'Italia today operates in a rapidly changing environment, marked by the need for major renewal of the country's infrastructure assets and the growing availability of digital infrastructure (it is estimated that 30% of the motorway network will be "connected" by 2030) and a paradigm shift in transport on all fronts (the electrification of vehicles and freight traffic driven by the growth in e-commerce).

The Company has committed itself to a radical transformation designed to equip the country with an infrastructure operator and transport system capable of delivering excellence and guaranteeing the very highest levels of safety (for road users and personnel) and service quality. This will involve the application of innovative technologies in every business decision we take in order to lead our transport system's indispensable transition towards sustainability.

The new Autostrade per l'Italia aims to be a national champion, fully integrated into the lifecycle of transport infrastructure, having radically changed in terms of expertise and way of working, and capable of successfully delivering our maintenance and investment programme, designed to give the country a fully modernized network.

Against this backdrop, Autostrade per l'Italia's Plan is founded on the guidelines on which the Company intends to base its business model, services and core values in the future.

The Plan aims to effect a radical shake-up of Autostrade per l'Italia through the promotion of a series of core values, such as competence, integrity and transparency. This will ensure that the motorway operator operates to the very highest standards whilst, at the same time, opening up new business opportunities linked to engineering, innovation and urban mobility systems.

The Plan features the following components:

- integrated lifecycle infrastructure management using an industrial approach based on research, engineering and the construction, operation and maintenance of assets;
- a new organisational structure designed to transform or to create new subsidiaries (Tecne, Free To X, the new Pavimental, the new Autostrade Tech) to deliver strategic growth plans;
- large-scale investment in sustainability (the installation of high-voltage charging stations for e-mobility and increased production of renewable energy) and technological innovation, providing digital services for travellers and boosting safety and road user comfort;
- one of the country's largest ever recruitment drives, resulting in the creation of 2,900 jobs for engineers, technicians and researchers over the next 3 years.

The Plan has already led to a major turnaround of our network surveillance and monitoring activities in 2020, with the work carried out by a consortium of internationally recognised independent companies under a long-term contract awarded following a European tender process.

19,000 inspections of bridges, viaducts, flyovers and tunnels were carried out in 2020 and "Argo", an AI-based monitoring platform that is the first of its kind in Europe, was launched. Maintenance work amounting to approximately €680m was also carried out, more than doubling the average amount spent in the period 2017-2019. The Company's management team has undergone a significant revamp, with the acquisition of world-leading expertise in a number of areas.

The Plan envisages total investment of €14.5bn<sup>(3)</sup> and maintenance expenditure of more than €7bn by 2038 (the year in which the concession expires). This will result in radically

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<sup>(3)</sup> €13.2bn included in the Financial Plan and an additional €1.3bn.

modernised infrastructure, enabling us to ensure that the network continues to be in optimum condition through to 2080 and leading to the creation of around 10,000 new jobs in Italy. Stability and continuity of the Plan is dependent on the expected formal and final approval of the Financial Plan and of the agreements reached with the Government, the main aim of which is to guarantee the best possible management of the infrastructure.

## Group operating review

### Traffic performance

Traffic during 2020 was significantly impacted by the effect of the spread of Covid-19 in Italy from the last week in February, and by the restrictions on movement imposed by the authorities in response to the resulting health emergency. Traffic on the Group's network declined 27.1% in 2020 compared with the previous year. The reduction primarily regarded the number of kilometres travelled by vehicles with 2 axles, which is down 30.3%, whilst the figure for vehicles with 3 or more axles is down 6.4%.

#### TRAFFIC ON THE GROUP'S NETWORK IN ITALY IN 2020

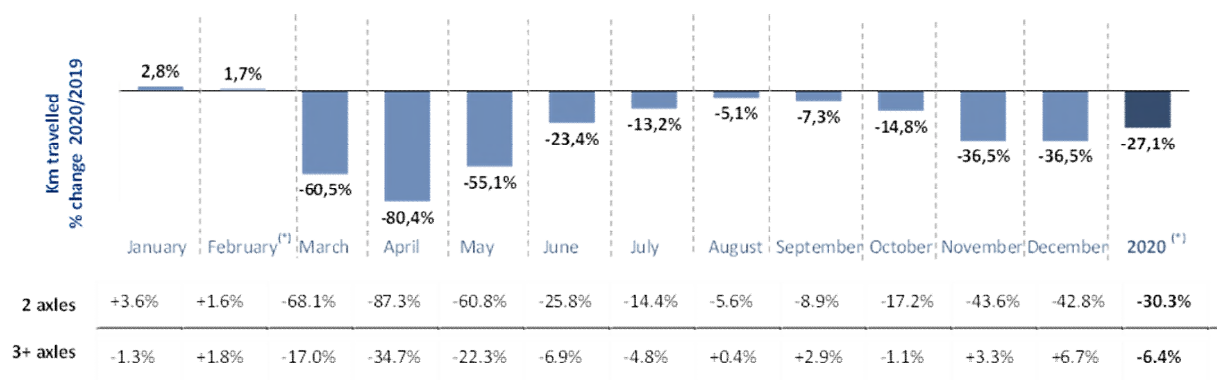
Section of motorway	Vehicle kilometres (m)				ATVD* 2020
	Vehicles with 2 axles	Vehicles with 3 or more axles	Total vehicles	% change vs 2019	
Autostrade per l'Italia	28,839.5	6,393.9	35,233.4	-27.1	33,723
Autostrade Meridionali	1,205.1	26.4	1,231.5	-27.6	65,210
Tangenziale di Napoli	680.3	11.8	692.1	-25.0	93,608
Autostrada Tirrenica	215.0	22.4	237.4	-21.5	14,287
Raccordo Autostradale Valle d'Aosta	64.9	18.6	83.5	-27.6	7,133
Traforo del Monte Bianco	4.5	3.2	7.7	-33.6	3,632
<b>TOTAL ITALIAN OPERATORS</b>	<b>31,009.4</b>	<b>6,476.3</b>	<b>37,485.7</b>	<b>-27.1</b>	<b>34,031</b>

The figures are in millions of kilometres travelled, after rounding to the nearest decimal place.

The performance includes the leap-year effect, equal to 0.17%

\*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 IN 2020



(\*) The performance of traffic includes the leap-year effect, equal to +2.5% for February and +0.17% for full year 2020.

## Capital expenditure

Despite the difficulties caused by the pandemic, capital expenditure on the motorways operated by the Group continued in 2020, with investment amounting to €575m.

## CAPITAL EXPENDITURE

(€m)	2020	2019
Autostrade per l'Italia - projects in Agreement of 1997	120	214
Autostrade per l'Italia - projects in IV Addendum of 2002	119	98
Autostrade per l'Italia: other capital expenditure (including capitalised costs)	270	194
Other operators (including capitalised costs)	7	11
<b>Total investment in infrastructure operated under concession</b>	<b>516</b>	<b>517</b>
Investment in other intangible assets	37	22
Investment in property, plant and equipment	22	20
<b>Total capital expenditure</b>	<b>575</b>	<b>559</b>

With regard to Autostrade per l'Italia, work on the following projects continued in 2020:

- 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. The most important of the works completed is the boring of the Santa Lucia Tunnel of approximately 8 km in length. The tunnel forms part of the planned upgrade of the Barberino–Florence North section of the A1, which is a natural

continuation of the *Variante di Valico*. Boring of the tunnel began on 26 April 2017 and was completed on 8 June 2020;

- projects included in the IV Addendum of 2002, with particular regard to works involved in the second lot forming part of the 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 (the so-called *Gronda*);
- 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, with particular regard to the continuation of work on ongoing improvements to quality and safety standards on the network and on the development of new technologies.

2020 also saw Autostrade per l'Italia initiate numerous interventions on the network provided for in the long-term development and modernisation programme that the Company intends to deliver by 2038.

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 obligations under the Concession Arrangement.

The value of this additional plan, included in the most recently proposed version of the updated Financial Plan submitted to the Grantor, amounts to approximately €2.7bn, with a further optional amount of €1.3bn that Autostrade per l'Italia has offered to invest.

With regard to the new road and motorway system serving Genoa (the so-called "*Gronda di Genova*"), most of the work involved in preparing for the start-up of work has been completed (surveys, expropriations, the movement of existing services interfering with construction, etc.), with the costs incurred so far amounting to approximately €200m. Tenders have been called for works amounting to a further €600m (whilst awaiting for formal approval of the detailed designs by the Ministry of Infrastructure and Sustainable Mobility, necessary before contracts can be awarded). Within the scope of the activities involved in construction of the *Gronda di Genova*, at the explicit request of the Special

Commissioner responsible for overseeing the Genoa emergency and reconstruction of the Polcevera bridge, Autostrade per l'Italia began certain of the works included in the design for Lot 1A in 2020. These were considered urgent as they were interfering with work on reconstruction of the bridge.

The *Gronda* aims to reduce traffic using the urban section of the A10 (between the Genoa West (Port of Genoa) toll station and the Voltri district) by redirecting through traffic to a new motorway running parallel to the existing road, thereby effectively widening the motorway by adding another road alongside.

#### DESIGN FOR THE GENOA INTERCHANGE



#### DESIGN FOR THE BOLOGNA BYPASS



A revised design for the Bologna Bypass was recently agreed on with the Ministry of Infrastructure and Sustainable Mobility, partly after talks with the relevant local authorities. During the first session of the Services Conference, held in June 2020, the authorities involved presented numerous requests for changes to the design. The final design, dubbed "Passante 2020", reflecting the requests received during this stage of the consultation with local authorities, was prepared and submitted to the Grantor by Autostrade per l'Italia in December 2020. The Services Conference is currently expected to come to conclude by the end of the first half of 2021.

## Group financial review

### Introduction

The international financial reporting standards (IFRS) endorsed by the European Commission and in effect as at 31 December 2020 were used in the preparation of the consolidated accounts for 2020. The standards have not undergone material changes with respect to those used in the preparation of the consolidated financial statements for the year ended 31 December 2019.

During 2020, the spread of the Covid-19 epidemic, the Italian Government's declaration of a health emergency and the resulting restrictions on movement had a significant impact on the performance of traffic. This has had an estimated overall impact on EBITDA of approximately €875m (€595m after tax).

With regard to the collapse of a section of the Polcevera road bridge on 14 August 2018, as at 31 December 2020:

- a) at the request of the Special Commissioner for Genoa, the Company has paid out a total of €421m, including €372m net of the remaining advance payment for the start-up of work and VAT, which was covered by use of the related provisions for repair and replacement (of which €147m in 2020);
- b) compensation of €63m has been paid from provisions for risks and charges to the families of the victims and the injured, as well as to cover legal expenses and provide financial support to small businesses and firms (including €12m in 2020). Further provisions of €10m were made in 2020 to cover legal expenses.

The decision to grant road users in the Genoa area exemptions from and discounts on tolls, in order to compensate for disruption caused by work taking place in the Genoa area in 2020, resulted in an estimated reduction in toll revenue of approximately €44m (a total of €26m in 2018 and 2019).

With regard to efforts to resolve the dispute over allegations of serious breaches of the Concession Arrangement initiated by the Grantor on 16 August 2018, following extensive engagement with the Grantor throughout 2020 and through to the date of preparation of this press release, on 11 July 2020, the Company submitted a new proposal. In response, on 15 July 2020, the Cabinet Office announced that, in view of the proposed settlement, the Government “has decided to begin the process of formalising the settlement provided

for by law, without prejudice to the fact that the right to revoke the concession will only be waived once the settlement agreement has been finalised”.

Following further talks with representatives of the Government, on 8 October 2020, Autostrade per l'Italia expressed its willingness to sign the draft agreement received from the Government's representatives, with a view to aimed at reaching an agreed settlement of the dispute over alleged serious breaches of the Concession Arrangement, and the Addendum to the Concession Arrangement, with the sole exception of removal of the condition precedent requiring completion of the corporate reorganisation.

In addition, again with regard to the commitments assumed, it should be noted that on 3 December 2020 Autostrade per l'Italia submitted the latest version of its updated Financial Plan to the Grantor, having reached agreement on the update with the Ministry of infrastructure and Sustainable Mobility and the Ministry of the Economy and Finance. In this regard, it should be noted that in its letter dated 1 March 2021, the operator again urged the public counterparty to sign all the documents necessary in order to proceed with submission of the Addendum, and its annexes to the Interministerial Committee for Economic Planning (*CIPE*).

In the draft agreement, Autostrade per l'Italia has, among other things, committed to covering total costs of €3,400m at its own expense, an increase of €500m compared with the earlier proposal dated 5 March 2020. This breaks down as follows:

- a) €1,500m to be used to fund toll discounts for road users, already recognised in “Other provisions for risks and charges” as at 31 December 2019;
- b) €1,200m to fund additional maintenance of the infrastructure operated under concession in the regulatory period 2020-2024 and that will not be recovered through tolls;
- c) €700m in expenses relating to reconstruction of the Polcevera road bridge and all the associated expenses, resulting in the recognition of further provisions of €190m in 2020.

In terms of accounting presentation, all the elements in the overall agreement have thus been taken into account.

The scope of consolidation as at 31 December 2020 is substantially unchanged with respect to 31 December 2019. It should be noted, however, that the Company has established Tecne Gruppo Autostrade per l'Italia S.p.A. (“Tecne”), a wholly owned

subsidiary of Autostrade per l'Italia. The new company began operating following conclusion of a lease agreement for the motorway business unit owned by SPEA Engineering. The agreement has a 2-year term and covers design and project management activities.

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

## Operating results

### Revenue

Operating revenue for 2020 amounts to €3,030m, a reduction of €1,053m compared with 2019 (€4,083m).

Toll revenue of €2,791m is down €899m compared with 2019 (€3,690m). This reflects the fall in traffic on the network, registered from the end of February 2020, and amounting to a reduction of 27.1% (a fall of 24% after taking into account the positive effect of the traffic mix). This essentially reflects the negative impact of the limitations and restrictions on movement imposed by the Government in response to the spread of Covid-19. It should be noted that toll revenue for 2020 includes €298m (€385m in 2019) in surcharges matching the addition to the concession fee payable to ANAS and accounted for in operating costs under the item "concession fees". The reduction of €87m is linked to the decline in kilometres travelled. After stripping out the above surcharges, total revenue is down €812m compared with 2019.

Other operating income totals €239m (€393m in 2019), marking a decline of €154m. This primarily reflects reduced income from motorway service areas, following a reduction in sales and measures taken by Autostrade per l'Italia to support oil and food service providers affected by the Covid-19 emergency. In addition, it should be noted that the figure for 2019 included insurance proceeds of approximately €38m, essentially following agreement with the Company's insurance company regarding quantification of the amount payable solely under existing third-party liability insurance policies for the Polcevera road bridge.

## Operating costs

Net operating costs of €2,401m are down €972m compared with 2019 (€3,373m).

The cost of materials and external services, amounting to €1,165m, is up €268m compared with 2019 (€897m). The change reflects the costs connected with work on reconstruction of the Polcevera road bridge (€148m in 2020, €226m in 2019). The impact of these costs on EBITDA is broadly offset by use of the related provisions for repair and replacement accounted for in the "Operating change in provisions". After stripping out these costs, the increase is €347m and is primarily linked to the increased costs incurred for network surveillance, inspection, maintenance and safety programmes. The programmes are connected with implementation of the improvement maintenance plan for network infrastructure, due to be carried out in the period 2020-2024.

Concession fees of €362m are down €111m compared with 2019 (€473m), reflecting the performance of toll revenue (due to the fall in traffic) and sub-concession arrangements.

Net staff costs, totalling €471m, are down €29m compared with 2019 (€500m). This essentially reflects:

- a) a reduction of 112 in the average workforce, mainly linked to a slowdown in turnover among toll collectors, the reduction in activity brought about by the Covid-19 emergency and the absence of seasonal toll collectors at Autostrade per l'Italia in June 2020 (following activation of the ordinary wage guarantee fund or *CIGO*), partially offset by the recruitment of additional personnel for a number of departments, primarily at Autostrade per l'Italia, and the consolidation of Tecne from 1 December 2020;
- b) a decrease in the average cost, primarily due to a reduction in costs linked to the above activation of the ordinary wage guarantee fund by a number of Group companies and other effects of the Covid-19 emergency, partially offset by an increase in costs following renewal of the national collective labour agreement;
- c) the increased cost of early retirement incentives;
- d) a reduction in the fair value of management incentive plans, partially offset by the implementation of a broad share-based payment scheme for employees.

The operating change in provisions generated a net expense of €403m (€1,503m in 2019), reflecting:

- a) the operating change in the provisions for the repair and replacement of motorway infrastructure (€189m) which, after stripping out the effect of the use of provisions to fund demolition and reconstruction of the Polcevera road bridge (€147m paid from provisions made in previous years), results in net provisions of €336m. These provisions relate to the improvement maintenance plan;
- b) the operating change in other provisions for risks and charges (€214m), which includes new provisions for risks and charges of €190m, connected with the additional costs to be incurred in relation to point c) in the proposed settlement agreement referred to in the introduction.

It should also be noted that, in 2019, net provisions amounted to €1,503m, including provisions of €1,500m to cover the estimated additional costs that were to be incurred in relation to talks with the Government and the Ministry of Infrastructure and Sustainable Mobility aimed at resolving the dispute between the parties.

## Results

As a result of the above performance, gross operating profit (EBITDA) of €629m is down €81m compared with 2019 (€710m). On a like-for-like basis, EBITDA is down €1,282m (58%).

Amortisation, depreciation, impairment losses, reversals of impairment losses and provisions for renewal work amount to €672m, an increase of €19m compared with 2019 (€653m).

The operating loss (negative EBIT) of €43m marks a deterioration of €100m compared with 2019 (a profit of €57m).

Net other financial expenses of €479m are up €45m compared with 2019 (€434m), essentially the different movement in the fair value of derivative instruments in the two comparative periods (€61m). This was partially offset by reduced interest and charges incurred in 2020 on the measurement of financial instruments at amortised cost (€13m), reflecting repayment, in March 2020, of bonds with a nominal value of €502m.

The Group recorded a loss of €8m (€3m in 2019) from investees accounted for using the equity method, reflecting the Group's share of the profit or loss of associates.

Tax benefits amount to €128m for 2020 (€135m in 2019), having fallen €7m as a result of a combination of the following:

- a) a reduction of €349m in net provisions for deferred tax assets. The figure for 2019 included the impact on deferred taxation of provisions for risks and charged based on the expenses to be incurred in relation to the talks in progress with the Government and the Ministry of Infrastructure and Sustainable Mobility aimed at resolving the dispute between the parties (€1,500m);
- b) reduced current tax expense in 2020 (€293m). It should be noted that in 2020, due to the impact of Covid-19, almost all companies reported tax losses.

The loss for the year of €409m compares with the loss of €268m for 2019. On a like-for-like basis, the loss for the year is €194m, marking a deterioration of €955m compared with the profit for 2019.

The loss for the year attributable to owners of the parent, amounting to €407m, compares with a loss of €282m for 2019. On a like-for-like basis, the loss marks a deterioration of €948m compared with the profit for 2019.

The loss attributable to non-controlling interests totals €2m, a deterioration of €16m compared with the profit attributable to non-controlling interests for 2019 (€14m).

Operating cash flow for 2020 amounts to €517m, down €919m on 2019. This is essentially due to the reduction of €1,125m in cash generated by operations, reflecting the impact of the spread of Covid-19. This was partially offset by a reduction in tax expense (€296m). On a like-for-like basis, operating cash flow for 2020 is down €942m (66%) compared with the previous year.

As at 31 December 2020, equity attributable to owners of the parent totals €1,488m, a reduction of €376m compared with 31 December 2019 (€1,864m). This broadly reflects the comprehensive loss for the year attributable to owners of the parent (€382m).

The Group's net debt as at 31 December 2020 totals €8,557m, an increase of €165m

compared with 31 December 2019 (€8,391m).

Finally, the Company returned to the credit market in December 2020 and again in January 2021 with two bond issues with a total value of €2,250m, maturing between 2028 and 2030 and paying coupon interest of 2%.

### **Financial review for Autostrade per l'Italia SpA**

Autostrade per l'Italia SpA reports a loss of €398m for 2020, compared with the loss of €291m for 2019.

The Company's equity as at 31 December 2020 amounts to €1,095m, a reduction of €368m compared with 31 December 2019 (€1,463m). This essentially reflects the above comprehensive loss for the year, amounting to €373m.

Autostrade per l'Italia SpA's net debt as at 31 December 2020 amounts to €8,859m, an increase of €199m compared with 31 December 2019 (€8,660m).

## Other information

### Corporate actions involving Autostrade per l'Italia

With regard to the potential corporate changes resulting from Atlantia's decision, announced on 24 September 2020, to put its investment in Autostrade per l'Italia up for sale, it should be noted that, were the transaction and the consequent change of control to take place, the company will be required to initiate a consent solicitation process in order to obtain the necessary waivers from financial institutions and bondholders. The waivers would regard provisions allowing the early repayment of certain bonds and loans and the withdrawal of the guarantees provided to lenders by Atlantia on Autostrade per l'Italia's behalf.

## Events after 31 December 2020

### Bond issue

On 15 January 2021, Autostrade per l'Italia placed bonds worth €1bn with institutional investors. The new bond issue, listed on the Irish Stock Exchange's Global Exchange Market (MTF), matures on 15 January 2030 and pays coupon interest of 2%.

### Agreement to acquire control of Pavimental

On 29 January 2021, Autostrade per l'Italia, which already owned a 20% stake in Pavimental SpA, completed the purchase from Atlantia of a further 59.4% of the company, thus increasing its interest to 79.4%. The provisional consideration amounts to a total of approximately €11m. Furthermore, on 22 January 2021, Aeroporti di Roma accepted Autostrade per l'Italia's binding offer to acquire the former's 20% interest in Pavimental. The transaction will compete once the relevant contract has been drawn up and certain conditions precedent have been fulfilled.

The total price paid in the two transactions is €14.7m. At the end of the two transactions, Autostrade per l'Italia will thus own a 99.4% stake in Pavimental.

## Weekly traffic performance from 1 January 2021 to 28 February 2021

The following table shows weekly traffic figures on the network managed by Autostrade per l'Italia from the beginning of 2021, compared with the same period of 2020 and 2019:

<i>Provisional data (change versus corresponding week)</i>	<i>Network managed by Autostrade per l'Italia Kilometres travelled 2021 vs 2020</i>	<i>Network managed by Autostrade per l'Italia Kilometres travelled 2021 vs 2019</i>
<i>Week 2</i>	-42.3%	-40.6%
<i>Week 3</i>	-26.0%	-25.4%
<i>Week 4</i>	-27.2%	-25.1%
<i>Week 5</i>	-22.3%	-17.3%
<i>Week 6</i>	-17.3%	-17.4%
<i>Week 7</i>	-21.0%	-21.4%
<i>Week 8</i>	-20.8%	-20.8%
<i>Week 9</i>	-8.9%	-24.6%
<b>Year to 28 February 2021</b>	<b>-27.7%</b>	<b>-27.0%</b>

## Outlook

With regard to the outlook and, more specifically, the risk factors and uncertainties to which it is subject, reference should be made to the “Introduction” and to the section, “Events after 31 December 2020”, in this press release, in which a number of factors that may have an impact on the outlook are described.

With regard to the restrictions on movement introduced in response to the spread of Covid-19, the continued imposition of these measures in early 2021 will continue to have a negative impact on traffic, even if less pronounced than in the previous year. Based on the figures available to date and assuming a gradual relaxation of the restrictions on movement from summer onwards, preliminary estimates and sensitivity analyses indicate an improved performance in 2021 with respect to 2020, although not such as to return motorway traffic to the pre-Covid levels seen in 2019. Under this scenario, we would expect to see traffic down by an overall annual rate of between 10% and 20% compared with the pre-crisis situation in 2019. As a result, we expect toll revenue for 2021 to amount to between €2.7bn (up 25% on 2020) and €2.4bn (up 10% on 2020)<sup>4</sup>.

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

Finally, in 2021, the Company will in any event continue to deliver on its demanding modernisation and upgrade programme for the infrastructure we manage, with over €1bn due to be spent on investment and maintenance, as provided for in the new Business Plan.

## Annual General Meeting

Autostrade per l'Italia's Board of Directors will propose that the Annual General Meeting (“AGM”) of Autostrade per l'Italia's shareholders, to be called shortly, approve the plan to

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<sup>4</sup> Figures relating to Autostrade per l'Italia SpA, net of the surcharges payable to ANAS (accounted for in operating costs under the item “concession fees”).

cover the loss for the year, amounting to €398,131,283.07, from retained earnings amounting to a total of €572,337,616.59.

## Explanatory notes

### Alternative performance indicators

In application of the CONSOB Ruling of 3 December 2015, governing implementation in Italy of the guidelines for alternative performance indicators (“APIs”) issued by the European Securities and Markets Authority (ESMA), the basis used in preparing the APIs published by the Autostrade per l’Italia Group is described below.

The APIs presented in this release are deemed relevant to an assessment of the operating performance of the Group as a whole and of the individual consolidated companies. In addition, the APIs provide an improved basis for comparison of the results over time, even if they are not a replacement for or an alternative to the results reported under international financial reporting standards (IFRS).

With regard to the APIs, Autostrade per l’Italia presents the following financial statements for both the Group and the Parent Company as attachments to this release: the reclassified income statement, the reclassified statement of financial position and the statement of cash flows. In addition to amounts from the income statement and statement of financial position prepared under IFRS, these reclassified financial statements present a number of indicators and items derived from them, even when they are not required by the above standards and are, therefore, identifiable as APIs.

A list of the main APIs used in this release, together with a brief description and their reconciliation with reported amounts, is provided below:

- a) “Gross operating profit/(loss) (EBITDA)”, the synthetic indicator of earnings from operations, calculated by deducting the operating change in provisions and operating costs, with the exception of amortisation, depreciation, impairment losses, reversals of impairment losses and provisions for the costs to be incurred over time in relation to the renewal of infrastructure operated under concession by Società Italiana per Azioni per il Traforo del Monte Bianco (“SITMB”), from operating revenue;
- b) “Operating profit/(loss) (EBIT)”, the indicator that measures the return on the capital invested in the business, calculated by deducting amortisation, depreciation, impairment losses, reversals of impairment losses and the above provisions for the costs to be incurred over time in relation to the renewal of infrastructure operated under concession by SITMB from EBITDA. Like EBITDA, EBIT does not include the capitalised component of financial expenses relating to construction services, which is shown in a specific item under financial income and expenses in the reclassified income statement, whilst being included in revenue in the consolidated income statement in the statutory financial statements;
- c) “Net invested capital”, showing the total value of non-financial assets, after deducting non-financial liabilities;
- d) “Net debt”, indicating the portion of net invested capital funded by net financial liabilities, calculated by deducting “Current and non-current financial assets” from “Current and non-current financial liabilities”. The notes to the financial statements for the year ended 31 December 2020 also include the reconciliation of net debt with net debt calculated in compliance with the ESMA Recommendation of 20 March 2013;
- e) “Capital expenditure”, indicating the total amount invested in development of the Group’s businesses, calculated as the sum of cash used in investment in property, plant and equipment, in assets held under concession and in other intangible assets, excluding investment linked to transactions involving investees;
- f) “Operating cash flow”, indicating the cash generated by or used in operating activities. Operating cash flow is calculated as profit/(loss) for the period + amortisation/depreciation +/- impairments/reversals of impairments of assets +/- provisions/releases of provisions in excess of

requirements and uses of provisions + other adjustments + financial expenses from discounting of provisions +/- share of profit/(loss) of investees accounted for using equity method +/- (losses)/gains on sale of assets +/- other non-cash items +/- deferred tax assets/liabilities recognised in profit or loss.

A number of APIs, calculated as above, are also presented after certain adjustments applied in order to provide a consistent basis for comparison over time. These “like-for-like changes”, 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, have been calculated by excluding, where present, the impact of: (i) changes in the scope of consolidation, (ii) changes in exchange rates on the value of assets and liabilities denominated in functional currencies other than the euro; and (iii) events and/or transactions not strictly connected with operating activities that have an appreciable influence on amounts for at least one of the two comparative periods. In particular, the term “like-for-like” indicates that certain financial indicators for the two comparative periods have been determined by eliminating:

- 1) from consolidated amounts for 2020 and 2019, the after-tax impact on the income statement and on operating cash flow of (i) reductions in toll revenue, (ii) payments made at the request of the Special Commissioner for Genoa in relation to reconstruction of the Polcevera 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 2020, the impact on the income statement of the estimated additional costs to be incurred in relation to the ongoing talks with the Government and the Ministry of Infrastructure and Sustainable Mobility aimed at resolving the dispute between the parties, compared with the provisions already made as at 31 December 2019;
- 3) from consolidated amounts for 2020, the contribution from the newly established company, Tecne;
- 4) from consolidated amounts for 2020 and 2019, the after-tax impact of the difference in the discount rates applied to the provisions accounted for among the Group’s liabilities.

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

€m	Note	2020				2019			
		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
<b>Reported amounts (A)</b>		<b>629</b>	<b>-409</b>	<b>-407</b>	<b>517</b>	<b>710</b>	<b>-268</b>	<b>-282</b>	<b>1.436</b>
<b>Adjustments for non like-for-like items</b>									
Impact connected with collapse of a section of the Polcevera road bridge	(1)	-60	-41	-41	-209	1	2	2	-234
Estimated additional costs to be incurred in relation to resolution of the dispute with the Ministry of Infrastructure and Sustainable Mobility	(2)	-190	-130	-130	-	-1.500	-1.020	-1.020	-
Change in the scope of consolidation following the establishment of Tecne	(3)	-2	-2	-2	-2	-	-	-	-
Change in discount rate applied to provisions	(4)	-66	-42	-37	-	-20	-15	-15	-
<b>Sub-total (B)</b>		<b>-318</b>	<b>-215</b>	<b>-210</b>	<b>-211</b>	<b>-1.519</b>	<b>-1.033</b>	<b>-1.033</b>	<b>-234</b>
<b>Like-for-like amounts (C) = (A)-(B)</b>		<b>947</b>	<b>-194</b>	<b>-197</b>	<b>728</b>	<b>2.229</b>	<b>765</b>	<b>751</b>	<b>1.670</b>

\* \* \*

*The manager responsible for financial reporting, Alberto 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.*

*In addition to the conventional financial indicators required by IFRS contained in this press release, certain alternative performance indicators have been included (e.g., EBITDA) in order to permit a better appraisal of the Company's results and financial position. These indicators have been calculated in accordance with the usual market practices.*

*The Group's net debt, as defined in the European Securities and Market Authority – ESMA Recommendation of 20 March 2013 (which does not entail the deduction of non-current financial assets from debt), amounts to €8,893m as at 31 December 2020 (net debt of €8,740m as at 31 December 2019).*

*The reclassified income statements and statements of financial position, the statements of comprehensive income and the statements of cash flows of the Autostrade per l'Italia Group and Autostrade per l'Italia SpA as at and for the year ended 31 December 2020 are attached hereinafter.*

*It should be noted that, to date, the audit of Autostrade per l'Italia's separate and consolidated financial statements for the year ended 31 December 2020 has yet to be completed.*

## RECLASSIFIED CONSOLIDATED INCOME STATEMENT

€m	2020	2019	Increase/(Decrease)	
			Absolute	%
Toll revenue	2.791	3.690	-899	-24
Other operating income	239	393	-154	-39
<b>Total operating revenue</b>	<b>3.030</b>	<b>4.083</b>	<b>-1.053</b>	<b>-26</b>
Cost of materials and external services	-1.165	-897	-268	30
Concession fees	-362	-473	111	-23
Net staff costs	-471	-500	29	-6
Operating change in provisions	-403	-1.503	1.100	-73
<b>Total net operating costs</b>	<b>-2.401</b>	<b>-3.373</b>	<b>972</b>	<b>-29</b>
<b>Gross operating profit (EBITDA)</b>	<b>629</b>	<b>710</b>	<b>-81</b>	<b>-11</b>
Amortisation, depreciation, impairment losses, reversals of impairment losses and provisions for renewal work	-672	-653	-19	3
<b>Operating profit/(loss) (EBIT)</b>	<b>-43</b>	<b>57</b>	<b>-100</b>	<b>n/s</b>
Financial expenses from the discounting of provisions for construction services required by contract and other provisions	-18	-32	14	-44
Other financial income/(expenses), net	-479	-434	-45	10
Capitalised financial expenses on intangible assets deriving from concession rights	10	9	1	11
Share of profit/(loss) of investees accounted for using the equity method	-8	-3	-5	n/s
<b>Profit/(Loss) before tax from continuing operations</b>	<b>-538</b>	<b>-403</b>	<b>-135</b>	<b>33</b>
Income tax benefit/(expense)	128	135	-7	-5
<b>Profit/(Loss) from continuing operations</b>	<b>-410</b>	<b>-268</b>	<b>-142</b>	<b>53</b>
Profit/(Loss) from discontinued operations	1	-	1	n/s
<b>Profit/(Loss) for the year</b>	<b>-409</b>	<b>-268</b>	<b>-141</b>	<b>53</b>
(Profit)/Loss attributable to non-controlling interests	-2	14	-16	n/s
<b>(Profit)/Loss attributable to owners of the parent</b>	<b>-407</b>	<b>-282</b>	<b>-125</b>	<b>44</b>

	2020	2019	Increase/(Decrease)
<b>Basic earnings/(loss) per share attributable to the owners of the parent (€)</b>	<b>-0,66</b>	<b>-0,45</b>	<b>-0,21</b>
<i>of which:</i>			
- from continuing operations	-0,66	-0,45	-0,21
- from discontinued operations	-	-	-
<b>Diluted earnings/(loss) per share attributable to the owners of the parent (€)</b>	<b>-0,66</b>	<b>-0,45</b>	<b>-0,21</b>
<i>of which:</i>			
- from continuing operations	-0,66	-0,45	-0,21
- from discontinued operations	-	-	-

## CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

€m		2020	2019
Profit/(Loss) for the year	(A)	-409	-268
Fair value gains/(losses) on cash flow hedges		-	-86
Tax effect of fair value gains/(losses) on cash flow hedges		-	10
Other comprehensive income of investments accounted for using the equity method		-	-1
Other comprehensive income/(loss) reclassifiable to profit or loss for the year	(B)	-	-77
Other comprehensive income/(loss) not reclassifiable to profit or loss for the year	(C)	-2	-3
Reclassifications of other components of comprehensive income to profit or loss for the year	(D)	27	44
Total other comprehensive income/(loss) for the year	(E=B+C+D)	25	-36
of which attributable to discontinued operations		-	-
Comprehensive income/(loss) for the year	(A+E)	-384	-304
Of which attributable to owners of the parent		-382	-318
Of which attributable to non-controlling interests		-2	14

# RECLASSIFIED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

€m	31 December 2020	31 December 2019	Increase/ (Decrease)
<b>Non-current non-financial assets</b>			
Property, plant and equipment	88	88	-
Intangible assets	17.432	17.727	-295
Investments	73	82	-9
Deferred tax assets	131	111	20
<b>Total non-current non-financial assets (A)</b>	<b>17.724</b>	<b>18.008</b>	<b>-284</b>
<b>Working capital</b>			
Trading assets	545	559	-14
Current tax assets	63	48	15
Other current assets	161	134	27
operations	6	4	2
by contract	-732	-449	-283
Current provisions	-2.525	-2.259	-266
Trading liabilities	-1.320	-1.360	40
Current tax liabilities	-3	-45	42
Other current liabilities	-287	-324	37
<b>Total working capital (B)</b>	<b>-4.092</b>	<b>-3.692</b>	<b>-400</b>
<b>Gross invested capital (C=A+B)</b>	<b>13.632</b>	<b>14.316</b>	<b>-684</b>
<b>Non-current non-financial liabilities</b>			
required by contract	-1.808	-2.312	504
Non-current provisions	-1.365	-1.222	-143
Deferred tax liabilities	-37	-141	104
Other non-current liabilities	-23	-29	6
<b>Total non-current non-financial liabilities (D)</b>	<b>-3.233</b>	<b>-3.704</b>	<b>471</b>
<b>NET INVESTED CAPITAL (E=C+D)</b>	<b>10.399</b>	<b>10.612</b>	<b>-213</b>
<b>Equity</b>			
Equity attributable to owners of the parent	1.488	1.864	-376
Equity attributable to non-controlling interests	354	356	-2
<b>Total equity (F)</b>	<b>1.842</b>	<b>2.220</b>	<b>-378</b>
<b>Net debt</b>			
<b>Non-current net debt</b>			
<b>Non-current financial liabilities</b>	<b>7.706</b>	<b>9.682</b>	<b>-1.976</b>
Bond issues	7.124	7.025	99
Medium/long-term borrowings	187	2.166	-1.979
Non-current derivative liabilities	393	491	-98
Other non-current financial liabilities	2	-	2
<b>Non-current financial assets</b>	<b>-336</b>	<b>-348</b>	<b>12</b>
Non-current financial assets deriving from government grants	-159	-165	6
Non-current term deposits	-155	-161	6
Other non-current financial assets	-22	-22	-
<b>Total non-current net debt (G)</b>	<b>7.370</b>	<b>9.334</b>	<b>-1.964</b>
<b>Current net debt/(funds)</b>			
<b>Current financial liabilities</b>	<b>3.631</b>	<b>1.168</b>	<b>2.463</b>
Short-term borrowings	249	245	4
Current derivative liabilities	-	1	-1
Intercompany current account payables due to related parties	-	28	-28
Current portion of medium/long-term financial liabilities	3.350	863	2.487
Other current financial liabilities	32	31	1
<b>Cash and cash equivalents</b>	<b>-1.954</b>	<b>-1.619</b>	<b>-335</b>
Cash in hand	-1.424	-954	-470
Cash equivalents	-15	-5	-10
parties	-515	-660	145
<b>Current financial assets</b>	<b>-490</b>	<b>-491</b>	<b>1</b>
Current financial assets deriving from concession rights	-411	-410	-1
Current financial assets deriving from government grants	-20	-25	5
Current term deposits	-19	-25	6
Current portion of medium/long-term financial assets	-22	-23	1
Other current financial assets	-18	-8	-10
<b>Total current net debt/(funds) (H)</b>	<b>1.187</b>	<b>-942</b>	<b>2.129</b>
<b>Total net debt (I=G+H)</b>	<b>8.557</b>	<b>8.392</b>	<b>165</b>
<b>NET DEBT AND EQUITY (L=F+I)</b>	<b>10.399</b>	<b>10.612</b>	<b>-213</b>

## CONSOLIDATED STATEMENT OF CASH FLOWS

€m	2020	2019
<b>CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES</b>		
Profit/(Loss) for the year	-409	-268
Adjusted by:		
Amortisation and depreciation	654	634
Operating change in provisions, excluding uses of provisions for renewal of motorway infrastructure	395	1.442
Financial expenses from discounting of provisions for construction services required by contract and other provisions	18	32
Share of (profit)/loss of investees accounted for using the equity method	8	3
Impairment losses/(Reversal of impairment losses) and adjustments of current and non-current assets	3	7
Net change in deferred tax (assets)/liabilities through profit or loss	-133	-437
Other non-cash costs (income)	-19	23
Change in working capital and other changes	-165	-61
<b>Net cash generated from operating activities [a]</b>	<b>352</b>	<b>1.375</b>
<b>CASH FLOWS FROM (USED IN) INVESTING ACTIVITIES</b>		
Investment in assets held under concession	-516	-517
Purchases of property, plant and equipment	-21	-20
Purchases of other intangible assets	-36	-22
Government grants related to assets held under concession	-	2
Increase in financial assets deriving from concession rights (related to capital expenditure)	1	1
Purchases of investments	-	-3
Proceeds from sales of property, plant and equipment, intangible assets and unconsolidated investments	1	1
Net change in current and non-current financial assets	15	54
<b>Net cash generated from/(used in) investing activities [b]</b>	<b>-556</b>	<b>-504</b>
<b>CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES</b>		
Dividends paid	-	-323
Increase in lease liabilities	4	4
Redemption of bonds	-502	-593
Repayments of medium/long term borrowings (excluding finance lease liabilities)	-144	-129
Repayments of lease liabilities	-3	-3
Net change in other current and non-current financial liabilities	-9	-20
<b>Net cash generated from/(used in) financing activities [c]</b>	<b>567</b>	<b>-1.064</b>
<b>Increase/(Decrease) in net cash and cash equivalents for the year [a+b+c]</b>	<b>363</b>	<b>-193</b>
<b>NET CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR</b>	<b>1.591</b>	<b>1.784</b>
<b>NET CASH AND CASH EQUIVALENTS AT END OF YEAR</b>	<b>1.954</b>	<b>1.591</b>

#### ADDITIONAL INFORMATION ON THE CONSOLIDATED STATEMENT OF CASH FLOWS

€m	2020	2019
Income taxes paid	60	308
Interest and other financial income collected	46	45
Interest expense and other financial expenses paid	494	450
Dividends received	-	-

#### RECONCILIATION OF NET CASH AND CASH EQUIVALENTS

€m	2020	2019
<b>NET CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR</b>	<b>1.591</b>	<b>1.784</b>
Cash and cash equivalents	1.619	1.791
Intercompany current account payables due to related parties	-28	-7
<b>NET CASH AND CASH EQUIVALENTS AT END OF YEAR</b>	<b>1.954</b>	<b>1.591</b>
Cash and cash equivalents	1.954	1.619
Intercompany current account payables due to related parties	-	-28

## RECLASSIFIED INCOME STATEMENT OF AUTOSTRADE PER L'ITALIA SpA

€m	2020	2019	Increase/(Decrease)	
			Absolute	%
Toll revenue	2.569	3.404	-835	-25
Other operating income	177	316	-139	-44
<b>Total operating revenue</b>	<b>2.746</b>	<b>3.720</b>	<b>-974</b>	<b>-26</b>
Cost of materials and external services	-1.097	-822	-275	33
Concession fees	-345	-450	105	-23
Net staff costs	-362	-383	21	-5
Operating change in provisions	-399	-1.505	1.106	-73
<b>Total net operating costs</b>	<b>-2.203</b>	<b>-3.160</b>	<b>957</b>	<b>-30</b>
<b>Gross operating profit (EBITDA)</b>	<b>543</b>	<b>560</b>	<b>-17</b>	<b>-3</b>
Amortisation, depreciation, impairment losses, reversals of impairment losses and other adjustments	-604	-593	-11	2
<b>Operating profit/(loss) (EBIT)</b>	<b>-61</b>	<b>-33</b>	<b>-28</b>	<b>85</b>
Dividends received from investees	-	22	-22	n/s
Reversals of impairment losses/(Impairment losses) on investments	-	-2	2	n/s
Financial expenses from discounting of provisions for construction services required by contract and other provisions	-15	-29	14	-48
Other financial income/(expenses), net	-460	-412	-48	12
Capitalised financial expenses on intangible assets deriving from concession rights	9	8	1	13
<b>Profit/(Loss) before tax from continuing operations</b>	<b>-527</b>	<b>-446</b>	<b>-81</b>	<b>18</b>
Income tax benefit/(expense)	129	155	-26	-17
<b>Profit/(Loss) from continuing operations</b>	<b>-398</b>	<b>-291</b>	<b>-107</b>	<b>37</b>
<b>Profit/(Loss) for the year</b>	<b>-398</b>	<b>-291</b>	<b>-107</b>	<b>37</b>

(€)	2020	2019	Increase/(Decrease)
<b>Basic earnings/(loss) per share</b>	<b>-0,64</b>	<b>-0,47</b>	<b>-0,17</b>
of which:			
- from continuing operations	-0,64	-0,47	-0,17
<b>Diluted earnings/(loss) per share</b>	<b>-0,64</b>	<b>-0,47</b>	<b>-0,17</b>
of which:			
- from continuing operations	-0,64	-0,47	-0,17

## STATEMENT OF COMPREHENSIVE INCOME OF AUTOSTRADE L'ITALIA SpA

€m		2020	2019
<b>Profit/(Loss) for the year</b>	<b>(A)</b>	<b>-398</b>	<b>-291</b>
Fair value gains/(losses) on cash flow hedges		-	-86
Tax effect of fair value gains/(losses) on cash flow hedges		-	10
<b>Other comprehensive income/(loss) reclassifiable to profit or loss for the year</b>	<b>(B)</b>	<b>-</b>	<b>-76</b>
Gains/(losses) from actuarial valuations of provisions for employee benefits		-2	-3
<b>Other comprehensive income/(loss) not reclassifiable to profit or loss for the year</b>	<b>(C)</b>	<b>-2</b>	<b>-3</b>
Other reclassifications of the cash flow hedge reserve		35	44
Tax effect of other reclassifications to the cash flow hedge reserve		-8	-
<b>Reclassifications of other components of comprehensive income to profit or loss for the year</b>	<b>(D)</b>	<b>27</b>	<b>44</b>
<b>Total other comprehensive income/(loss) for the year</b>	<b>(E=B+C+D)</b>	<b>25</b>	<b>-35</b>
<b>Comprehensive income/(loss) for the year</b>	<b>(A+E)</b>	<b>-373</b>	<b>-326</b>

# RECLASSIFIED STATEMENT OF FINANCIAL POSITION OF AUTOSTRADE PER L'ITALIA SpA

€m	31 December 2020	31 December 2019	INCREASE/ (DECREASE)
<b>Non-current non-financial assets</b>			
Property, plant and equipment	79	82	-3
Intangible assets	16.569	16.824	-255
Investments	247	243	4
<b>Total non-current non-financial assets (A)</b>	<b>16.895</b>	<b>17.149</b>	<b>-254</b>
<b>Working capital</b>			
Trading assets	473	514	-41
Current tax assets	53	40	13
Other current assets	128	110	18
Investments held for sale or for distribution to shareholders or related to discontinued operations	6	4	2
Current portion of provisions for construction services required by contract	-732	-450	-282
Current provisions	-2.490	-2.238	-252
Trading liabilities	-1.293	-1.336	43
Current tax liabilities	-	-36	36
Other current liabilities	-157	-205	48
<b>Total working capital (B)</b>	<b>-4.012</b>	<b>-3.597</b>	<b>-415</b>
<b>Gross invested capital (C=A+B)</b>	<b>12.883</b>	<b>13.552</b>	<b>-669</b>
<b>Non-current non-financial liabilities</b>			
Non-current portion of provisions for construction services required by contract	-1.808	-2.312	504
Non-current provisions	-1.081	-955	-126
Deferred tax liabilities, net	-17	-133	116
Other non-current liabilities	-23	-29	6
<b>Total non-current non-financial liabilities (D)</b>	<b>-2.929</b>	<b>-3.429</b>	<b>500</b>
<b>NET INVESTED CAPITAL (E=C+D)</b>	<b>9.954</b>	<b>10.123</b>	<b>-169</b>
<b>Equity</b>			
Issued capital	622	622	-
Reserves and retained earnings	871	1.132	-261
Profit/(Loss) for the year after payment of interim dividend	-398	-291	-107
<b>Total equity (F)</b>	<b>1.095</b>	<b>1.463</b>	<b>-368</b>
<b>Net debt</b>			
<b>Non-current net debt</b>			
<b>Non-current financial liabilities</b>	<b>7.679</b>	<b>9.659</b>	<b>-1.980</b>
Bond issues	7.124	7.025	99
Medium/long-term borrowings	162	2.143	-1.981
Non-current derivative liabilities	393	491	-98
<b>Non-current financial assets</b>	<b>-562</b>	<b>-577</b>	<b>15</b>
Non-current financial assets deriving from government grants	-154	-161	7
Non-current term deposits	-154	-161	7
Other non-current financial assets	-254	-255	1
<b>Total non-current net debt (G)</b>	<b>7.117</b>	<b>9.082</b>	<b>-1.965</b>
<b>Current net debt/(funds)</b>			
<b>Current financial liabilities</b>	<b>3.410</b>	<b>1.040</b>	<b>2.370</b>
Short-term borrowings	5	-	5
Intercompany current account payables due to related parties	27	85	-58
Current portion of medium/long-term borrowings	3.346	860	2.486
Other current financial liabilities	32	95	-63
<b>Cash and cash equivalents</b>	<b>-1.602</b>	<b>-1.379</b>	<b>-223</b>
Cash in hand	-1.084	-716	-368
Intercompany current account receivables due from related parties	-518	-663	145
<b>Current financial assets</b>	<b>-66</b>	<b>-83</b>	<b>17</b>
Current financial assets deriving from government grants	-20	-25	5
Current term deposits	-20	-25	5
Current portion of other medium/long-term financial assets	-25	-31	6
Other current financial assets	-1	-2	1
<b>Total current net debt/(net funds) (H)</b>	<b>1.742</b>	<b>-422</b>	<b>2.164</b>
<b>Total net debt/(net funds) (I=G+H)</b>	<b>8.859</b>	<b>8.660</b>	<b>199</b>
<b>NET DEBT AND EQUITY (L=F+I)</b>	<b>9.954</b>	<b>10.123</b>	<b>-169</b>

## STATEMENT OF CASH FLOWS OF AUTOSTRADE PER L'ITALIA SpA

€m	2020	2019
<b>CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES</b>		
Profit/(Loss) for the year	<b>-398</b>	<b>-291</b>
Adjusted by:		
Amortisation and depreciation	603	586
Operating change in provisions, including direct uses of provisions for risks and charges	378	1.434
Financial expenses from discounting of provisions for construction services required by contract	15	29
(Reversals of impairment losses)/Impairment losses on investments	-	2
Impairment losses/(Reversals of impairment losses) on current and non-current assets	1	7
Net change in deferred tax (assets)/liabilities through profit or loss	-124	-428
Other non-cash costs (income)	-23	22
Change in working capital and other changes	-145	-63
<b>Net cash generated from/(used in) operating activities [a]</b>	<b>307</b>	<b>1.298</b>
<b>CASH FLOWS FROM (USED IN) INVESTING ACTIVITIES</b>		
Investment in assets held under concession	-509	-506
Government grants related to assets held under concession	-	2
Purchases of property, plant and equipment	-20	-19
Purchases of other intangible assets	-31	-18
Purchases of investments	-5	-3
Net change in current and non-current financial assets	35	50
<b>Net cash generated from/(used in) investing activities [b]</b>	<b>-530</b>	<b>-494</b>
<b>CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES</b>		
Dividends paid	-	-311
Issuance of bonds	1.219	-
Increase in lease liabilities	4	4
Redemption of bonds	-502	-593
Repayments of medium/long term borrowings	-140	-125
Repayments of lease liabilities	-3	-3
Net change in other current and non-current financial liabilities	-74	72
<b>Net cash generated from/(used in) financing activities [c]</b>	<b>504</b>	<b>-956</b>
<b>(Decrease)/Increase in net cash and cash equivalents [a+b+c]</b>	<b>281</b>	<b>-152</b>
<b>NET CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR</b>	<b>1.294</b>	<b>1.446</b>
<b>NET CASH AND CASH EQUIVALENTS AT END OF YEAR</b>	<b>1.575</b>	<b>1.294</b>

## ADDITIONAL INFORMATION ON THE STATEMENT OF CASH FLOWS OF AUTOSTRADE PER L'ITALIA SpA

€m	2020	2019
Income taxes paid/(refunded)	44	285
Interest income and other financial income collected	57	63
Interest expense and other financial expenses paid	491	447
Dividends received	-	42

## RECONCILIATION OF NET CASH AND CASH EQUIVALENTS

€m	2020	2019
<u>Net cash and cash equivalents at beginning of year</u>	<b>1.294</b>	<b>1.446</b>
Cash and cash equivalents	1.379	1.494
Intercompany current account payables due to related parties	-85	-49
<u>Net cash and cash equivalents at end of year</u>	<b>1.575</b>	<b>1.294</b>
Cash and cash equivalents	1.602	1.379
Intercompany current account payables due to related parties	-27	-85