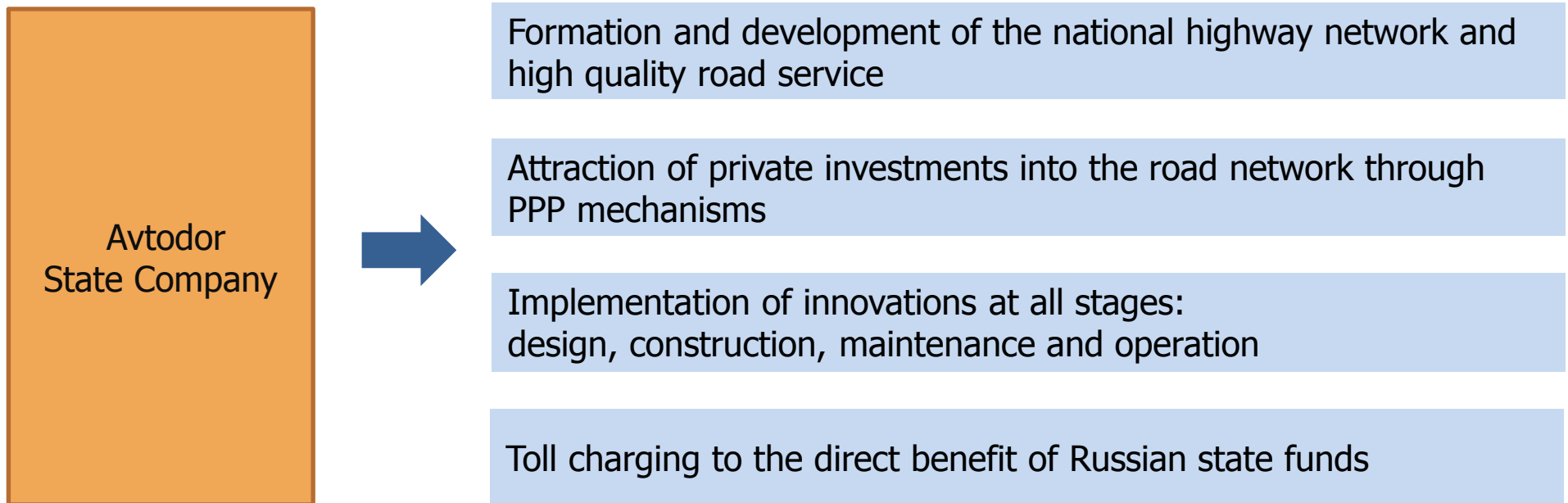

State Company AVTODOR

ASECAP new associate member

Mr. Vladimir Potapov
Toll Collection Department

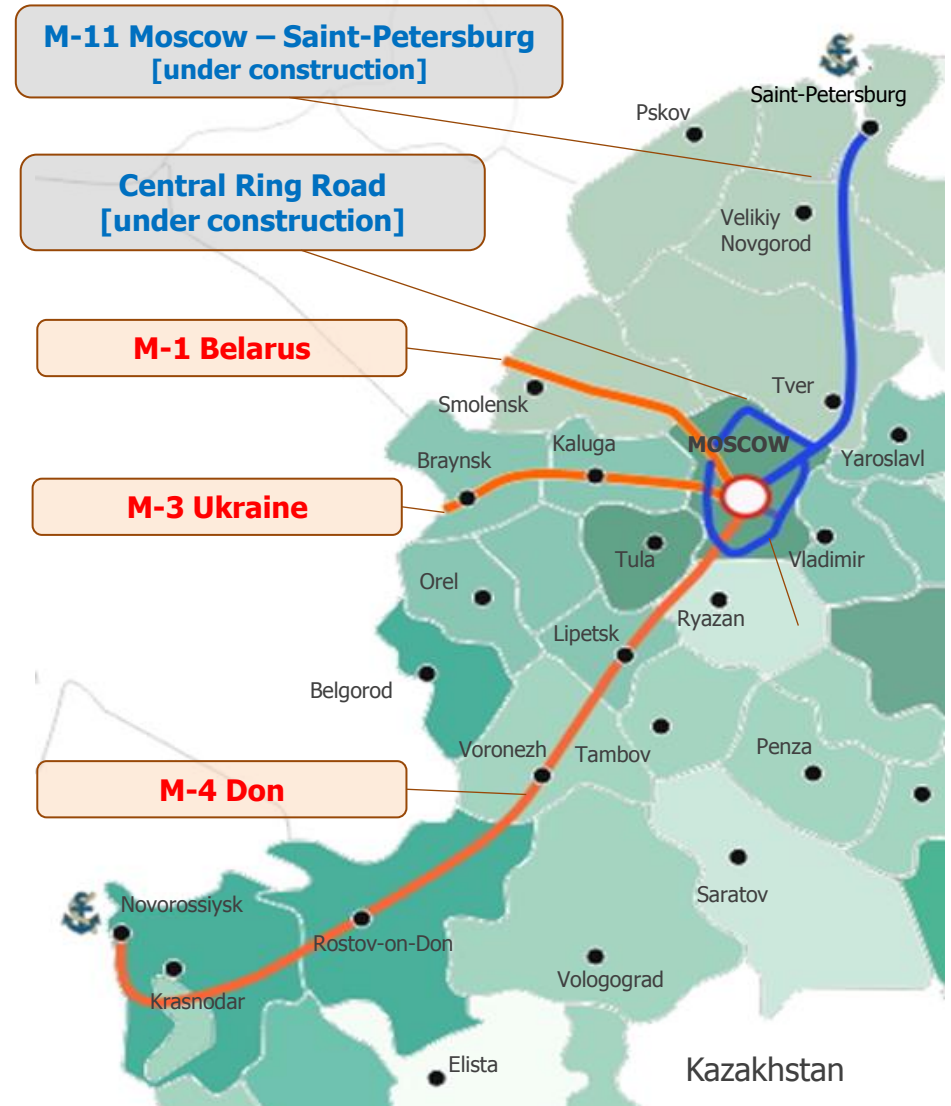
- The general road network in the Russian Federation is managed by the Federal Road Agency (subdivision of the Ministry of Transport)
 - ✓ Federal road network: 50 000 km
 - ✓ Regional road network: 500 000 km
- Avtodor State Company was founded by the Government of the Russian Federation in 2009 as a non-profit organization. Headquarters in Moscow. Employees: 500.
- All physical road works are executed from subcontractors and partners
 - ✓ Highways network: 2 500 km



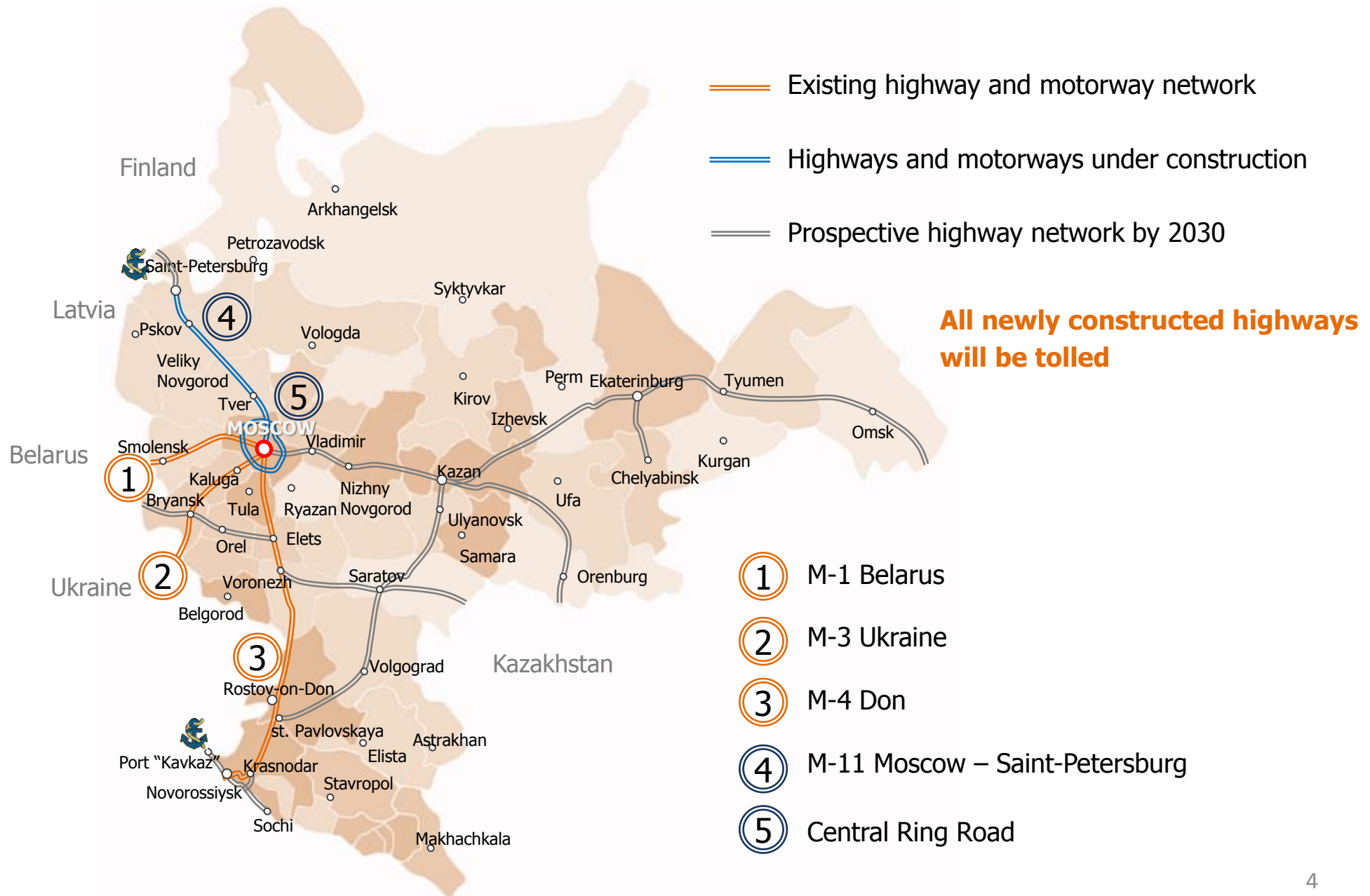
Highway Network

Managed by Avtodor State Company

№	Highway	Length
1	M-1 Belarus Federal Highway	457 km
2	M-3 Ukraine Federal Highway	517 km
3	M-4 Don Federal Highway	1 522 km
4	M-11 Moscow – Saint-Petersburg Highway	669 km
5	Central Ring Road (Moscow region)	521 km



Perspective Highway Network by 2030: 12 000 km



MOSTOTREST

M-4 Don
225.6 – 633 km

O&M contract to maintain, repair and operate the tollway for the period of 2011 – 2021 with the amount of investments:

EUR 160 mln

Operator:
LLC "United Toll Systems"

12.2011

MOSTOTREST

M-11 Moscow-St.Petersburg
258 – 334 km
(Vyshniy Volochek bypass)

Long-term investment agreement to construct, reconstruct, repair and operate the tollway (availability payments model) for the period of 2012 – 2033 with total amount of

EUR 1.25bln

12.2011

GAZPROMBANK **VNESHECONOMBANK**

Avtodor Corporate Bond Issue

EUR 70 mln - pilot corporate bond issue.
In 2012 Avtodor bonds included in the Central Bank of Russia mortgage list

12.2011

GAP **THE INTERNATIONAL BANK OF AZERBAIJAN**

M-4 Don
633 – 715 km
(Losevo and Pavlovsk bypass)

Investment contract preproject stage

EUR 20 mln

11.2011

SZKK **NWCC** **SBERBANK** **VNESHECONOMBANK**

M-11 Moscow-St.Petersburg
15 – 58 km

Concession contract to finance, construct and operate the tollway for the period of 2009 – 2040 with total amount of

EUR 1.62 bln

Investors
LLC SZKK: Vinci Group (France), Russian investors

07.2009

ГЛАВНАЯ ДОРОГА

M-1 Belarus
(Odintsovo bypass)

Concession contract to finance, construct and operate the tollway for the period of 2009 – 2039 with total amount of

EUR 580 mln

Investors:
Lider, Gazprombank, FCC Construction S.A., Alpine BauGMBH, Brisa, Stroigazconsulting

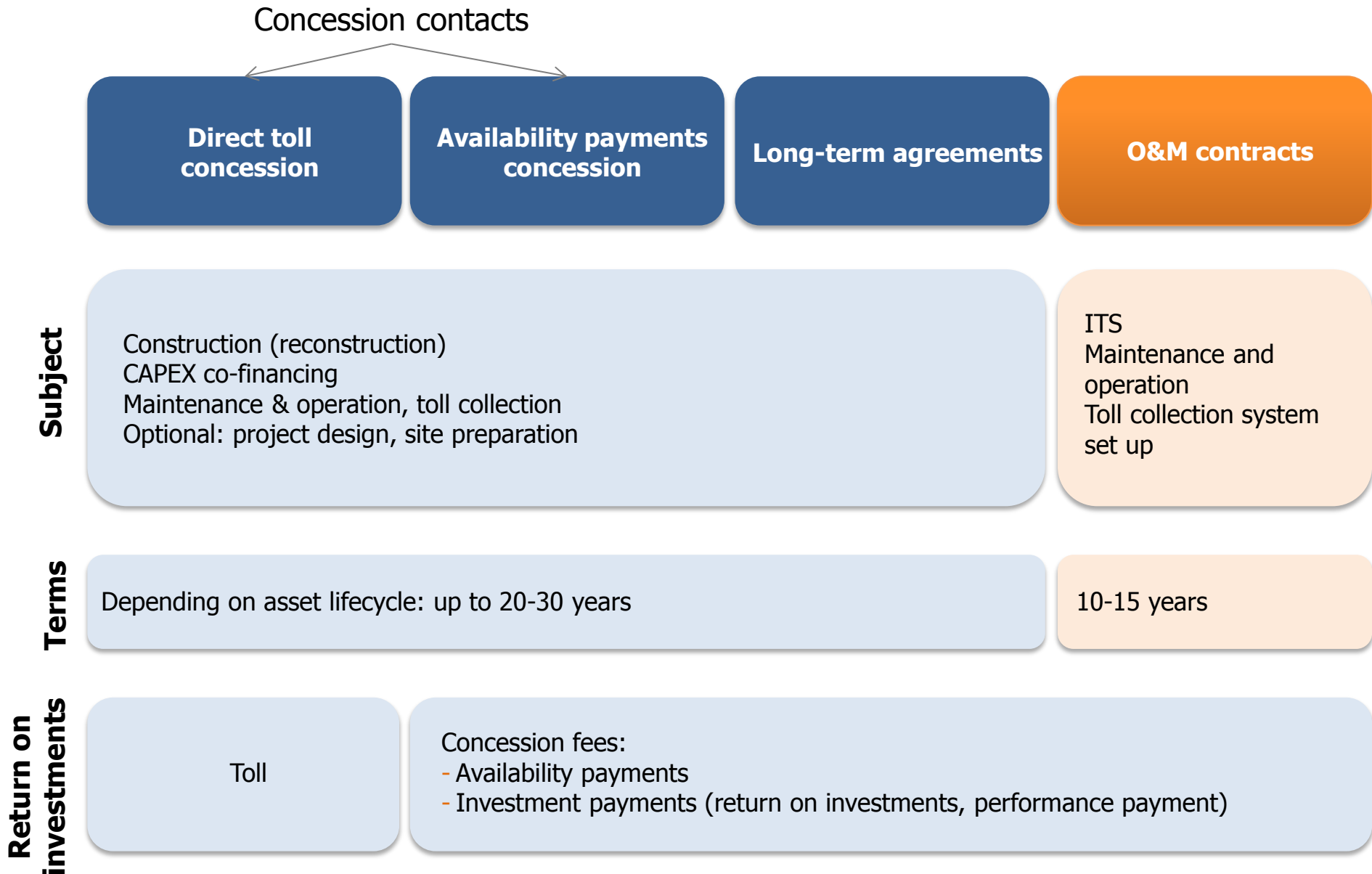
07.2009

Investment Projects Pipeline

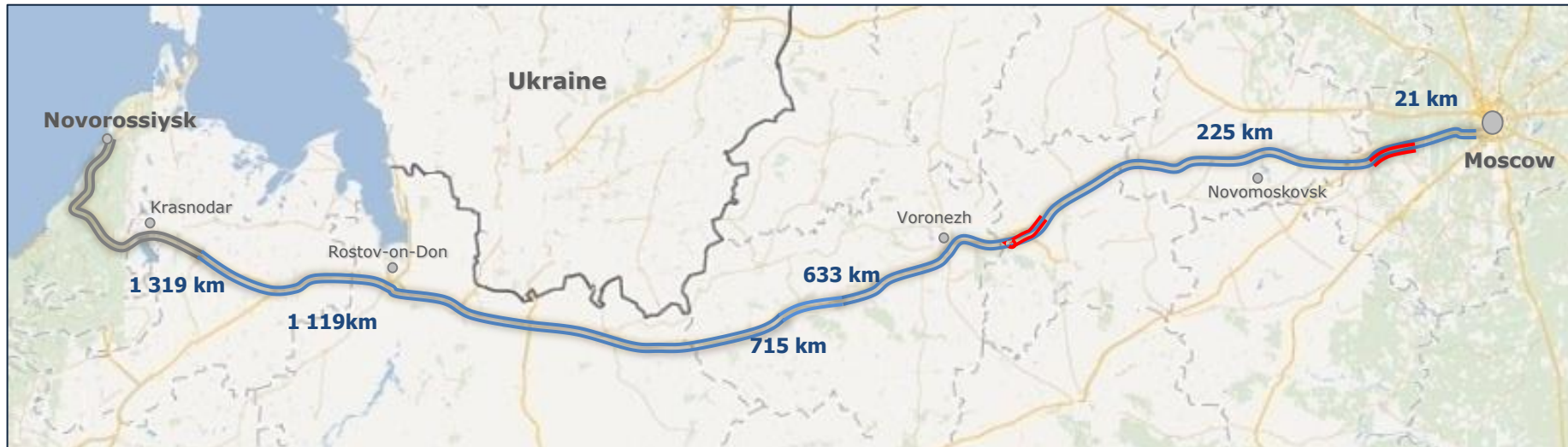
No	Project	Length, toll sections (km)	PPP Model	Tender terms	Construction terms	Investments in total, EUR bln. *	Private capital share
1	M-1 Belarus km 33 – km 456	347,4	Availability payments concession	2013	1 phase: 2013-2018 2 phase: 2019-2025	4.94	35%
2	M-4 Don km 21 – km 225	150.5	O&M contract	2013-2014	2014-2015	0.19	45%
3	M-4 Don km 633 – km 715	84	Availability payments concession	2014-2015	2015-2017	0.83	25%
4	M-4 Don km 1,091 – km 1,319	207.4	O&M contract	2013-2014	2014-2015	0.35	50%
5	Moscow – Saint-Petersburg km 58 – km 149	90.1	Direct toll concession	2013-2014	2015-2017	1.63	40%
6	Moscow – Saint-Petersburg km 543 – km 684	137.2	Availability payments concession	2013-2015	2014-2017	1.69	25%
7	New M-7 Volga exit from Moscow Ring Road (MKAD) (Balashikha and Noginsk bypass)	69	Direct toll concession		To be adjusted	1.21	50%
8	Central Ring Road (section 3)	105.3	Availability payments concession		To be adjusted	1.83	35%
9	Central Ring Road (section 4)	96.5	Availability payments concession	2015-2017	2017-2020	1.73	35%
10	Central Ring Road (section 1)	74.5	Availability payments concession	2015-2017	2017-2020	1.88	35%

*2011, incl. VAT, ex rate EUR / RUB = 40.79

Implementation Of PPP Mechanisms



Length of tolled network: 75,1 km (Federal Highway M-4 "Don")



 - toll sections  - Federal Highway M-4 "Don"

■ Segment km 414 – km 464

section length: 52,4 km,
toll operation launched: December, 2010

■ Segment km 48 – km 71

section length: 22,7 km
toll operation launched: October, 2012

Results of toll operation, year 2012:

- High traffic density (more than 20% growth per year)
- Average daily traffic: 25 000 vehicles
- Toll collected: 19 mln EUR

Additional 180 km are to be put in toll operation in year 2013

Features:

- Toll-plazas
- ITS
- Roadside infrastructure
- Road safety measures (central reserve)
- Maximum speed: 110 km/h

Methods of Payment:





- Cash
- Credit cards (long time transaction)
- OBU, DSRC Technology (reserved lanes)
- Smart-cards, RFID Technology



Evolution of toll network:

Term	2010 - 2011	2012	2013	2014	2015
Km in toll operation	52,4	75,1	255,5	405,3	812,5

Vehicle Classification And Tariffs

Category	Height meters	Number of axles	Types of vehicles
I	2	2+	Light vehicles with overall height under 2 meters, motorcycles 
II	2-2,6	2+	Intermediate vehicles with height from 2 to 2,6 meters, vans 
III	2,6+	2	Commercial vehicles, buses 
IV	2,6+	3+	Commercial vehicles, buses and trains with overall height over 2,6 meters 

Tariffs

Sections managed by the State Company:

- Base rate of 1 RUB (0.03EUR) per 1 km for reconstructed sections annually adjusted by inflation
- Base rate of 1,5 RUB (0.04EUR) per 1 km for newly constructed sections annually adjusted by inflation

Sections to be managed by concessionaires:

- The toll rates should allow concessionaires return of investment
- Maximum rate per 1 km is limited by the Government to 6,25 RUB (0,16 EUR)

- ✓ Long-term PPP contracts (with international partnership)
- ✓ Reconstruction and improvement of the existing highway network
- ✓ Definition of operating standards and requirements
- ✓ Electronic means of toll payment implemented
- ✓ Decrease of impact of tolling on congestion and traffic flow
- ✓ Public acceptance of tolling due to fair usage charging and improved quality of roads



National highway network:

- Construction of new highways
- Development of road infrastructure



Competitive toll-operators market:

- Invitation of international operators and investors
- Establishment of the National Association of Operators (umbrella organisation)



ITS and innovations

- Establishment of traffic management center for all Avtodor highways
- Construction of testing area for toll hardware and software



Interoperability

- Establishment of central billing and clearing center (front office and back office)
- Implementation of unified communicational, technical and operational standards



Road Safety and Environmental Programmes

- Lower impact on the environment
- Decrease of fatalities and traffic accidents on roads

RUSSIAN HIGHWAYS

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