

# **Citi Building & Construction Conference**

London – 19 & 20 November 2009

G. Christopher Welton

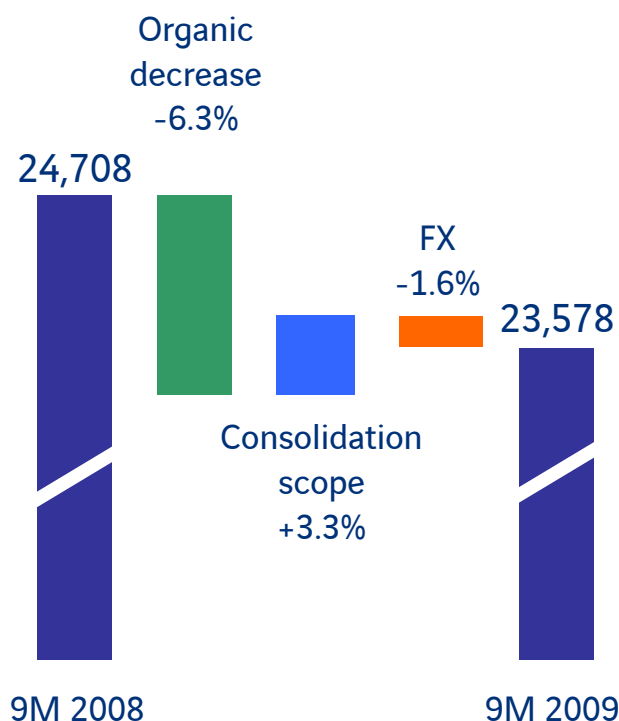
Senior Vice President of Investor Relations

## **Nine-Month 2009 Revenue and Highlights**

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#### Appendixes

Revenue\*: -4.6%

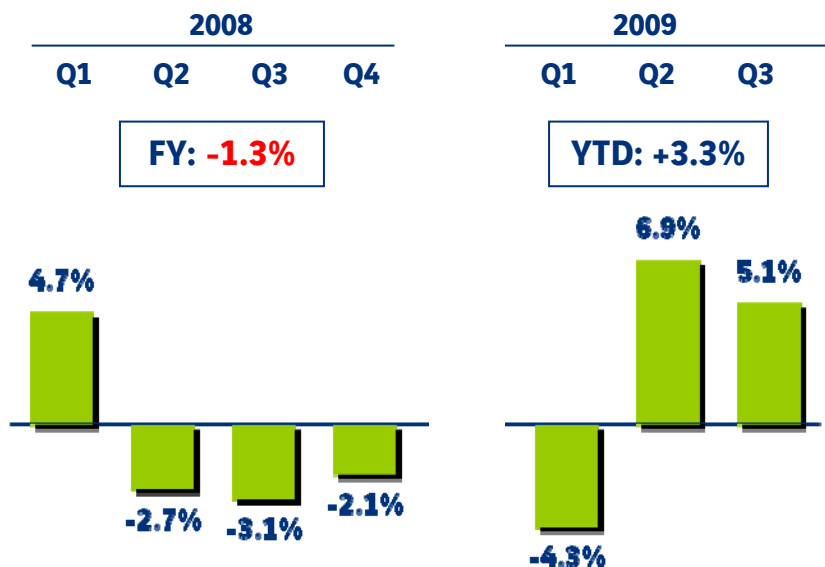


€ in millions	30-9-08	30-9-09	Δ 09/08 actual	Δ 09/08 comparable
VINCI Autoroutes	3,077	3,159	+2.6%	+2.6%
VINCI Park & misc.	600	601	+0.2%	+1.6%
<b>Concessions</b>	<b>3,677</b>	<b>3,760</b>	<b>+2.3%</b>	<b>+2.5%</b>
VINCI Energies	3,355	3,170	-5.5%	-6.2%
Eurovia	6,013	5,836	-2.9%	-5.4%
VINCI Construction	11,535	10,835	-6.1%	-8.4%
<b>Contracting</b>	<b>20,903</b>	<b>19,842</b>	<b>-5.1%</b>	<b>-7.2%</b>
VINCI Immobilier	393	355	-9.8%	-9.8%
Eliminations	(265)	(378)		
<b>Total revenue</b>	<b>24,708</b>	<b>23,578</b>	<b>-4.6%</b>	<b>-6.3%</b>
France	15,661	14,593	-6.8%	-8.0%
International	9,047	8,985	-0.7%	-3.5%

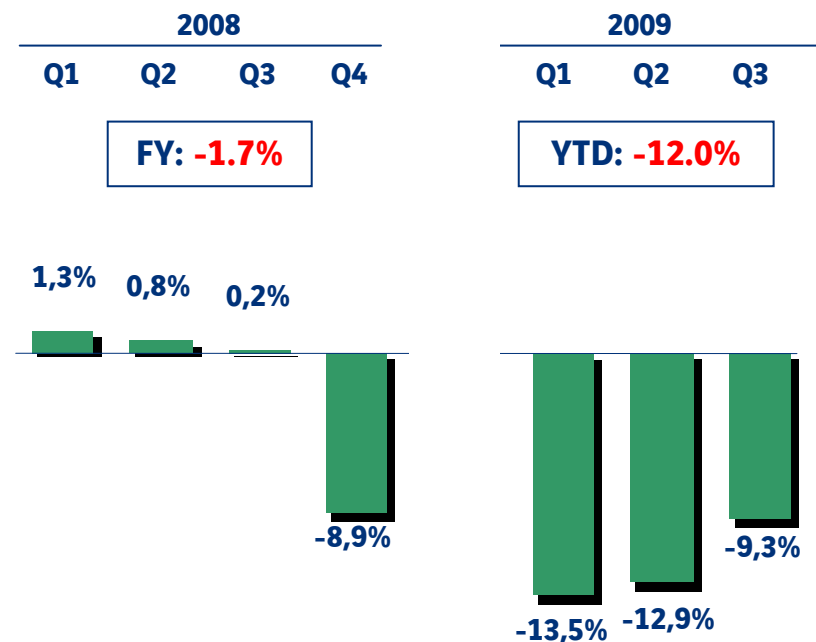
\* Revenue excluding Concession subsidiaries' external construction revenue

- Recovery in light vehicle traffic since April 2009
- Deceleration of HGV traffic decline

Traffic on a stable network: light vehicles



Traffic on a stable network: heavy vehicles



- YTD Sept '09: combined stable network traffic up 1.0%; toll revenue up 2.6%
- 2009 EBITDA margin targets confirmed (ASF/Escota= 67%; Cofiroute= 69%)

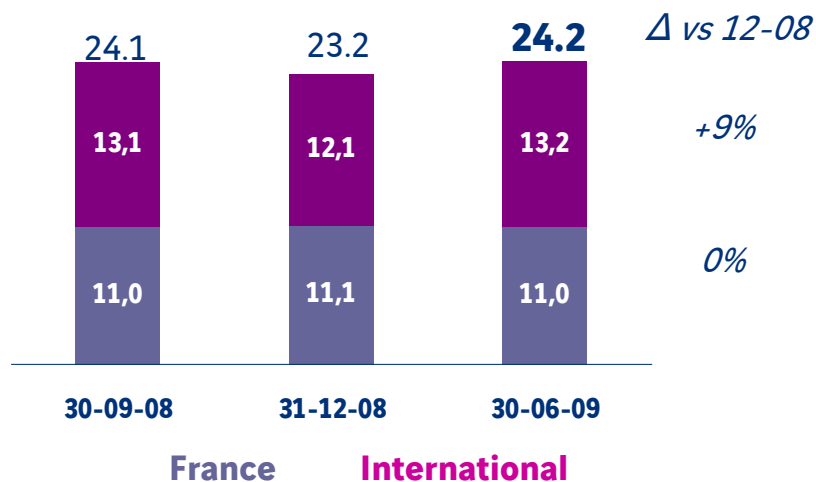
- French Toll Roads: opening of A19 (Arcour) 4 months ahead of schedule on 16 June 2009 and of the first section of A86 Duplex on 1 July 2009
- Car parks: good resilience of revenue (€458 million at 30 September 2009)
  - Organic growth: +3.9% (of which +2.0% in France and +7.9% outside France)
  - External growth: +2.1% (North America)
- New concessions and PPPs : twenty or so infrastructure projects under study in France and the rest of Europe (about €30 billion at 100%)
- Good access to financing
  - Almost €1.4 billion in 10-year and 15-year loans raised by ASF
  - Financial close for 2 new concession / PPP projects: A5 Malsch Offenburg (A-Modell) in Germany and R1 express road in Slovakia (total= €1.4 billion)

- Order book maintained at high level
- Greater proportion of international business (major contracts and specialised activities in particular)
- Operating units responded well and adapted to new market conditions  
→ objective: protect margins

Order book (€ in bn):

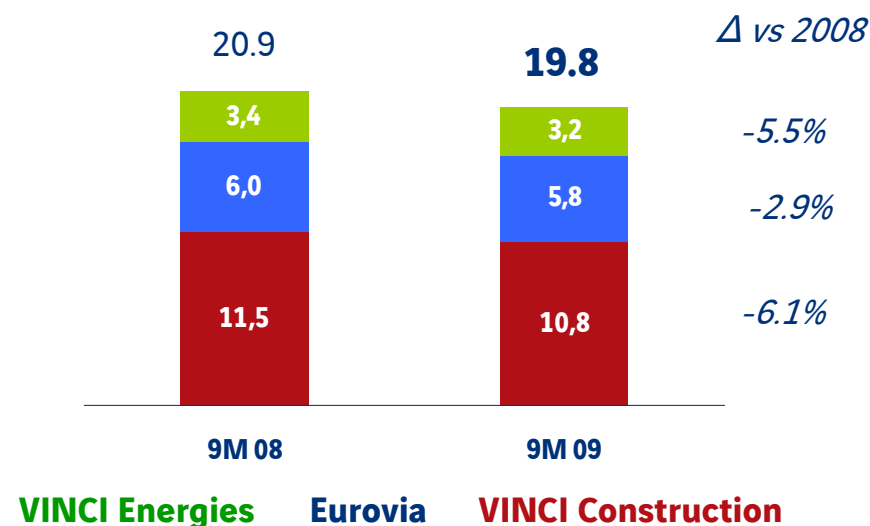
Stable vs 09-08

+4% vs 12-08



Revenue (€ in bn):

-5.1% vs 30 Sept. 08



- Net financial debt as of 30 September 2009 = €14.6 billion  
down €800 million since 31 December 2008 and 1.4 billion since 30 September 2009
- Debt is held mainly in concession assets
- Excluding concession project financing without recourse to VINCI SA, net financial debt reduced €1.4 billion since 30 June 2008

<i>€ in millions</i>	30 June 2008	31 Dec. 2008	30 June 2009	Debt/ Cash flow	<i>Δ09/08</i>
Concessions	(15,368)	(15,523)	(15,458)	5.2x	(90)
ASF and Escota	(10,679)	(10,451)	(10,372)	5.4x	307
Cofiroute	(3,270)	(3,259)	(3,217)	4.2x	53
Arcour	(260)	(507)	(572)	NS	(311)
VINCI Park	(803)	(853)	(844)	4.1x	41
Other infrastructure	(356)	(453)	(453)	5.8x	(97)
Contracting	1,962	2,995	1,909	NS	(53)
Holding companies and misc.	(3,291)	(2,843)	(2,152)		1,139
Net financial debt	(16,697)	(15,371)	(15,701)	3.2x	996

- Appropriate early action to meet future refinancing needs
  - ASF: almost €1.4 billion in new 10-year financing raised in 2009
  - Repayment of VINCI 2002 bond (€1 billion) in July 2009
  - No significant debt repayments before 2012 (€1.1 billion in 2010; €0.9 billion in 2011)
- Liquidity held at high level
  - Over €12 billion available at 30 September 2009 (€7.2 billion in unused confirmed credit facilities and €5 billion in net cash managed)
- Prudent management and optimised cost of financing:
  - 79% of long-term debt at fixed or capped rates
  - Average cost of financing long-term debt: 4.13% at 30 June 2009 (4.63% at 31 December 2008)
- VINCI's investment grade credit rating confirmed (BBB+/Baa1)



- Tie up between VINCI and Cegelec to create a major European player in the energy and communication services sector
  - Cegelec revenue contribution : about € 3 billion
  - Earnings-enhancing operation
  - Transaction carried out by an exchange of shares → no material impact on VINCI's debt ratios
- Broader business cooperation between Qatari Diar and VINCI
- Qatari Diar to acquire a stake in VINCI and become its largest shareholder after the employees

Priorities remain unchanged: prudence and responsiveness

## CONCESSIONS

- VINCI Autoroutes France
  - Control operating expenses and investments
  - Dialogue with concession grantor
- New concessions
  - Finalise recently won contracts
  - Continue studies on new projects

## CONTRACTING

- Select new business carefully
- Adapt structures and production resources to anticipated decline in business
- Pay rigorous attention to WCR
- Adjust investments

## FINANCIAL GOALS

- Preserve margins
- Stabilise financial debt
- Plan the next stages of debt refinancing

## 2009

- VINCI Autoroutes France:
  - Slight increase in top line
  - EBITDA margins: ASF/Escota ➡ 67%  
Cofiroute ➡ 69%
- Contracting
  - Top line down 6% to 7%
  - EBIT margin: down 30 to 50 basis points

## **Appendixes**

**First half 2009 highlights & figures by business line**

Consolidated financial statements at 30 June 2009

## Concessions

Transport infrastructure & public facilities

Cash

## Contracting

Construction, roads, energy

### Cycles

- Long

- Short and medium

### Capital intensity

- High

- Low

### Financing methods

- Project company financed with strong leverage effect and without recourse to shareholders

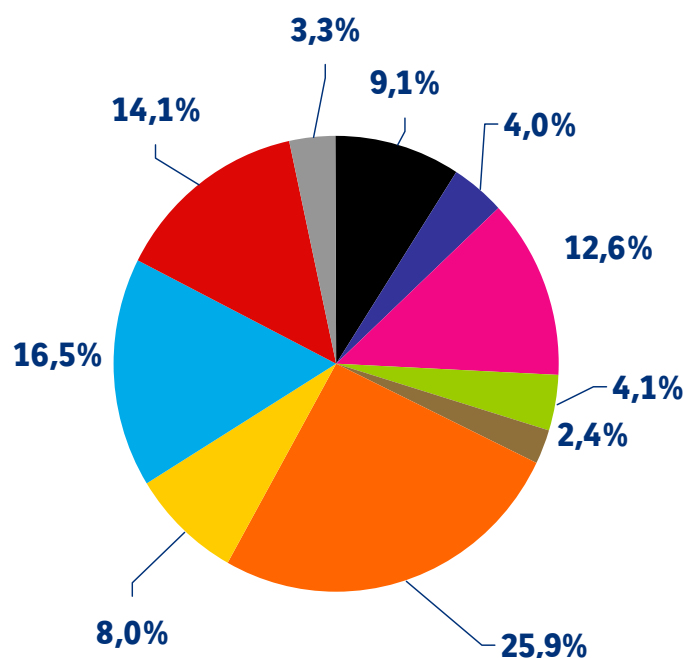
- Operating cash flow structurally positive

### Expertise

- Project financing
- Long-term relationship management with concession grantor
- Service culture vis-à-vis end-customer
- Operations & maintenance

- Ability to design and build complex structures
- Strong local commercial presence
- Partnering capacity

**Complementary business model**

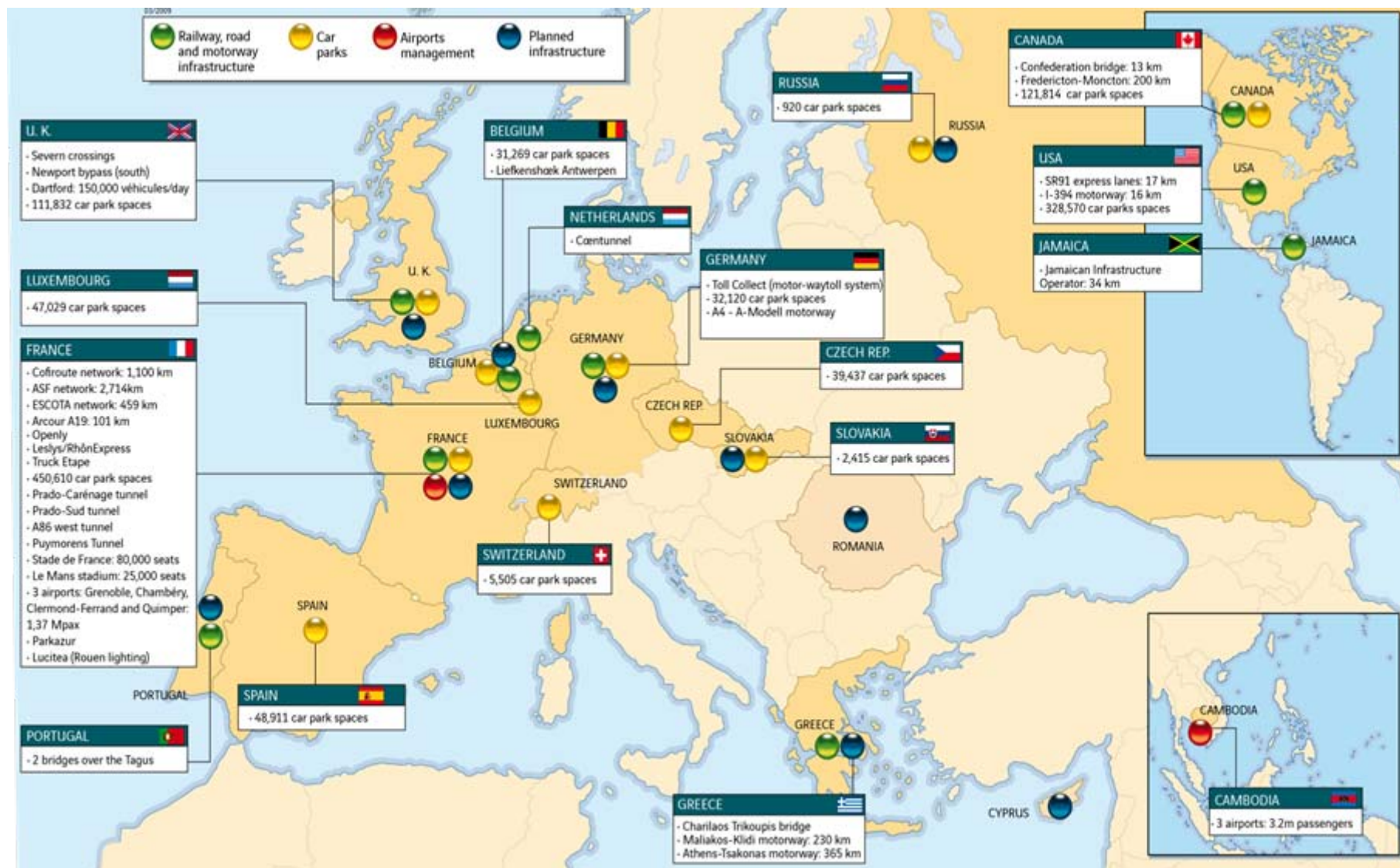


	at 31 Dec. 2008	at 30 June 2009
Employees	8.2%	9.1%
Treasury shares	4.6%	4.0%
Individual shareholders	12.5%	12.6%
Artemis	4.2%	4.1%
Predica	2.4%	2.4%
French institutionals	25.7%	25.9%
UK institutionals	6.9%	8.0%
Other European institutionals	15.6%	16.5%
North American institutionals	16.8%	14.1%
Rest of the world	3.0%	3.3%

- Increased employee shareholding: 93,000 employees are VINCI shareholders (i.e. 55% of the workforce), 85,000 of them in France (92%)
- Over 297,000 individual shareholders (+4% against 31 December 2008)
- The 20 biggest institutional shareholders account for almost 30% of VINCI's share capital
- Ramp-up of sovereign funds (4.4% at 30 June 2009)



# Concessions / PPP: a well diversified portfolio of assets





## ■ Europe's biggest motorway network

	ASF	Escota	Cofiroute	Arcour
Network under concession (km)	2,714	459	1,100	101
No. of km in service	2,633	459	1,100	101
End of concession	2032	2026	2030	2070
No. of km travelled in 2008 (in millions)	27,644	6,513	10,576	Opened in June 2009

## ■ Excellent location for national and international trade and tourism

## ■ Diversified traffic

- Urban network with significant daily traffic in areas of high demographic growth
- Recurring tourist traffic flows
- Natural corridor for long-haul freight (Spain–France–Italy)



- ASF
- Escota
- Cofiroute – intercity network
- A19 – Arcour
- Other networks





# VINCI Autoroutes France: clearly defined contractual framework for toll prices



	ASF	Escota	Cofiroute	Arcour
End of concession	2032	2026	2030	2070
Minimum annual toll increase until end of concession: 70% x CPI				
<u>Contract under way</u>	2007-2011	2007-2011	Under discussion	N/A
• 2009	85% x CPI + 0.825%	85% x CPI + 0.9%	85% x CPI + 0.41%	-
• 2010	ditto	ditto	70% x CPI + 0.41%	80% x CPI + 20% x TP09 + 0.9%
• 2011	ditto	ditto	70% x CPI	ditto
• 2012 to 2017	70% x CPI + 0.625%	70% x CPI	70% x CPI	ditto
• after 2017	70% x CPI	70% x CPI	70% x CPI	(a)
Increases applied on 1 February 2009*				
- Light vehicles	+3.1%	+3.2%	+2.7%	-
- Heavy vehicles	+3.7%	+4.98%	+5.4%	-

(a) 2019 to 2029 = 80% x CPI + 20% x  $\Delta$ TP09 + 0.5%  
after 2029 = 80% x CPI + 20% x  $\Delta$ TP 09

\* Based on CPI (excluding tobacco products) of 2.7% at end-October 2008

# Arcour – A19 (France): illustration of VINCI's business model



- 101 km of motorway between Orleans and Sens via Montargis, forming southern bypass around Paris region
- Respect for sustainable development
- 100% VINCI; operated by Cofiroute
- Key dates
  - Contract signed on 31 March 2005
  - Opened to traffic on 16 June 2009, four months ahead of schedule
  - End of concession: 2070
- Key figures
  - Total value of project: €847 million
    - incl. construction costs: €802 million
  - Estimated traffic (annual average):
    - Initial: about 7,500 vehicles/day
    - Average growth: >3% a year for 15 years
  - Estimated annual revenue in 2015: €55 million



## Project financing

	€ in mns	% of total
Equity	125	15%
Loans and partners' contributions	622	73%
Subsidies	100	12%

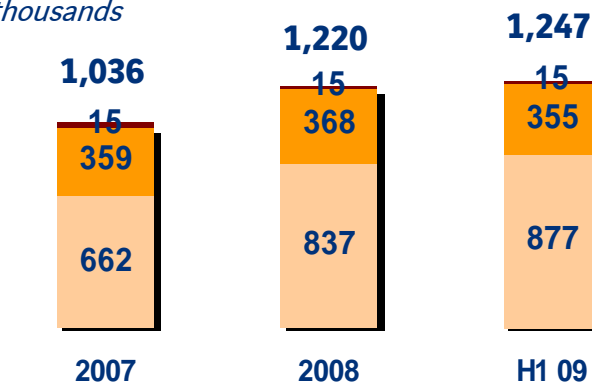


- As of 30 June 2009, VINCI Park was operating over 1.2 million parking spaces in 12 countries
  - 370,000 under concession or freehold (30%) generating 73% of revenue
- In France, 459,000 spaces managed
  - 67% under concession or freehold generating 93% of revenue
- Rest of Europe: 315,000 spaces in 220 car parks
  - 19% under concession or freehold generating 62% of revenue
- North America: 473,000 spaces in 1,400 car parks
  - Mainly service contracts
  - Good growth momentum: 22,000 new spaces won during first half (Chicago, New York Transportation Authority)

€ in millions	H1 2008	H1 2009	Δ09/08
Revenue	303	322	+6.2%
- France	201	206	+2.2%
- International	102	116	+14.2%
Op. profit	60	59	-1.7%
% of revenue	19.8%	18.4%	
Net profit	26	26	+1.5%
Cash flow from operations	93	99	+5.9%
% of revenue	30.8%	30.7%	
Net financial debt	(803)	(844)	(41)

Number of spaces by type of contract

in thousands



Concessions and long-term leases	Freehold
Service contracts	



# Other Concessions (1/2)



Country	Type	Name	Description	End of concession	VINCI share	Consolidation <sup>1</sup>
<b>Other concessions France</b>						
France	Tunnel	Prado Carénage	Tunnel in Marseilles	2025	33%	EM
	Tunnel	Prado Sud	Tunnel in Marseilles	2054	58.5%	PC
	Light rail	Rhôneexpress	15 km light rail system in Lyons	2037	32%	EM
	Stadium	Stade de France	80,000 seats	2025	67%	PC
	Stadium	MMArena in Le Mans	25,000 seats	2043	100%	FC
	Energy	Lucitea	Public lighting in Rouen	2027	100%	FC
	Building	Loueurs de Nice*	Car rental firm business complex	2047	100%	FC
<b>Other concessions Europe</b>						
Germany	Motorway	A4 Horselberg	45 km – ‘A-Modell’	2037	50%	PC
	Motorway	A5 Malsch-Offenburg	60 km – ‘A-Modell’	2039	50%	PC
Netherlands	Tunnel	Coentunnel*	8-lane tunnel in Amsterdam	2038	38,5%	PC
Belgium	Tunnel	Locorail*	Rail link in Port of Antwerp	2049	37%	PC
Portugal	Bridge	Bridges over Tagus	2 bridges in Lisbon	2030	37%	EM
UK	Highway	Newport *	10 km	2042	50%	PC
	Bridge	Severn Crossing	2 bridges	2016	35%	EM
Canada	Bridge	Confederation Bridge	Link to Prince Edward Island	2032	19%	EM

<sup>1</sup> FC: full consolidation; PC: proportionate consolidation; EM: equity method

\* Zero (or little) traffic risk for concession operator

Construction under way



Country	Type	Name	Description	End of concession	VINCI share	Consolidation <sup>1</sup>
<b>Other concessions Greece</b>						
Greece	Bridge	Rion–Antirion	2.9 km link between Peloponnese and mainland Greece	2039	57.4%	FC
	Motorway	Maliakos–Kleidi	230 km	2037	14%	EM
	Motorway	Athens–Patras–Corinth	365 km	2038	36%	EM
<b>Other concessions Airports</b>						
Cambodia	Airport	Phnom Penh, Siem Reap and Sihanoukville airports	3 airports under concession	2040	70%	PC
France	Airport	Grenoble–Isère	Public service contract	2023	50%	PC
	Airport	Chambéry–Savoie	Public service contract	2011	50%	PC
	Airport	Clermont Ferrand–Auvergne	Public service contract	2014	50%	PC
	Airport	Quimper Cornouaille	Public service contract	2015	50%	PC

<sup>1</sup> FC: full consolidation; PC: proportionate consolidation; EM: equity method

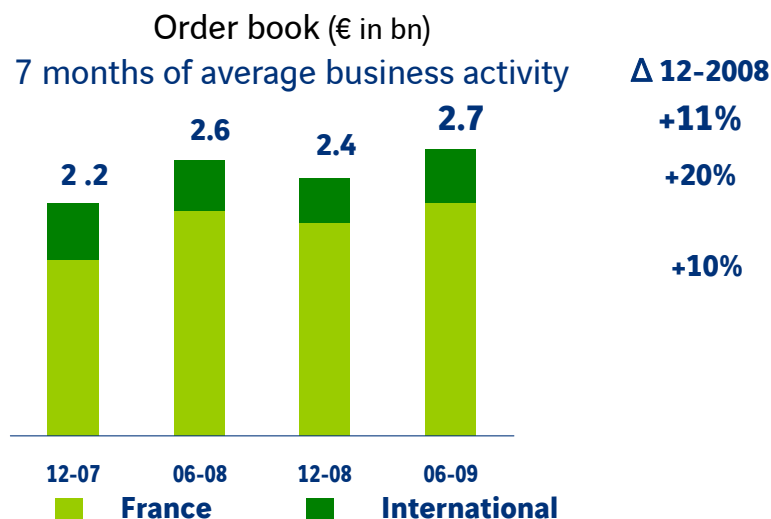
\* Zero (or little) traffic risk for concession operator

Construction under way



- Good resilience of infrastructure (energy and transport) and business communications sectors
- Service and industrial sectors more difficult
- Growth of order book
- About a dozen small and medium targeted acquisitions in Europe (around €50 million full-year revenue)

<i>€ in millions</i>	H1 2008	H1 2009	<i>Δ09/08</i>
Revenue	2,222	<b>2,122</b>	-4.5%
- France	1,546	<b>1,480</b>	-4.3%
- International	676	<b>642</b>	-5.1%
Op. profit	111	<b>106</b>	-4.3%
<i>% of revenue</i>	5.0%	5.0%	
Net profit	67	<b>69</b>	+2.4%
Cash flow from operations	126	<b>123</b>	-2.2%
<i>% of revenue</i>	5.7%	5.8%	
Net financial surplus	502	<b>610</b>	108





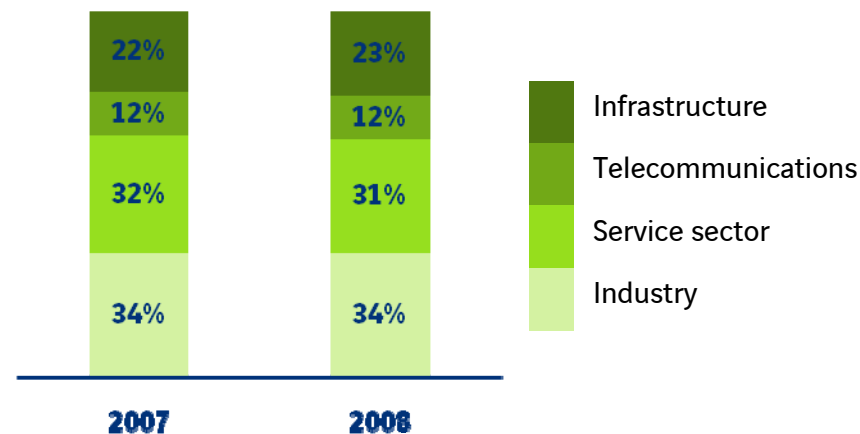
## Characteristics

- Design, engineering, implementation, operation and maintenance of equipment in:
  - Infrastructure: electrical energy and transports
  - Industry: multi-technical maintenance
  - Service sector: electrical, lighting and fire detection networks
  - Telecommunications: infrastructure and business communication
- 800 business units in 21 countries
- Customers: 2/3 private and 1/3 public
- No. of employees at YE 2008: 33,000

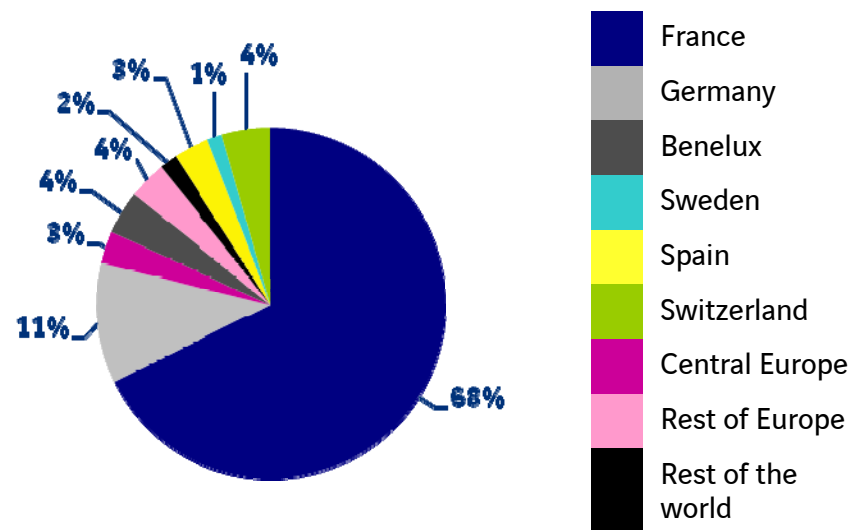
## Markets

- Increasing focus on energy efficiency issues
- Obsolescence of industrial equipment /changes in standards
- Renewal of energy production systems (thermal, biofuel, nuclear, etc.)
- Growing needs for service sector maintenance and telecommunications

## Revenue by business line



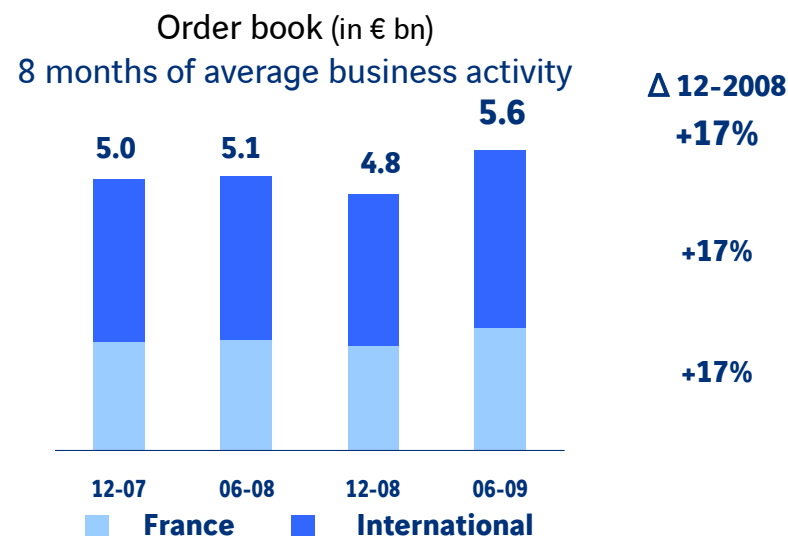
## 2008 revenue by geographical area





- France: anticipated decline in business and impact of weather during 1st quarter
- Business outside France driven by major infrastructure projects
  - Germany: A4 (A-Modell) and Berlin airport
  - Czech Republic and Poland: rail and road infrastructure
  - North America
- Growth of order book despite only limited impact of European economic stimulus packages
- Acquisitions (full-year revenue estimated at around €100 million):
  - Blacktop in Canada
  - Carrière Risch in Germany
  - 60% of Han in Romania

<i>€ in millions</i>	H1 2008	H1 2009	<i>Δ09/08</i>
Revenue	3,639	<b>3,464</b>	<i>-4.8%</i>
- France	2,332	<b>2,134</b>	<i>-8.5%</i>
- International	1,307	<b>1,330</b>	<i>+1.8%</i>
Op. profit	76	<b>36</b>	<i>-53%</i>
<i>% of revenue</i>	<i>2.1%</i>	<i>1.0%</i>	
Net profit	45	<b>17</b>	<i>-62%</i>
Cash flow from operations	158	<b>132</b>	<i>-16.6%</i>
<i>% of revenue</i>	<i>4.3%</i>	<i>3.8%</i>	
Net financial surplus (debt)	106	<b>(103)</b>	<i>(209)</i>







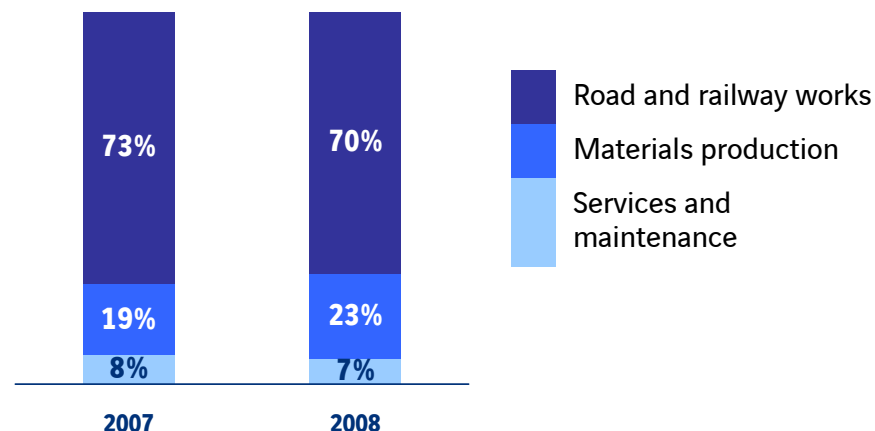
## Characteristics

- Recurring contracts: 35,000 projects a year (~70% of revenue)
- Vertical integration and strong positions in materials production and recycling:
  - Aggregates : controlled production: 82 million tonnes / year,
  - 30 years of reserves (2 billion tonnes)
- Customers: 70% public and 30% private
- No. of employees: 42,000

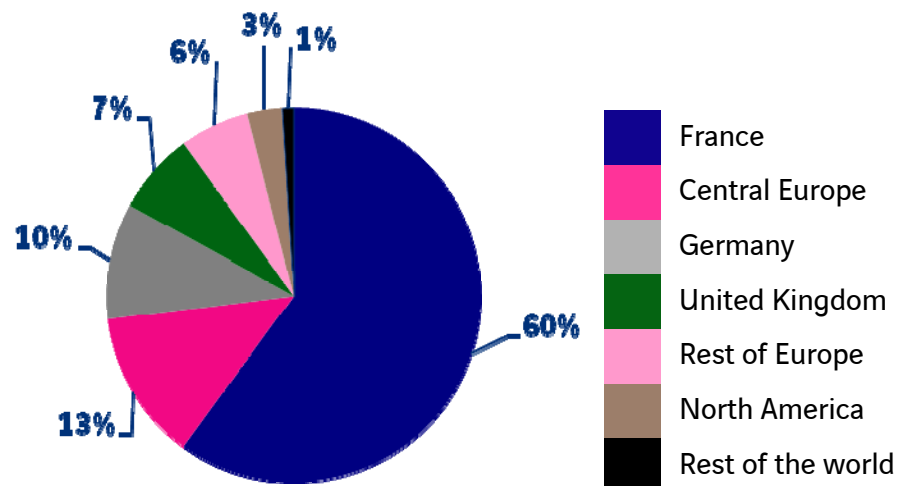
## Markets

- Stimulus plans at local government level
- Further urban renovation projects
- Development of full road maintenance offer
- Medium term significant construction and modernisation programmes (road and rail infrastructure)

## Revenue by business line



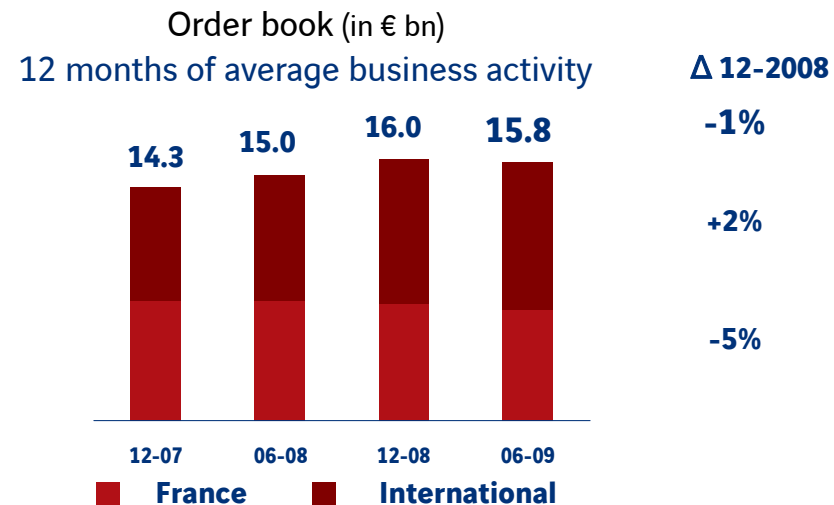
## 2008 revenue by geographical area





- Decline of business in building sector
- Structures and production resources adapted to market changes, if and where necessary
- Slight fall in operating margins
- Order book held at high level thanks to international business (major projects and specialised activities)
- Targeted external growth policy
  - Captrade (Entrepose Contracting)
  - Haymills (VINCI PLC)
 → Additional full-year revenue of €140 million

<i>€ in millions</i>	H1 2008	H1 2009	<i>Δ09/08</i>
Revenue	7,530	<b>7,315</b>	-2.9%
- France	4,009	<b>3,722</b>	-7.2%
- International	3,521	<b>3,593</b>	+2.0%
Op. profit	362	<b>325</b>	-10.2%
<i>% of revenue</i>	4.8%	<b>4.4%</b>	
Net profit	250	<b>216</b>	-13.6%
Cash flow from operations	515	<b>477</b>	-7.5%
<i>% of revenue</i>	6.8%	<b>6.5%</b>	
Net financial surplus	1,354	<b>1,401</b>	47





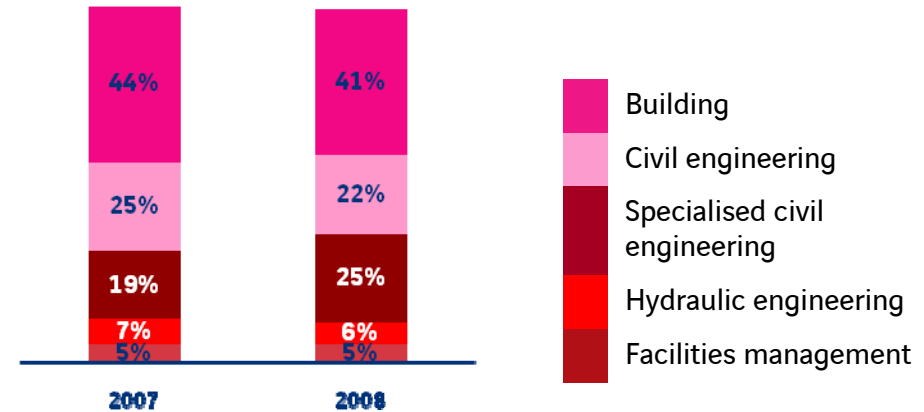
## Characteristics

- Profit centres firmly rooted in their local markets in France and the rest of Europe, and long-established operations in Africa
- Leadership in specialist activities in France and the rest of the world: Freyssinet (civil engineering with high technical content), Solétanche (foundations and ground technologies), DEME (dredging), Entrepose Contracting (oil and gas infrastructure)
- Management of complex projects
- No. of employees: 72,000 in 80 countries

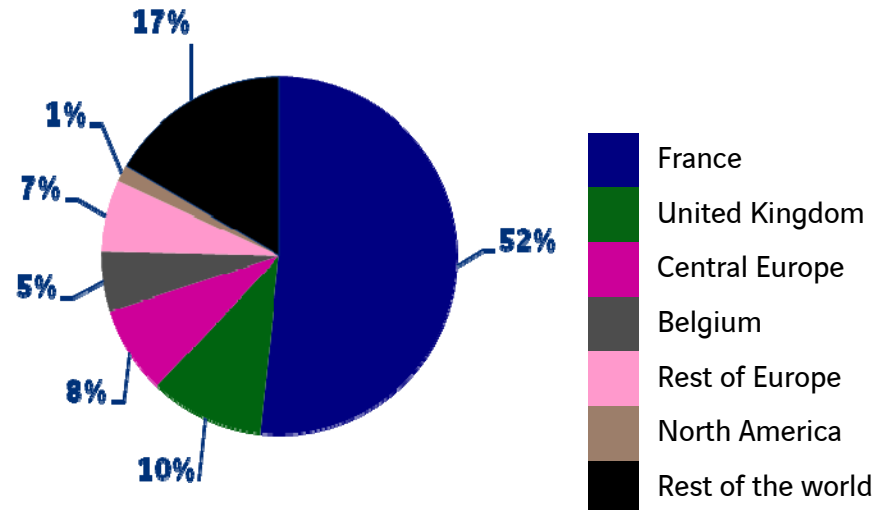
## Markets

- Structural and infrastructure needs (transport, energy, communication) and public facilities (healthcare, education, law enforcement, defence)
- Resilience and growth in upkeep, repair and maintenance activities, esp. through PPPs
- Increasing technical complexity and content of projects (design, financing, execution, etc.)

## Revenue by business line



## 2008 revenue by geographical area



## Appendixes

First half 2009 highlights & figures by business line

**Consolidated financial statements at 30 June 2009**

<i>€ in millions</i>	2008	H1 2008	H1 2009	<i>Δ 09/08</i>
Revenue*	33,458	15,716	<b>15,155</b>	<i>-3.6%</i>
Operating profit from ordinary activities	3,378	1,462	<b>1,358</b>	<i>-7.1%</i>
<i>% of revenue*</i>	<i>10.1%</i>	<i>9.3%**</i>	<i>9.0%</i>	
Operating profit	3,276	1,432	<b>1,356</b>	<i>-5.3%</i>
Financial income/(expense)	(806)	(281)	<b>(322)</b>	
Income tax expense	(771)	(356)	<b>(295)</b>	
Minority interest	(108)	(62)	<b>(49)</b>	
Net profit attributable to owners of the parent	1,591	733	<b>690</b>	<i>-5.8%</i>
<i>% of revenue</i>	<i>4.8%</i>	<i>4.7%</i>	<i>4.6%</i>	
Diluted earnings per share (in €)	3.30	1.52	<b>1.42</b>	<i>-6.7%</i>

\* Revenue excluding concession subsidiaries' external construction revenue

\*\* 9.0% excluding Escota's exceptional provision reversal of €52 million in 2008

<i>€ in millions</i>	2008	H1 2008	H1 2009
Operating cash flow	3,244	503	272
Investments in concessions & PPP	(1,218)	(532)	(585)
of which :			
ASF / ESCOTA	(424)	(226)	(264)
Cofiroute (excluding A86)	(184)	(89)	(91)
A86	(164)	(85)	(69)
Arcour (A19)	(273)	(91)	(80)
VINCI Park	(60)	(16)	(28)
Other PPP & concessions	(113)	(25)	(53)
Net financial investments	(278)	(146)	(48)
Other cash flows	71	40	(10)
<b>Free cash flow after investments</b>	<b>1,819</b>	<b>(135)</b>	<b>(371)</b>

<i>€ in millions</i>	2008	H1 2008	H1 2009
Free cash flow after investments	1,819	(135)	(371)
Dividends	(829)	(523)	(553)
Capital increases	387	290	529
Share buy-backs	(200)	(223)	-
Changes in share capital	(642)	(456)	(24)
<b>Net cash flow for the period</b>	<b>1,177</b>	<b>(591)</b>	<b>(395)</b>
Other cash flows and impact of changes in consolidation scope	(245)	197	65
<b>Change in net financial debt</b>	<b>932</b>	<b>(394)</b>	<b>(330)</b>
Net financial debt – beginning of period	(16,303)	(16,303)	(15,371)
Net financial debt – end of period	(15,371)	(16,697)	(15,701)

<i>€ in millions</i>	30 June 2008	31 Dec. 2008	30 June 2009
<b>ASSETS</b>			
Non-current assets – concessions	25,913	26,242	26,553
Non-current assets – other business lines	4,593	4,765	4,882
Current financial assets	40	41	52
Net cash managed	3,182	4,802	5,186
<b>Total Assets</b>	<b>33,728</b>	<b>35,850</b>	<b>36,673</b>
<b>SHAREHOLDERS' EQUITY &amp; LIABILITIES</b>			
Equity	8,508	9,026	9,733
Non-current provisions and other long-term liabilities	1,088	1,242	1,278
Financial debt	19,879	20,173	20,887
WCR and current provisions	4,253	5,409	4,775
<b>Total shareholders' equity and liabilities</b>	<b>33,728</b>	<b>35,850</b>	<b>36,673</b>



<i>€ in millions</i>	2008	H1 2008	H1 2009	<i>Δ09/08 actual</i>	<i>Δ09/08 comparable</i>
<b>Concessions</b>	<b>4,781</b>	<b>2,277</b>	<b>2,297</b>	<b>+0.8%</b>	<b>+0.5%</b>
VINCI Autoroutes France	3,972	1,874	1,877	+0.2%	+0.2%
VINCI Park	619	303	322	+6.2%	+4.3%
Other infrastructure	190	100	97	-2.8%	-5.1%
<b>Contracting</b>	<b>28,520</b>	<b>13,391</b>	<b>12,901</b>	<b>-3.7%</b>	<b>-5.9%</b>
VINCI Energies	4,614	2,222	2,122	-4.5%	-5.3%
Eurovia	8,183	3,639	3,464	-4.8%	-7.5%
VINCI Construction	15,722	7,530	7,315	-2.9%	-5.2%
VINCI Immobilier	559	239	223	-6.7%	-6.7%
Eliminations	(402)	(191)	(265)		
<b>Revenue excluding Concession subsidiaries' external construction revenue</b>	<b>33,458</b>	<b>15,716</b>	<b>15,155</b>	<b>-3.6%</b>	<b>-5.6%</b>
<i>Concession subsidiaries' construction revenue</i>	<i>1,012</i>	<i>477</i>	<i>441</i>	<i>-7.6%</i>	<i>-7.8%</i>
<i>Eliminations</i>	<i>(540)</i>	<i>(241)</i>	<i>(204)</i>		
<i>Concession subsidiaries' external construction revenue</i>	<i>472</i>	<i>236</i>	<i>236</i>	<i>+0.3%</i>	<i>-0.0%</i>
<b>Total revenue</b>	<b>33,930</b>	<b>15,952</b>	<b>15,391</b>	<b>-3.5%</b>	<b>-5.5%</b>

# Net profit by business line



<i>€ in millions</i>	2008	% of rev.	H1 2008	H1 2009	$\Delta$ 09/08
<b>Concessions</b>	<b>756</b>	<b>15.8%</b>	<b>345</b>	<b>340</b>	<b>-1.4%</b>
ASF / Escota	478*	16.5%*	202	183	-9.2%
Cofiroute	269	25.0%	130	123	-6.0%
Arcour	(1)		(1)	(1)	
VINCI Park	68	11.0%	26	26	+1.5%
Other infrastructure	(59)		(12)	9	
<b>Contracting</b>	<b>884</b>	<b>3.1%</b>	<b>362</b>	<b>302</b>	<b>-16.6%</b>
VINCI Energies	148	3.2%	67	69	+2.4%
Eurovia	209	2.6%	45	17	-61.8%
VINCI Construction	527	3.4%	250	216	-13.6%
<b>Holding cos. and misc.</b>	<b>(48)**</b>		<b>26</b>	<b>48</b>	
<b>Net profit attributable to equity holders of the parent</b>	<b>1,591</b>	<b>4.8%</b>	<b>733</b>	<b>690</b>	<b>-5.8%</b>

Nota : in 2008 non-recurring items net of income tax : \* ASF/Escota , provisions reversal :€79 million

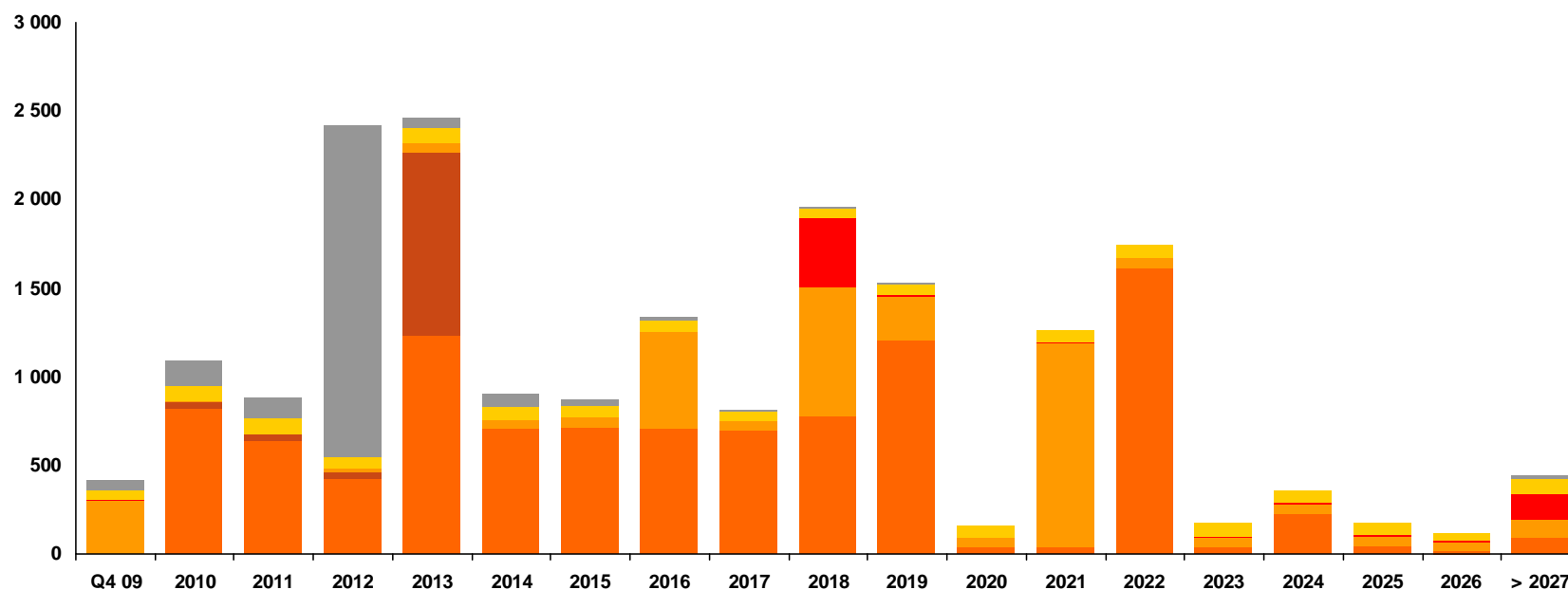
\*\* VINCI Immobilier , asset impairment : €(23) million

\*\* Holding , provision for depreciation ADP shares : €(64) million

■ Average maturity of long-term debt (€ 20.4bn at 30 June 2009) : 6.9 years

■ Concessions : 7.8 years

■ Holding companies and other business lines : 2.4 years



ASF  
Arcour

ASF Holding  
Other concessions

Cofiroute  
Holding companies and misc.

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## ■ **Forward –looking statements**

This presentation contains forward-looking statements and information. These statements include financial forecasts and estimates as well as the assumptions on which they are based, statements related to projects, objectives and expectations concerning future operations and services or future performance. Although VINCI's management believes that these forward-looking statements are reasonable, VINCI's investors and investment certificate holders are hereby advised that these forward-looking statements are subject to numerous risks and uncertainties that are difficult to foresee and generally beyond VINCI's control, which may mean that the expected results and developments differ significantly from those expressed, induced or forecast in the forward-looking statements and information. These risks include those developed or identified in the public documents filed by VINCI with the French Financial authority (AMF) which may be read online on VINCI's website, [www.vinci.com](http://www.vinci.com). VINCI makes no commitment to update the forward-looking statements and information, except as required by applicable laws and regulations.