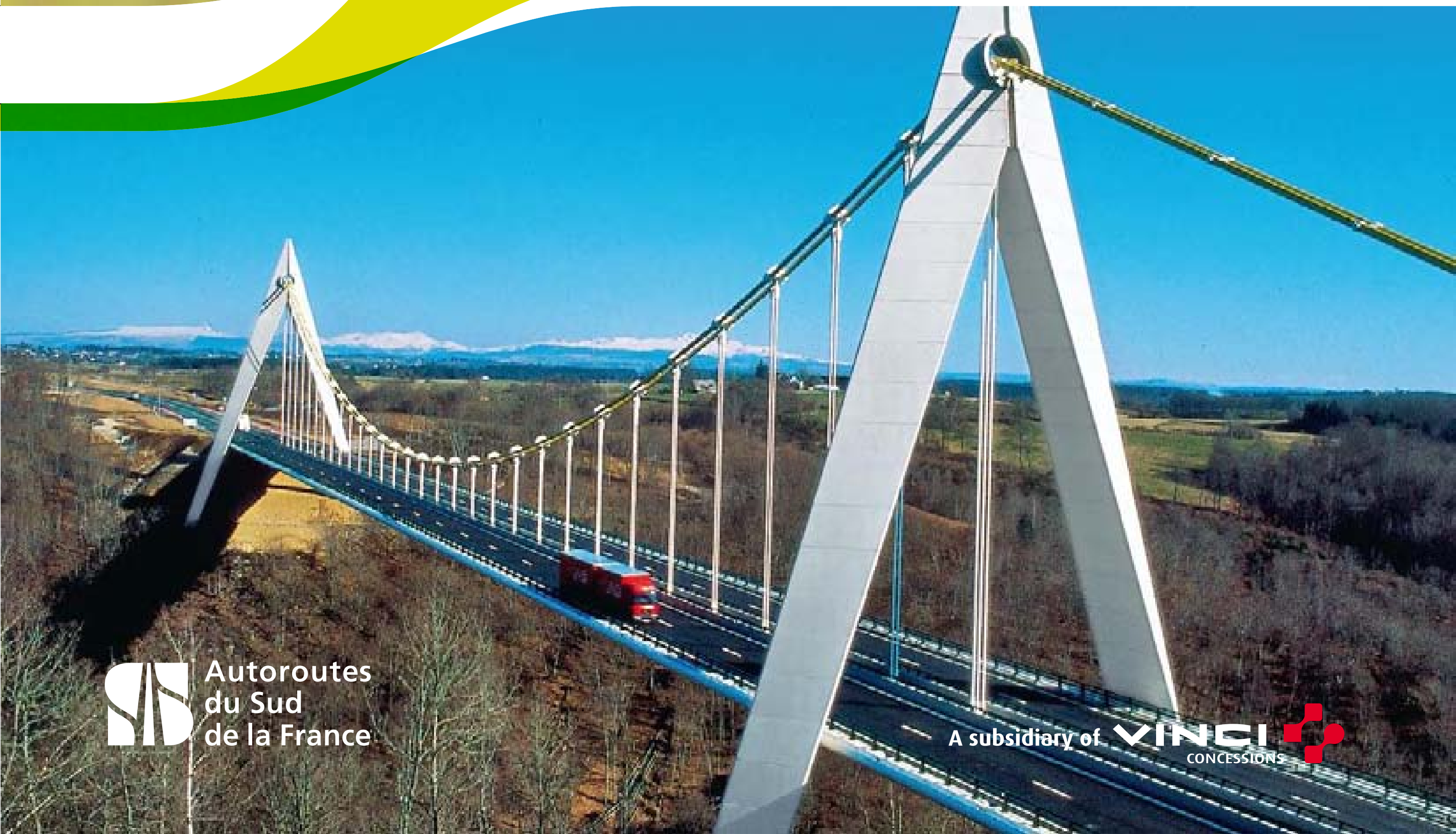
2007 Activity Report



Autoroutes
du Sud
de la France

A subsidiary of VINCI CONCESSIONS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470
1

Board of Directors

Henri Stouff
Chairman of ASF since 12/10/07, replacing Jacques Tavernier

VINCI
represented by Yves-Thibault de Silguy, Chairman of VINCI

VINCI Concessions
represented by David Azéma, CEO of VINCI Concessions

SNEL
represented by Xavier Huillard, CEO of VINCI

SEMANA
represented by Bernard Huvelin, Vice-Chairman of VINCI

SOCOFREG
represented by Christian Labeyrie, Executive Vice President and CFO of VINCI

Gérard Payen
Chairman of AQUAFED

Bernard Val

Christian Bouvier

Willy Stricker

A government commissioner representing the concession grantor attends the meetings of the board of directors and the shareholders meetings of the company as an observer.

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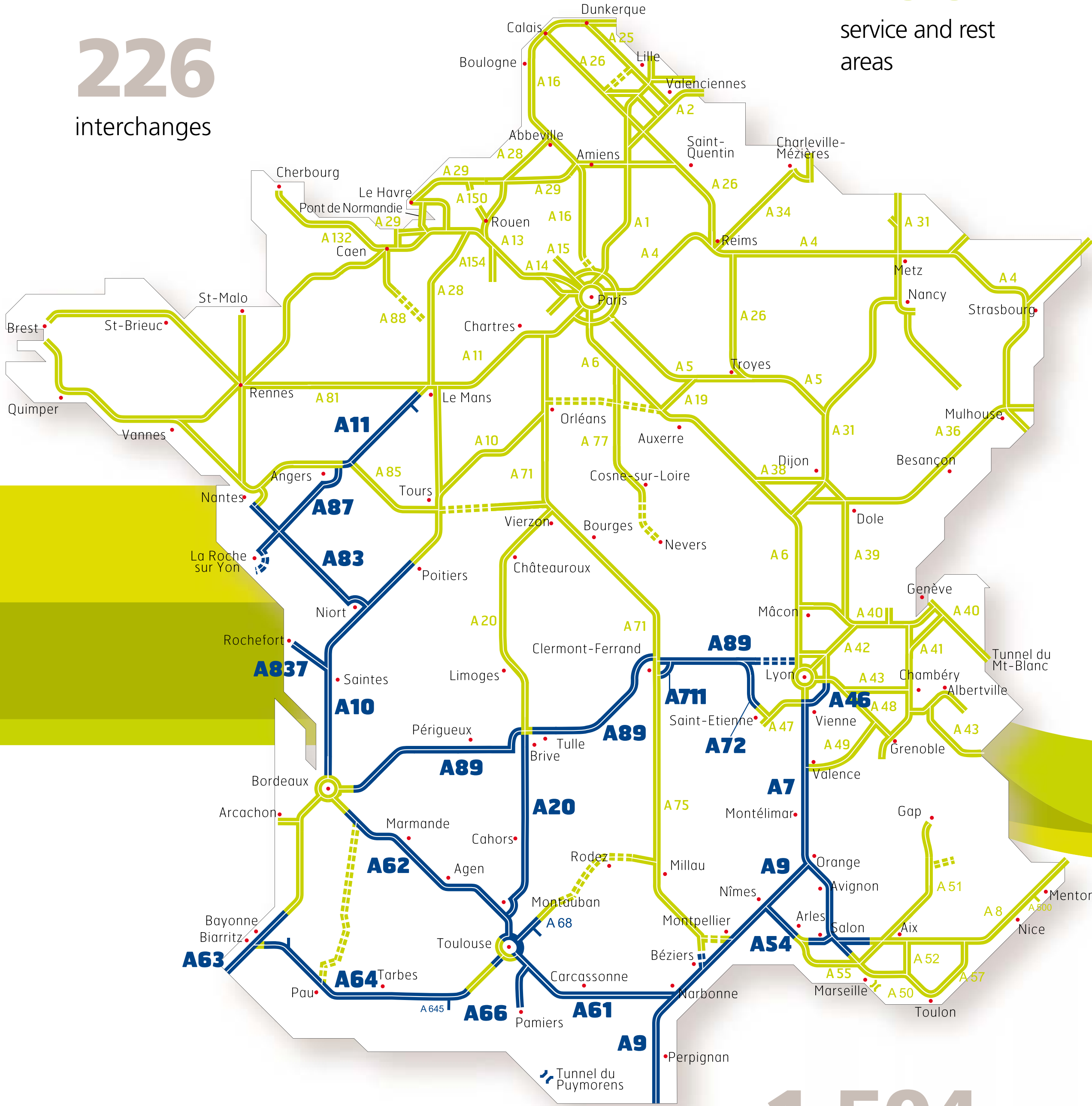


1,504
water protection structures

9,840
hectares of green spaces

ASF km in service

ASF km under construction

Profile

Founded in 1957, Autoroutes du Sud de la France operates a network of **2,590 km**, with a further **123 km** under construction giving its concession network a total length of **2,713 km**.
Connecting the Iberian Peninsula with Northern Europe, the network carries the major business and tourism traffic flows in Europe as well as a large amount of regional traffic.
ASF is a subsidiary of VINCI, the world's largest integrated construction-concession group.

ASF's expertise lies in its ability to **operate motorways in a variety of environments** (urban, suburban, mountainous) and to manage dense and varied (commuter, summer holiday, European road haulage, cross-border) traffic flows. It has a variety of missions: to facilitate the **safe** movement of people and goods, to build safe and durable infrastructure that **respects the environment** and the surrounding communities and to take part in regional planning and in the development of regional economies and tourism.

ASF's subsidiaries are ESCOTA (Société d'Autoroutes Estérel, Côte d'Azur, Provence, Alpes) and Openly (northern Lyons ring road).

2007 ASF key figures*

2,590 km
of motorways in service

€2,233.7
million revenue

123 km
of motorways planned or under construction

5,437
employees, of whom 43% are women

**ASF figures at 31/12/2007.*

Message from **Henri Stouff**
CHAIRMAN OF ASF

> "Our job will increasingly be to provide sustainable mobility services."

I have worked with ASF for nearly 40 years. Initially ASF was a customer and then it became a "colleague" when I was head of Cofiroute. I was named its Chairman on 10 December 2007 and it is an honour for me to carry on the work undertaken by Bernard Val and Jacques Tavernier. ASF epitomises innovation. As I discover the company from the inside, what strikes me is its tremendous commitment to the business and strong interest in new developments. ASF must nurture this creative enthusiasm and potential, making the most of them to maintain its leadership in its areas of expertise. Our company's greatest assets are our people, who strive day and night to serve our customers. The teams in the field are the face of ASF and every employee must be aware of his or her contribution to the progress and competitiveness of the company as a whole. I therefore set great store by social dialogue.

Our job will increasingly be to provide sustainable mobility services that take on board the fit between individual and collective transport modes. Because we have close working relationships with local authorities – especially the French *départements*, which have now been given responsibility for most of the national road networks, and the urban areas – we are well-placed to offer management, maintenance and modernisation of their infrastructure with a view to improving service in the regions and the flow of trade. The development of communication technologies will enable us to further enhance information and safety on the network, as well as to introduce new customised services.

Our company exists to serve its customers: on the one hand, the State, to which we owe compliance with our commitments, and on the other hand motorists and HGV drivers, who deserve the best possible service at all times and at all points on our network. Everything we do must be focused on meeting that dual objective. ASF now derives additional strength from the VINCI motorways division, which generates synergies between ASF, Cofiroute and ESCOTA. Beyond the first projects already being carried out by the three networks, our combined expertise will reinforce our offering and enhance our level of service.

Ultimately we will be able to pool our expertise and put together joint bids. This momentum will support the development of road network and toll station interoperability across Europe and will make the most of the French motorways division, enabling the Group to win contracts tendered on new markets.

More broadly, coordination of VINCI's motorway network policies, projects and resources will support the emergence of new mobility services.

Interview with **Pierre Anjolras**
CEO

> "Organisations and tools must be adapted to people, and not the other way around."

YOU JOINED ASF A YEAR AGO. LOOKING BACK, WHAT IS YOUR IMPRESSION OF 2007?

It has been an eventful and on the whole very good year. Our 50th anniversary highlighted our tremendous and enduring spirit of enterprise. The agreements on training, Jobs and Skills Management and changes in toll station operation were unanimously approved by the trade union organisations.
The signature of the rider to our concession contract and our 2007-2011 master plan clarified our roadmap with respect to our relations with the State, investments to be made and performance level to be achieved, including customer service performance.
In terms of local roots, concrete projects bolstered ASF's partnerships in such places as Lyons, Perpignan, Toulouse and the Charente-Maritime region.

In workplace safety, the number of lost-time accidents declined by 22% and four of our districts achieved the zero accidents goal. In road safety, the number of fatalities on our network continued to decline, from 48 in 2006 to 45 in 2007.
The year also saw the successful development of HGV Electronic Toll Collection systems (ETC). In 2007, ETC accounted for nearly half of all HGV subscriber transactions. ETC now makes up 22.4% of all transactions and automated transactions, 66%.
ASF is on the right track operationally and economically and 2007 bore this out: traffic rose 3.3% and toll revenue increased by 7.3% to €2,184 million.
The ongoing effort to boost productivity resulted in an improvement of EBITDA, which now represents more than 65% of revenue.
In the area of infrastructure, the completion of the Bordeaux-Clermont-Ferrand link with the opening of the Thenon-Terrasson section rewarded 12 years of hard work and construction.

>>>

Interview with **Pierre Anjolras**
CEO

> "We are preparing an in-depth review of our service commitments to all our customers."

>>>

A NEW ORGANISATIONAL STRUCTURE HAS BEEN SET UP. DOES IT REFLECT A CHANGE IN STRATEGY?

It reflects our ability to move forward. ASF's organisational structure has been adapted to make the most of the competencies of our experts on the ground and to put emphasis on individual responsibility and empowerment. Several changes have been made in the top management of ASF's departments. They tie in with our approach to individual career management and mobility within the VINCI Group. The support divisions are divided between the South-East operations division and the South-West operations division. I made sure that these changes were consistent with the company's vision, which is to focus on the value of our people and their work, improve the performance in our business lines, satisfy our customers and optimise our finances.

WHAT ARE THE MAJOR CHALLENGES ASF FACES IN 2008?

ASF has renewed its social framework. Our main challenge going forward is to implement the spirit of the new framework on the ground by implementing the toll agreements. We will be making expanded use of automation, and in particular of ETC, with an objective of 45% by the end of 2010, preparing the solutions of the future, such as free-flow toll systems, and stepping up our efforts to make our motorways even safer.
When it comes to safety, traffic information will more than ever have to take precedence over emergency response.
In 2008, major infrastructure construction and development projects are in the offing: the completion of work on the La Roche-sur-Yon (A87) bypass, the start of the Lyons-Balbigny (A89) section, the connection between the A75 and the A9 in Béziers, widening operations on the A63 (Biriatou-Ondres) and the A9 (Perpignan Sud-Perpignan Nord), the launch of the A9 expansion in Montpellier and the safety and environment upgrades along the Rhone Valley-southern seaboard. This work will require us to work closely with our local environment, taking Sustainable Development fully on board.

WHAT IS YOUR MESSAGE TO YOUR PARTNERS? AND YOUR CUSTOMERS?

Sustainable Development now drives and guides our activities. As a mobility operator, we have a duty to work with the State and with local authorities to devise ways to meet the major societal challenges we face. We are determined to be even more attentive to our customers, to further enhance the quality of our service, to optimise environmental protection and to stay ahead of the curve in road technologies – innovating not for the sake of innovating, but to light the road that lies ahead.

It all began in 1957 with the founding of the Société de l'Autoroute de la Vallée du Rhône, the forerunner of the A7, the motorist's holiday "motorway of the sun" to the sea and the south. The adventure continued with the construction of the A9 motorway along the southern seaboard toward Perthus and Spain, the winning of the West as the motorway moved toward Toulouse, Bordeaux, the Atlantic seaboard and the Basque country with ACOBA,

50 years of innovation and success

the move to the South-East with ESCOTA, and the opening up of the isolated Limousin and Massif Central regions with the A20 and the A89.

For 50 years, seven days a week, 24 hours a day, ASF teams have been providing safety, comfort and information for the millions of customers who place their confidence in the company.

With its 2,590 km network – an average of 52 km opened every year since its inception – ASF has become the leading French motorway network and the second largest in Europe.

Major challenges lie ahead for ASF in toll collection, road information, GHG emissions reduction, intermodality and safety.

More than ever, the talent of the women and men who make up the company will constitute its strength. 50 portraits of employees were taken by Roberto Neumiller for the celebrations to mark the 50th anniversary.

These "faces of the motorway" show that 50 is the age of both maturity and vitality.

The main events of 2007

as they unfolded

Successful deployment of HGV electronic toll collection

HGV ETC, initiated in April 2007 as part of the implementation of the Eurovignette Directive, replaced the CAPLIS subscription once and for all on 31 March 2008.
The application of a price list based on the calculation of the reduction per vehicle rather than by fleet opens up access to discounts for the small haulage companies that constitute the bulk of the HGV customer base. At constant traffic, 84% of haulage companies now receive the discount, compared to 40% before the change. To smooth the migration, ASF allowed its 22,000 subscribers to choose the most convenient time to move to ETC. The financial incentive offered to those who choose to make the change early was doubled for subscribers operating “clean” vehicles complying with the Euro IV and Euro V standards. These measures speeded the migration of HGVs to ETC, which accounted for 40% of HGV transactions by December 2007.

Cross-border electronic toll collection A first in Europe

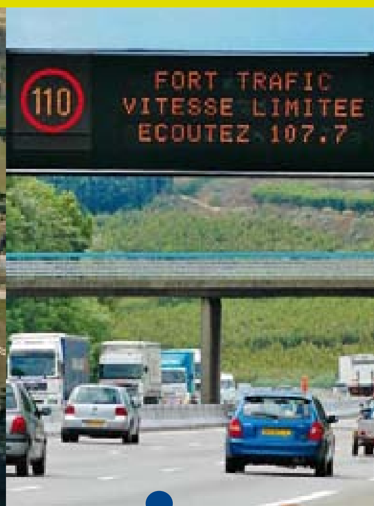
ASF and BIDEGI, the Spanish Basque motorway concessionaire, signed Europe’s first cross-border ETC agreement on 7 February 2007. From 1 March 2007, Spanish VIA T tags are valid on the A63 (Basque coast) and A64 (Bayonne-Lestelle) motorways. In return, the French “Liber-t Océan” tag is valid on the Spanish A8 motorway to San Sebastian.

Information flows in Toulouse

In Toulouse, drivers are kept well informed. 22 variable message signs, set up on the eastern ring road and the main thoroughfares leading into the city in 2007 as part of the new system aimed at providing motorists with information about journey times, are automatically updated every sixty seconds. Meanwhile, under a traffic information partnership between ASF and the City of Toulouse made official on 20 December, Radio Trafic FM 107.7 now keeps Toulouse motorists abreast of traffic conditions on the ring road during rush hour, Monday to Friday.

Construction **wins certification**

The ISO 9001 standard was extended to cover all ASF infrastructure activity (motorway construction and development of existing motorways) in 2007 and the Saint-Étienne construction operations division won ISO 14001 certification in early January 2008.



Road safety can be taught

ASF continued its efforts to enhance road safety, introducing a large number of initiatives focused on motorists and HGV drivers. Several accident prevention activities were carried out in 2007 under educational partnerships with road haulage companies, with a special focus on drivers in training. Following the Guitton high school in Niort, where ASF has been acting as adviser for the last three years, a road safety awareness programme was made available to the students taking the driving and transport services vocational course at the Gustave Eiffel high school in Narbonne.

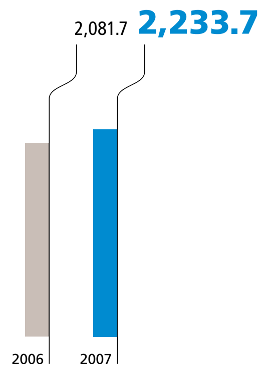
Bordeaux/ Clermont-Ferrand non-stop

At the end of 2007, ASF completed construction of the 18 km section between Thenon and Terrasson, which began in 2004. With the opening of this section on 16 January 2008, the A89 Bordeaux/Clermont-Ferrand motorway has now been completed. It took 12 years and investments amounting to €4 billion to build this 324 km long major artery joining the Atlantic seaboard and the centre of France.

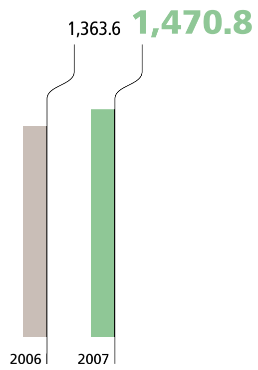
Conclusive experiments on the A7

Following up the public debate on transport infrastructure along the Rhone Valley and the southern seaboard, ASF continued its traffic management improvement experiments on the A7 motorway in 2007. Speed regulation, applied in the summer period since 2004, was supplemented with a prohibition on overtaking by HGVs and caravans on two key sections between June and September. The experiments have reduced the number of accidents as well as congestion in these test zones.

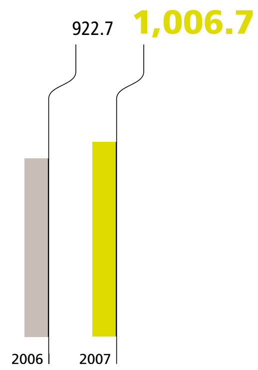
Revenue
(in € millions - ASF only)



EBITDA
(in € millions - ASF only)



Operating profit from ordinary activities
(in € millions - ASF only)



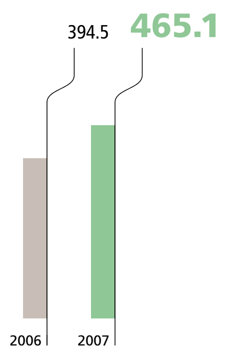
2007 ASF key figures

Against a backdrop of brisk activity driven in particular by favourable weather conditions ASF again reported good operating and economic performance in 2007.

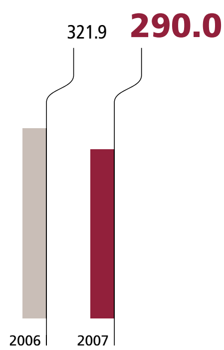
ASF continued its effort to automate tolls and promote payment using electronic money.

Sales and marketing activities aimed at developing electronic toll collection resulted in a substantial increase in ETC revenue.

Net profit attributable to equity holders of the parent
(incl. ESCOTA dividend)
(in € millions - ASF only)

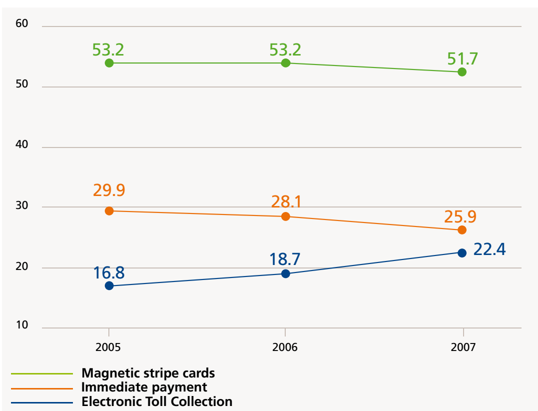


Gross investments
(excl. subsidies - in € millions)

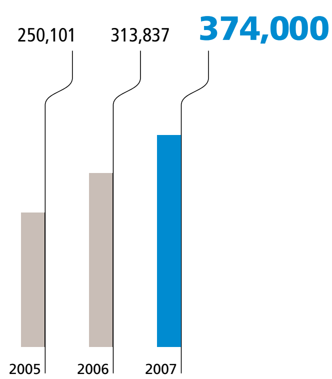


Tolls

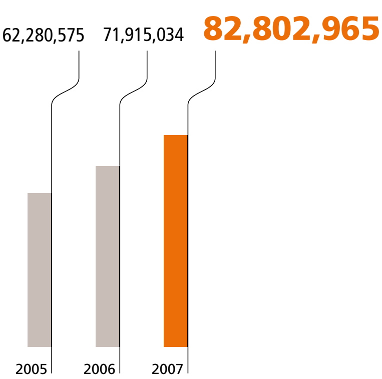
Toll transaction breakdown (as a %)



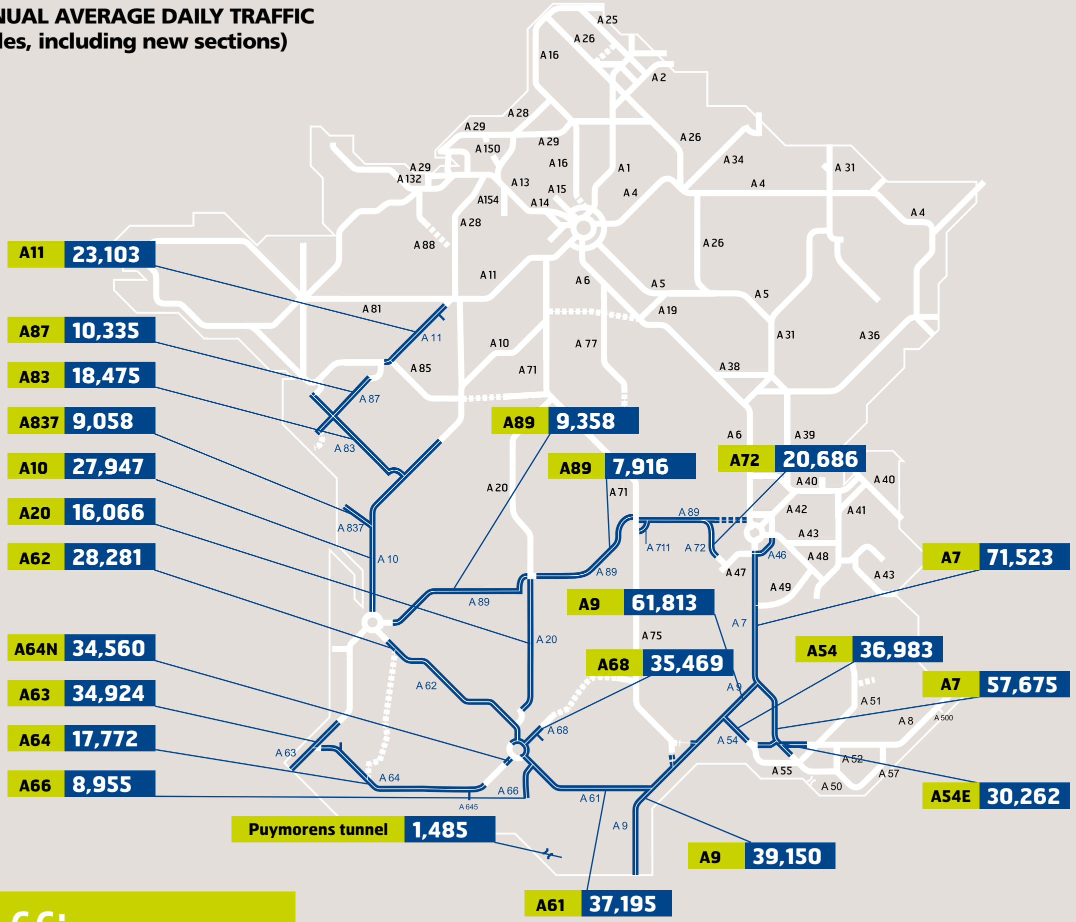
Number of ASF ETC accounts (light vehicles)



Number of ETC transactions (light vehicles)

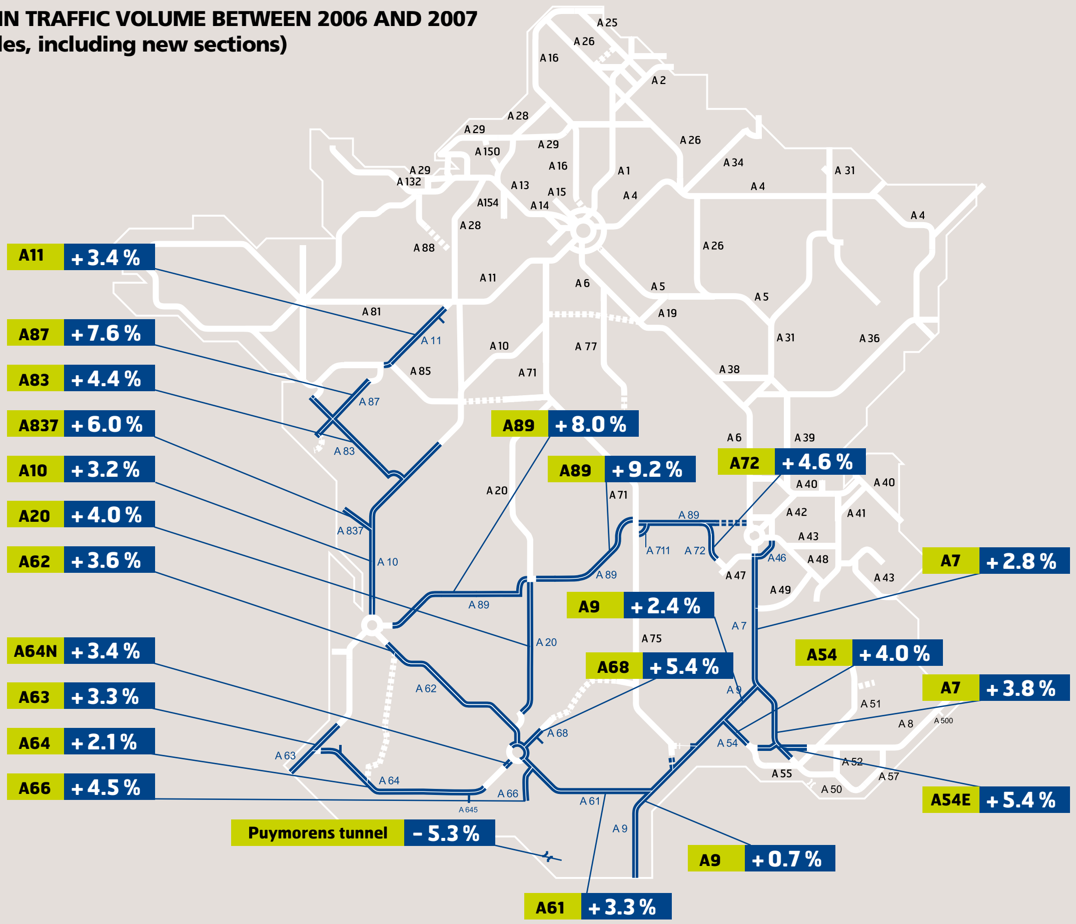


2007 ANNUAL AVERAGE DAILY TRAFFIC
(all vehicles, including new sections)



Traffic

CHANGE IN TRAFFIC VOLUME BETWEEN 2006 AND 2007
(all vehicles, including new sections)



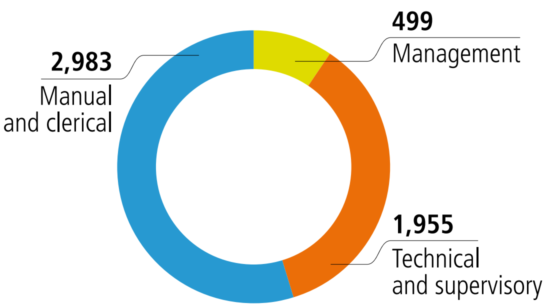
In 2007, ASF decided to acquire HR management tools to prepare for changes in its market and meet new requirements related to toll automation, satellite monitoring and vehicle free flow on its network.

This move required a special effort to support changes in its workforce as well as the introduction of a remuneration system based on recognition of individual merit.

In this spirit, several company agreements were signed with trade union organisations to foster employee mobility and promote staff to new jobs.

6.44 %
disabled employees

Workforce breakdown



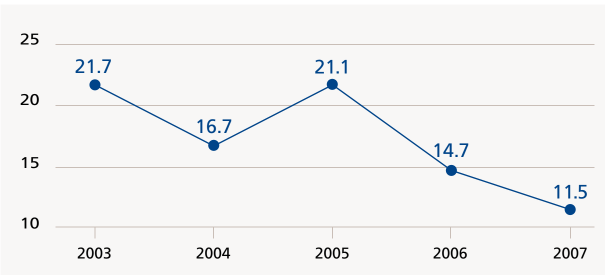
5,437 employees

5,176 unlimited term contracts, i.e. 95%

43 % women

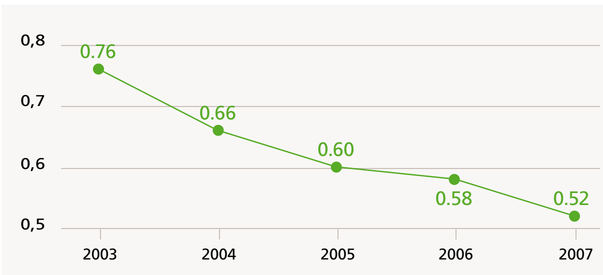
Work-related accidents

Frequency rate*



Lost-time accidents x 1,000,000/hours worked.

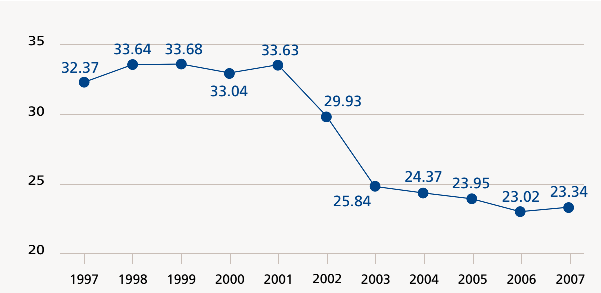
Severity rate*



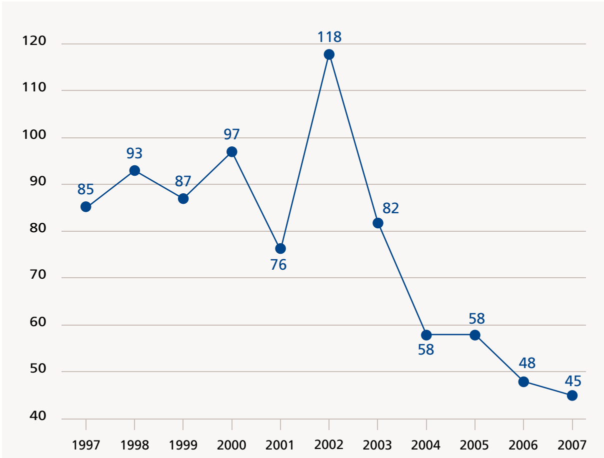
Days lost time x 1,000/hours worked.

Road safety

Accident rate on the ASF network
(per 100 million km travelled)



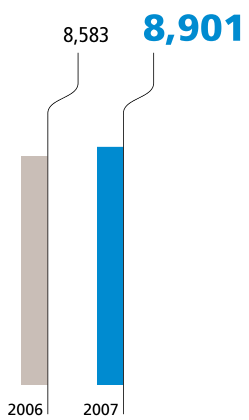
Number of fatalities on the ASF network



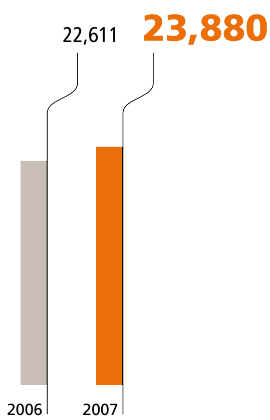
2007 ASF key figures

Number of safety-related call-outs on the ASF network

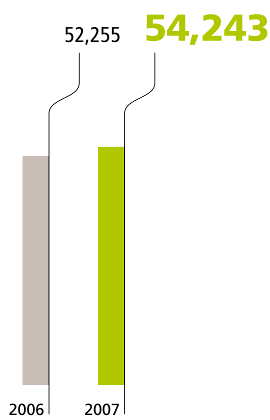
Accident call-outs



Vehicle breakdown



Other (removal of objects, stray animals, miscellaneous)




ASF

Employees
a focus on empowerment

Making the most of people to enhance performance

The new organisational structure introduced in 2007 reflects the commitment to placing the people on the ground at the heart of the decision-making process, enabling them to achieve greater efficiency and effectiveness. By recognising the expertise of all its teams, ASF is preparing to tackle the great challenges of the future.

Our teams

at the heart of the organisational structure

ASF makes the most of individual competencies and empowerment, enabling every employee to achieve job satisfaction.

DAY-TO-DAY MANAGEMENT CLOSER TO OPERATIONS

The senior management changes carried out in 2007 signal a turning point in the way in which ASF is managed as a private-sector company. The focus has shifted from collective responsibility to individual empowerment. The quality of human relations is fostered to strengthen entrepreneurship. Throughout the organisational structure, from General Management to supervisors, every manager has been given authority to select employees. The ASF organisational chart epitomises this principle of autonomy and the commitment made by top management to foster synergies of competencies and experience on the ground to reinforce its decision-making process.

SHARED RESPONSIBILITY

For the top management of ASF, these individual and organisational changes in no way constitute a change in policy. Rather, the idea is to support operational staff in implementing the principles of individual responsibility and transparency, in the choice of employees and the focus on enabling them to develop their skills. This new management system aims to make the company more efficient in targeting and achieving its objectives. By fully assuming their role of defining and implementing job policy, central services will enable teams on the ground to project the future so as to devise and prepare the jobs of tomorrow and provide the customer with the best possible service.

5,437 employees of which 5,176 on unlimited-term contracts

43% women

54.9% manual and clerical
35.9% technical and supervisory
9.2% management

> "Support teams have a customer-supplier relationship with operational teams."

Top management team

The top management team headed by the CEO brings together the two Operations Directors (South-East and South-West), the Infrastructure Director and the Director of Engineering and Information Systems, as well as the directors in charge of support functions (Human Resources – General Secretariat – Forward Planning and Sustainable Development – Communications, Clients and Tolls).
The weekly meeting of the Executive Committee provides an opportunity to make decisions based on the views of all its line and staff members. This organisational structure is a guarantee of responsiveness and sound judgment in managing the company.

Left to right

- **Paul MAAREK**
  Director, Engineering and Information Systems
- **Josiane COSTANTINO**
  Human Resources Director
- **Sébastien FRAISSE**
  Director, South-East Operations
- **Olivier ALAMO**
  Director, Communications, Clients and Tolls
- **Pierre ANJOLRAS**
  CEO
- **Vincent LE PARC**
  Director, South-West Operations
- **Isabelle HÉDOUIN-RUTY**
  Communications Director
- **Bernard FER**
  Director, Forward Planning and Sustainable Development
- **Gilles CALAS**
  Infrastructure Director
- **Patrick PRIAM**
  Secretary General and CFO

Human resources and social dialogue

In opting for an organisational structure focused on employee careers and competencies, ASF has placed Human Resources at the heart of its management policy. The process of change is under way in the company and its jobs, to enhance the value of employees, empower them on the ground and reinforce the social dialogue, as the trade union agreements signed in 2007 bear witness.

Harnessing intelligence throughout the company

Technologies change, jobs evolve. To bring about these transformations, the company focuses on social dialogue and career paths.

FOSTERING INDIVIDUAL RESPONSIBILITY AND EMPOWERMENT

Starting in 2007, the seven ASF Regional Divisions were divided between two Operations Divisions, South-East and South-West, to coordinate the introduction of a more decentralised type of management focused on people and their competencies. The organisational structure is centred on the individual, with a focus on enriching each employee's skills and merit and increased attention to individual careers. "Entrepreneurship" has become the leitmotiv of all managers on the ground, who are now playing a more and more active role within ASF.

The introduction of more decentralised management system focused on people and their skills encourages people to think for themselves.

AN AGREEMENT THAT ENRICHES JOBS

Toll operations have been undergoing technology-driven change for several years now and work organisation and job status must be adjusted to keep pace. Company Agreement No. 80, presented at the extraordinary Works Council meeting on 18 July and unanimously approved by the trade union organisations, provides toll employees with new opportunities based on the principle that versatility and the development and recognition of skills are the key to success. The change has sparked the creation of the new jobs of Toll Technician and Toll Supervisor. They meet the need for work organisation based on more versatile responsibilities, adapted to traffic and to requirements and providing full customer satisfaction while improving the situation of employees whose schedule is modulated to enable them to accommodate family life and work.This new agreement is a first application of forward jobs and skills management.

123,436 hours of training in 2007

€14.3 million paid in 2007 under the profit-sharing scheme

93% ASF employees with unlimited-term contracts are VINCI Group shareholders

"Signed by all the trade union organisations on 11 July 2007, Agreement No. 79 on forward jobs and skills management lays the foundations for a new social organisation. It supports changes in work responsibilities and work organisation and holds out prospects for employees in all jobs, whatever their background."

RECOGNISING SKILLS

Devised and approved in 2007, the "Pass'Compétences" skills pass enables each individual to take stock, track training and set career goals. This personalised system is also a way for management to focus on and learn more about the individual in order to support the employee in his or her career plans.

REWARDING KNOWLEDGE TRANSMISSION

There is no school that teaches the jobs needed to operate a motorway. But ASF has 50 years of experience and a large number of experts. Agreement No. 76, which supplements Agreement No. 73, recognises and rewards in-house training instructors. Knowledge transmission is of crucial importance to the company and will henceforth be rewarded according to type of training and time spent. This applies to all types of instruction, from occasional training to workplace coaching and mentoring an employee working to earn a certificate.

PROMOTING EQUAL OPPORTUNITIES

Respect for the individual rules out all types of discrimination. The signature of Agreement No. 75 reaffirm ASF's commitments with regard to the employment of disabled persons, seniors and members of minority groups. Arduous work is also recognised. The *CATS* agreement (providing for early retirement for certain types of employees) signed by ASF, the State and UNEDIC (the French unemployment benefits agency), for example, enables an employee to retire early after 15 years on the night shift.

The Equal Opportunities task force set up within the Human Resources Department encourages and coordinates exchanges, particularly with a view to training young people. It sets up internships, apprenticeship programmes and work-study contracts. ASF has partnerships with several middle schools and high schools, makes its experts available to engineering schools and is amplifying its ties with universities.

Employee safety

As part of its ongoing effort to control risks, employee safety is an absolute priority for ASF. The constant effort to prevent accidents, train supervisory staff, reinforce protective equipment and communicate about safety achieved very good results in 2007, in a clear-cut improvement from 2006.

Goal: zero accident

SAFETY IS EVERYONE'S BUSINESS

For several years now, the number of lost time accidents has been steadily declining. Of ASF's 30 network districts, four had no work-related accidents in 2007. This is the second year in which this result has been achieved, the first being 2006. With a view to ongoing improvement, ASF is continuing to mobilise to ensure that managers and supervisors at all levels of the company succeed in convincing employees to take on board a sense of duty, rigour and perseverance.
All employees must strive, as a fundamental part of their duties, to set an example in their work and to strictly comply with the rules. The accident statistics of every work unit and of its Regional Division and company are posted at the workplace, including toll stations. They are also posted on the Intranet.

PRECISE RULES FOR EACH JOB

The "Pass'Compétences" pass set up in 2007 is a tangible reflection of ASF's determination to further professionalise the various jobs. The pass, in two sections – "Job Prerequisites" and "Safety" – amounts to a passport to job responsibilities within the company. The "Pass'Compétences" is an important part of ASF's safety policy. It is handled by direct management (n+1) and it certifies each employee's mastery of both the prerequisites and the safety rules pertaining to his or her job.

STRENGTHENED PREVENTION MEASURES

In the area of road safety, ASF continued to issue the "route safety" certification. At the end of 2007 it had been issued to a total of 1,476 employees. 700 additional employees will be trained in 2008 to earn the "in-house driving licence" required to drive company vehicles. Safety at toll stations was also reinforced by the introduction of a training programme leading to a certification for employees responding to calls for customer assistance or maintenance.

ROAD SAFETY CHARTER: ASF MAKES A COMMITMENT

ASF has made an official commitment, together with the other VINCI motorway concession companies, to the European road safety charter signed by Chairman Henri Stouff on 26 November 2007 at a ceremony attended by European Commissioner Jacques Barrot. The activities decided on cover the specific features of motorway driving. The objectives include reducing the risk to which everyone working on the motorway itself and at the toll stations is exposed, by focusing efforts on raising safety awareness among HGV drivers.

-22%

lost-time work-related accidents from 2006 and -50% from 2005

11.5

ASF accident frequency rate, a 19% reduction from 2006[1]

0.52

ASF severity rate, a 15% reduction from 2006[2]

Pedestrian crossings at toll stations, a constant focus.

Rules govern the placement of markers to ensure safety of customers and employees.

TWO GUIDES FOR COPING WITH EVERY SITUATION

In 2007, ASF updated the safety procedures and instructions to be followed when setting up worksite and incident markers on the motorway. Two new responder manuals were published to strengthen safety for customers and employees and meet the needs of operators. They cover worksite and emergency response markers. These practical guides, updated to accommodate the steady increase in traffic and the modernisation of equipment, make use of the proposals expressed by representatives of the CHSCT Health, Safety and Working Conditions Committees at the annual meetings that have been held with ASF General Management since 2003. The guides present over 210 possible response situations and their purpose is to ensure the safety of customers and responders (ASF employees, companies, towing companies, police, fire brigades).

CONCRETE ISLANDS TO DAMPEN IMPACT

Efforts continued to enhance safety at pedestrian walkways at toll stations. The crash barrier programme, initiated when HGV ETC was introduced, is now being completed. In 2007, 11 toll barriers were equipped with 165 crash barriers and seven full-width toll barriers will be equipped with 83 crash barriers in 2008.

A LUMINOUS IDEA FOR LOCATING "BLIND SPOTS"

The 2007 Safety Challenge trophy for the best initiative or innovation was unanimously awarded to the "software for calculating motorway blind spots". The prize recognises the work of the Route Systems and Organisation and Methods departments, which developed a software package that automatically identifies the areas in which illuminated lane change and emergency arrows are hidden from sight by vegetation or curves. The ingenious system, which was devised by a multi-disciplinary team, is already operational.
It will be used in the GPS blind spot information system (display and voice synthesis on the positioning of the response vehicle) that will be progressively installed in all patrol vans.

[1] *Frequency rate (FR): work-related accidents with lost time x 1,000,000/hours worked.*
[2] *Severity rate (SR): days of lost time x 1,000/hours worked.*

Strength in solidarity

ASF is closely embedded in the economic fabric of the regions its network serves and passes through, and it encourages its teams to support civic initiatives by local associations. Solidarity activities, proposed by Group employees, were given new impetus by the VINCI Foundation, which supported and funded several projects in 2007.

Encouraging all initiatives

René Nérin, manager of the Carcassonne district, presents a €26,000 grant to the APAJH 11 Association.

HELPING PEOPLE INTO EMPLOYMENT

Set up in 2002, the VINCI Foundation for the Community works to connect the world of work with the world of civic associations and the company with the community.
It encourages initiatives that help people in difficulty back into the mainstream and into employment and it supports projects that help protect the environment in the suburbs. In each region, ASF employees are called upon to contact associations, put together projects and support them under the aegis of the Foundation. Several such activities were undertaken in 2007. In July, a €26,000 grant to the APAJH 11 Association, which supports young disabled people and is based in the Aude region, financed the purchase two LPG vehicles. They will be used to transport the four association employees who are working under a service contract to maintain sanitary facilities for ASF.

THE JOBS GARDENS

The ASF Sustainable Development Department presented €20,000 to the *Semailles* Association on 14 March 2007. The association organically grows fruits and vegetables and distributes them to its members in weekly baskets. The assistance will enable the association to expand and diversify into flower growing. Six warehouses exist in the Avignon area. Officially approved as a job-creation project, *Semailles* supports people in great work-related difficulty, helping them back into a job.

SUPPORTING LOCAL INITIATIVES

On 16 March the *Bois et Environnement* company, which specialises in brush clearance and forest fire prevention and works to help people enter the labour force, received a €15,000 grant to acquire a wood chipper.

To clean its rest areas in the Vendée region, ASF offers seasonal jobs to employees of the *Bocainsert* association, which works to help people in difficulty get their bearings at work by employing them to clean green spaces, do gardening work and package goods.

In Valence, ASF is supporting the *Unis-Cité* association to enable young volunteers in the 18-25 age bracket to engage in solidarity activities in their region.

In La Roche-sur-Yon, it supports the *Vieilles Pierres et Insertion* association, which enables people who are socially excluded to work as bricklayers on old buildings and tend the grounds of a chateau. By supporting these initiatives, ASF is expressing its outreach and its community engagement.

Overall, some ten projects proposed by ASF teams were selected by the VINCI Foundation for support in 2007.

New visibility for everyone

Versatility, development and recognition of competencies are the keys to success at ASF. Presented on 18 July 2007 and signed by all the trade union organisations, Company Agreement No. 80 on changes in toll station jobs and work organisation reaffirms social values as the basis for productivity within the company.

ASF recognised for its implementation of the individual right to training (DIF)

On 20 March 2007, ASF received the DIF silver trophy for the 11,885 hours of training given to its employees in 2007. 683 training projects were carried out or initiated as part of individual right to training in 2007 within ASF.

PRODUCTIVITY, A CONSEQUENCE OF WELL-BEING

A re-defined work organisation, adjusted and consistent remuneration and encouragement of voluntary mobility will enable ASF to achieve its productivity objectives while ensuring good working conditions, high-quality customer service and compliance with the social agreement to implement "no redundancies, no forced transfers". With broadened skills, changed work arrangements and employees happy to be working in a clear-cut and stress-free environment, ASF will be able to optimise its level of service and set a course for 2032 (when its concession contract ends) as an indispensable player.

EMPLOYMENT INDICATORS

Numbers employed and trends number	Unit	2006	2007
Total number employed at 31 December	nb	5,744	5,437
Permanent employees	nb	5,365	5,176
Fixed-term employment contracts	nb	379	261
Male/Female breakdown	%	57/43	57/43
Percentage of disabled employees	%	5.89	6.44
New permanent employees during the period	nb	131	37
Terminations	nb	41	73
Wages, salaries and social benefit contributions			
Average gross annual pay	€	30,748	32,478
Incentive scheme payments made in respect of period (gross)	€ thousands	6,113	6,916
Statutory employee profit-sharing paid in respect of period (gross)	€ thousands	9,958	14,275
Health and safety			
Frequency of work-place accidents	rate	14.66	11.45
Severity of work-place accidents	rate	0.59	0.52
Accidents while working on motorway	nb	4	4
Road-traffic accidents involving ASF or ESCOTA vehicles	nb	104	84
Training			
Training expenditure as percentage of gross pay			
Rate declared	%	2.85	2.58
Actual rate	%	3.66	3.57
Industrial relations and collective bargaining			
Agreements, riders and conventions signed during the period (ASF/ESCOTA/joint)	nb	6 ASF + 3 Group	13
Organisation, absenteeism			
Internal appointments to management positions	%	84	67
Overall absentee rate	%	5.44	5.56
Customers			
Personal injury accidents	nb	1,078	1,183
Rate of personal injury accidents	number/10^6 vehicle km	3.93	4.19
Number of deaths	nb	48	45
Rate of deaths	number/10^6 vehicle km	0.18	0.16
Complaints handled	nb	18,734	19,872
Overall customer satisfaction index score	out of 10	7.8	7.7


Sauvons
la tortue d'Hermann !
La tortue d'Hermann
Au feu !
En 2003, dans la forêt des Maures, environ 3000 tortues sont mortes brûlées.
Sauvons la tortue d'Hermann !

Customers
a focus on service

An ambition shared with the State

The State and ASF signed a rider to the concession contract as well as the 2007-2011 master plan in June 2007. In this plan, under which the company makes a commitment for a period of 5 years and provides over €2.5 billion in investments, the priorities set are the creation of new facilities to make motorways even safer and more comfortable and the development of new networks using the high environmental quality approach.

Setting a course for 2011

A major programme commitment to optimise the existing network.

THE ROADMAP FOR THE NEXT FIVE YEARS

To supplement the concession contract, the master plan spells out the type and amount of investments (over €2.5 billion) to be made in new sections or motorways already in service over the 2007-2011 period, as well as the policies to be implemented by ASF with respect to safety, traffic flow, toll collection, quality of service and Sustainable Development. As part of this plan, ASF has undertaken to finance investments amounting to over €1.3 billion for the construction of new sections: the 16 km La Roche-sur-Yon bypass, which will be completed in 2008; the A75-A9 connector at Béziers, on which work started at the end of 2007; and the 53 km Balbigny-La Tour de Salvagny section that will complete the major Bordeaux-Lyons artery (the A89).

Meanwhile, ASF is investing nearly €1.2 billion to upgrade sections of its existing network: widening to 2x3 lanes of the A63 motorway; widening to 2x3 lanes of the A9 motorway between Perpignan south and Perpignan north; duplicating the A9 motorway at Montpellier, and construction of new interchanges. Last but not least, nearly €250 million of this amount will be used to improve safety on the existing networks, improve traffic flows on the busiest sections such as the Rhone Valley and the southern seaboard and reduce environmental impact.

€1,3 billion
for construction of new sections

€1,2 billion
for section widening, construction investments in motorways in service and safety upgrades to benefit customers

Engineering structures are designed to blend naturally into their environment, as on the Thenon-Terrasson section of the A89 motorway shown here.

MORE INTERACTION WITH THE CONCESSION GRANTOR, BETTER SERVICE FOR THE CUSTOMER

This master plan introduces an innovation in the form of detailed quality indicators covering infrastructure condition and customer service. A highly sophisticated tool was devised to track ASF's performance, with the company's mission remaining unchanged: to improve its network, anticipate changing traffic loads and continue to provide its customers with high-quality service and optimum safety. Under Article 13 of Rider No. 12, special operational quality objectives are defined, which cover, in particular, maintenance, traffic management and traffic support. These provisions serve to focus all the activities of the company on optimising customer service.

REGULAR MONITORING TO REVIEW AND PLAN AHEAD

The master plan sets out three types of indicators (performance, monitoring, statistics) that will make it possible to better describe the expected quality and service levels. This approach, which was already under way at ASF with the Performance programme, has now been covered by contract. A large number of indicators are tracked: condition of pavements and engineering structure, response time following events, waiting times at toll stations, cleanliness of rest area surroundings, response time following customer complaints, consumption of plant protection products, etc. To supplement these indicators, a satisfaction survey is carried out three times every year over the network as a whole to assess the quality of operation and adjust the resources to be devoted to it. Every year, in June, a master plan implementation review is performed to assess compliance with concession company commitments and changes in the various indicators. These reviews also provide an opportunity to meet regularly with the concession grantor to track progress on works and exchange ideas and identify areas for improvement.

Supporting customers

The face of the motorway is changing. ASF stays ahead of the curve to meet its customers' expectations in the areas of comfort, safety, quality of service and environmental protection, by developing automation and ETC, introducing new services and expanding the use of communication resources.

24/7, 365 days a year

ELECTRONIC TOLL COLLECTION FOR EVERY USER

"Liber-t Préférence" for regular commuters, local offerings with price reductions within the same *département*, "temps libre" for occasional users (weekenders, holidaymakers) - ASF offers ETC solutions enabling everyone to obtain an account corresponding to his or her needs. Customers appreciate this flexibility. Electronic Toll Collection offers smooth traffic flow, simplicity and low cost and more and more customers are taking advantage of it. In 2007, the number of accounts rose by nearly 19% and ETC transactions for light vehicles rose 15%.

With the "Zap" accounts developed in partnership with local authorities, ASF customers receive free trips on specific routes. Following the success of "Zap 31" in Toulouse and "Zap Narbonne", two new accounts – "Liber-t Tonnay-Charente" and "Zap Perpignan" – were launched in 2007. These projects carried out in conjunction with local authorities are emblematic of the attention ASF pays to its customers' needs.

Remote assistance

Along with toll automation, ASF is setting up audio and video links to provide remote assistance to customers requiring help. Call centre staff provide round-the-clock assistance in several languages. They are specially trained for this task and can solve problems quickly.

ETC facilitates both regular and occasional trips.

EUROPE'S FIRST CROSS-BORDER ETC

Under an agreement signed by BIDEGI and ASF, Spanish VIA T ETC users have been able to travel on the French A63 (Basque coast) and A64 (Pyrenees) motorways, while ASF's "Liber-t Océan" account holders have been able to travel on the A8 (Spanish Basque coast) motorway as far as San Sebastian. This agreement, one of a kind in Europe, was worked out after a lengthy study and meticulous technical and logistical testing by ASF and BIDEGI teams working in close cooperation. The project has been a success: there are now 2,400 transactions per day on either side of the border.

PARKING MADE EASY!

No more waiting at cash registers and no more lost receipts. Starting in the second half of 2007, ASF ETC account holders can use their badge in VINCI Park car parks. This saves time and simplifies expense accounting. 30 car parks have already been equipped in France and that number will increase to 200.

7.7/10
Customer satisfaction rating

+19%
ETC accounts (light vehicles) in 2007

1.4 million
visits to www.asf.fr in 2007

The website that helps you plan a successful journey: www.asf.fr

Traffic forecasts, real-time traffic information, uninterrupted information on network condition and events at rest areas: the asf.fr website was completely overhauled in 2007 to provide real trip assistance. The motorway becomes easier at the click of a mouse.

PROMOTION, DISTRIBUTION, LOYALTY

Partnerships with large retail chains such as Total and Pierre & Vacances and with banks such as La Banque Postale enable ASF to promote its ETC offering well beyond the confines of its network. An extranet was set up in 2007 to enable the Norauto network in Bordeaux and several cities in southeastern France to print contracts and issue tags to customers immediately during a sale. Renault and ASF offer Carte Renault cardholders free ETC service for the first year. The tie-up between ASF and VINCI also made it possible to present the advantages of ETC to VINCI Group employees. Several promotional campaigns were carried out in 2007 to win new customers; and at the end of 2007, the number of light-vehicle ETC accounts had reached 374,000.

ONGOING DIALOGUE WITH CUSTOMERS

Improving the customer relationship is a fundamental aspect of ASF's policy. The asf.fr section on ETC, which was completely re-structured in 2007, is an example of ASF's ongoing endeavour to reach out and to recognise customers. A new customer space has been launched to enable 48,000 "Primo" account holders to check their invoices on line around the clock, seven days a week. In another innovation, the "Bienvenue" in-house software makes it possible to handle customer complaints more rapidly, reducing the time required to 22 days in 2007.
The goal for 2008 is to provide the customer with a response in 10 days.

ONGOING INFORMATION

Radio Trafic FM 107.7, which broadcasts over the entire network, keeps customers abreast of traffic conditions at all times. It interrupts its programming to alert listeners to the slightest danger. In the summer of 2007, programmes in English, news and practical information were broadcast regularly. The hosts of the "Vendredis de l'Eté" (summer Fridays) programme on Radio Trafic FM 107.7 made public appearances at rest area events to present prizes and encourage drivers to take a break. Information was also widely disseminated on the web. The new website, www.asf.fr, which went on line on 18 June, was designed to enable Internet users to better prepare their journeys, especially during the holiday period.

GOING DIGITAL SOON

In the run-up to the advent of digital radio (call for proposals to be launched by the CSA audiovisual council and the Ministry of Industry in the first quarter of 2008 to gradually replace analogue radio in coming years), ASF carried out an experiment in 2007, broadcasting to the A7 motorway section between Lyons and Valence.
The experiment successfully tested new types of content and assessed the potential for the new services that will be available to motorists.

A partner for local authorities

Acting as a partner in the life of the local community, ASF forges close ties with the regions through which its motorways run and which it serves. ASF's motorways reinforce links between cities and activity develops around them. To better organise this process, ASF makes the full range of its expertise available to local authorities. It makes an ongoing effort to respond to their concerns, which extend far beyond the motorway itself.

Actively involved

in local issues

ASF makes the full range of its expertise available to the municipalities it serves.

COMMUNICATION ROUTES

There are many ways in which a motorway, the regions it serves and the municipalities in which it is embedded can work together. Because their interests and concerns overlap, ASF develops intelligent and appropriate solutions to local issues. It makes available to local authorities the projects and skills required to manage highly complex situations, particularly those relating to urban transport policies.

INFORMATION FLOWS IN TOULOUSE

ASF is familiar with Toulouse, with its ring road (half of the infrastructure of which ASF manages), its six major arteries leading into the city and its rush-hour traffic jams. ASF had installed a sign system on its network to keep customers informed of travel times. In 2007, ASF teams launched the idea of doing more, and proposed to the city authorities that traffic information be broadcast on Radio Trafic FM 107.7. The city, faced with ongoing traffic problems, immediately saw the advantages of the project and signed an agreement. Under this cooperation agreement, the city broadcasts eight bulletins per day in a special programme called "The City of Toulouse keeps you informed". The result is that motorists are better informed about traffic conditions in their city and are gradually getting in the habit of taking alternative routes to avoid getting stuck in traffic jams. This project is emblematic of the role ASF strives to play, supporting local authorities by proposing alternative Sustainable Development solutions.
And as cities increasingly take a multimodal approach to transport, further opportunities for such cooperation will arise.

On the eastern part of the Toulouse ring road, motorists receive real-time information on journey times. Traffic bulletins broadcast on Radio Trafic FM 107.7 provide additional information.

TONNAY-CHARENTE FACILITATES MOTORWAY ACCESS

Since it was launched on 1 August 2007, the local "Liber-t Tonnay-Charente" account has been a big hit with the inhabitants of the Rochefort region. In just a few months several hundred of them have chosen to use ETC in their daily trips, taking advantage of the convenience offered by this service year-round. The offering, developed by the regional ASF Division in Niort in partnership with the General Council of the Charente-Maritime *département* and available to commuters using the Tonnay-Charente-Rochefort route, is particularly well designed. Account holders are exempted from tolls, which are paid by ASF and the General Council with a financial contribution from the city of Tonnay-Charente and the Communauté d'Agglomération du Pays Rochefortais urban community; they pay only the €20 annual management fee. The operation has been a success and the goal of the local authorities – satisfied customers and improved traffic flow on the parallel network – has been achieved.
This new travel offer confirms ASF's determination to be part of the local communities, helping to find solutions to the issues facing local authorities.

THE MOTORWAY MAKES LIFE EASIER IN THE CITY

ASF worked with the Perpignan Méditerranée urban community to find a good way to limit fuel consumption, CO_2 emissions and traffic jams in the greater Perpignan area. The "Zap Perpignan" project, developed by ASF in 2007 in partnership with the Perpignan Méditerranée urban community, got off the ground in early 2008. It offers residents of the greater urban area free use of the Perpignan north - Perpignan south section in exchange for an ETC account costing €2 per month.
The tag will also give access to all ETC services on all French motorways. The "Zap Perpignan" project is a win-win solution: motorists gain time and save money, the city centre saves oxygen. And the greater urban community fulfils its public service mission by offering sustainable transport solutions.

Northern ring road in Lyons

Openly, a wholly-owned ASF subsidiary, has been operating the northern ring road in Lyons since 2006 under a public service contract that includes major maintenance and renewal works. This complex structure (four tunnels with a combined length of over 6 km, one viaduct, 7 exits, 2 toll stations) recorded traffic of 135,000 vehicles per day in 2007, 45,000 on the paying section alone.

Haulage companies: an expanding service offering

Traffic is getting denser and more international. Expanding goods transport raises all the issues: motorway traffic flow, safety and environmental protection as well as comfort and cost. To meet these challenges, ASF is taking several measures in an overarching approach.

An ever better response

to the needs of haulage companies

FAST AND SMOOTH MIGRATION TO ETC

Following a period of in-house tests carried out with a number of road haulage companies, cross-company HGV ETC was launched in April 2007. Beyond meeting the technological challenge of getting such a system up and running, ASF made a point of supporting its haulage industry customers, smoothing the migration from CAPLIS (HGV magnetic card subscription) to ETC for them by making it as flexible as possible.

The ETC offering defined by ASF is a direct reflection of the Eurovignette Directive: calculation of the discount by vehicle and not by fleet as heretofore, discounts based on use, rates capped at 13%. The new price list introduced by the European Union results in a reduction in the discount for some, but it ensures equity in the net toll price. Small and large, domestic and foreign haulage companies will now all get a similar discount and the number of companies eligible for the discount has more than doubled.

At the end of December, 280,000 tags had been sold. ETC revenue on the ASF network was equivalent to the revenue based on the CAPLIS magnetic stripe card, sales of which were phased out at the beginning of the second quarter of 2007. Account holders were offered the option of keeping their CAPLIS cards until 31 March 2008 and a supporting financial incentive was offered to companies opting for early cancellation. Calculated as the difference between the CAPLIS and the ETC discounts, compensation for cancellation could amount to as much as 11 months for subscribers having cancelled their CAPLIS account by April 2007. In addition, ASF offered a bonus to account holders with "clean" vehicles meeting the Euro IV and V standards. The payment of this one-time compensation also enabled road haulage companies to improve their cash flow.

A EUROPEAN DISTRIBUTOR NETWORK

Under the Interoperability Directive, HGV ETC is ultimately to be valid on all European Union motorway networks.

The ASF, APRR, ATMB, SFTRF and SITAF (for Italy) groups have set up a joint subsidiary called Axxès[1], responsible for issuing HGV ETC tags valid throughout Europe, developing relations with all toll infrastructure operating companies and interfacing with all road haulage companies that use these networks.

At the end of 2007, three companies in addition to Axxès had received final approval from the ASFA Commission: Eurotoll, Total GR and DKV. Axxès, with 140,000 tags in service, accounted for half of the market. This result was achieved thanks to its exceptional plant and equipment, hosted by ASF, which can handle very large volumes rapidly, and to its dynamic sales and marketing effort.

[1] *ASF: Autoroutes du Sud de la France - ESCOTA - APRR: Autoroutes Paris-Rhin-Rhône - ATMB: société d'exploitation du tunnel du Mont-Blanc - SFTRF: société d'exploitation du tunnel de Fréjus.*

280,000
HGV ETC tags sold at end December

40%
of all HGV transactions by ETC in December 2007

HGV ETC was a great success from the moment it was launched.

With the new secure HGV parks, drivers can stop without stress.

INCREASED ACTIVITY FOR THE ETC ACCOUNT AND TRANSPONDER MANAGEMENT CENTRE

The creation of the Axxès company in early 2007 marked a turning point for the ASF ETC Account and Transponder Management Centre, which handles all ETC account encoding and tag management activities. Qualitatively, the process had to be changed and deadlines complied with in order to satisfy customers. Quantitatively, production doubled to nearly 255,000 tags divided between Axxès and ASF. Average production was over 1,000 tags/day, the equivalent of 150 tags/day/FTE.

MORE ATTENTION TO COMFORT AT REST AREAS

ASF makes regular investments in facilities for haulage companies on its network. For example, it made a commitment in 2007 to create 1,500 additional HGV parking spaces at its rest areas by the end of 2011. Because drivers not only work but also live on the motorway, ASF is attentive to their comfort and convenience.
ASF has plans for expanding its service offering at rest areas: dedicated rest rooms, fast and affordable meals, vending machine areas. A first public Internet terminal, tested this summer on the A10 motorway, recorded more than 3,000 connections in September 2007.

HGVS CAN SLEEP EASY

Security is a major concern for road haulage companies. ASF has investigated the construction of secure parking areas over its entire network. On the Rhone Valley - southern seaboard artery, two secure manned HGV parks, some 4 hours apart, already exist. They are called "Truck Etape" and they meet haulage companies' growing need for security for both loads and drivers. These protected areas, with protective barriers, CCTV cameras, dog handlers and entrance and exit control for both vehicles and pedestrians, enable drivers to stop to rest stress-free and provide services for meals and relaxation.
Building on the experience gleaned at the Lyons-Communay (A46) and Béziers (A9) sites, ASF has begun design studies for the construction of two further sites on its network. The goal is ultimately to create a more closely knit network of secure areas so that drivers can schedule their layovers and to improve information concerning the availability of parking spaces.

Life on the motorways

Motorway rest areas can be nothing more than places to stop for a rest. ASF prefers to see them as places to enjoy life that offer an interesting environment and a whole universe of recreational activities and services. In 2007 it put together an ambitious plan to renovate the service and rest areas on its entire network.

More and more services at service areas

By welcoming new stores to its rest areas, ASF meets the expectations of its customers and strives to improve its services.

AN ATTRACTIVE AND DIVERSIFIED OFFERING

With the introduction of three additional service areas on its network (two on the Angers bypass and another on the Montauban bypass), ASF was managing a total of 102 service areas at the end of 2007. Over the next five years, 50 service station and 35 restaurant contracts will come up for renewal. This constitutes a magnificent opportunity for ASF. After carrying out studies and opinion surveys among its customers and partners, it has undertaken a major programme aimed at optimising its offering according to service area and customer segment.
Many changes are in the works: repositioning facilities so as to better manage traffic flows of light vehicles / HGVs and improve safety, construction of common buildings to facilitate customer access to the various offerings, transformation of areas on either side of the motorway into single areas that can be accessed from both traffic directions.

LIKE MAJOR BRANDS

The major city centre brands opened locations in the service area buildings, designed to be more lively and more commercial, in 2007. PHILEAS and LE SERVIANAIS restaurants opened at the Béziers Montblanc area and QUICK and PAUL at the Montpellier Fabrègues area, both on the A9.
With its stores, its restaurants open around the clock, 365 days a year, its common public areas, the new ASF service area is designed to serve both travellers passing through and the local community.

SUNNY STOPOVERS: SAFETY AND RELAXATION ON HOLIDAY

As they do every year, the ASF teams mobilised to make sure that the large summer holiday migrations took place safely and comfortably. A large number of events were held: road safety awareness programmes, first aid training, demonstration of the twin radar, food tastings and sports activities.
Sports counsellors gave basic lessons in over 20 different sports (archery, fencing, rock climbing, full contact, sailing, etc.) at ten network service areas.

299
service and rest areas on the ASF network

137
restaurants and cafeterias served 15 million customers in 2007

Every summer, ASF offers its customers basic lessons in sports at its service areas. Twenty disciplines, including rugby, were on offer in 2007.

TEST TRANSFORMED

In 2007, ASF continued its partnership with the Top 14 rugby clubs. A Fairplay match was held in Agen, attracting over 1,000 children, and in honour of the World Cup a Rugby Tour was organised at several service areas offering Etapes Sportives sports activities. Several hundred children and adults took lessons in the basics of rugby (drop, pass, tackle, sidestep, etc.).

TIRE PRESSURE: HELPING OUT TO ENHANCE SAFETY

From 30 June to 1 September 2007, 7 days a week, at 12 tire pressure stations, ASF and MATMUT provided free assistance to help people inflate their tires to the right pressure. Michelin also joined the operation on weekends in June and July at 15 tire pressure stations.

TRAVEL INCENTIVES

A panoramic view of the city of Carcassonne, a giant sundial, an ornithological museum, lookout points – the discovery stopovers along the ASF network enable people to explore the sights of the regions they are travelling through. Another incentive to travel is the map entitled "Discovering the Heritage on the Autoroutes du Sud de la France". The map was drawn up in partnership with the Centre des Monuments Nationaux (national landmarks centre); 150,000 copies were printed and handed out at toll stations on the A7 and the A9 throughout the summer.

KIDS: GOOD ADVICE FROM MICKEY AND CROQ'MALIN

As in 2006, one million copies of a special ASF edition of the "Journal de Mickey" was distributed free of charge during the summer. The topic covered this year was Radio Trafic FM 107.7. For fitness, the Croq'Malin picnic and meal were made with products selected for their nutritional benefits and offered at low prices to children and adults alike.

MILLIONS OF READERS

2.9 million copies of "Découvertes" magazine, published by ASF in partnership with ESCOTA, were distributed during the spring and summer. "Découvertes" provided a wealth of information and advice, serving as a holiday guide for the whole family.

FILLING UP ON VITAMINS

Those in the know came to do their grocery shopping on the A7 and the A9 during the summer. Local farmers opened stalls and sold fresh fruits and vegetables at several service areas, giving motorists an opportunity to taste the local produce in a relaxed atmosphere. One of ASF's missions is to promote safety while stimulating the local economy.


PASS PL 6
TCO SORTIES VIENNE
OPE VIENNE


patrouille
Autoroutes du Sud de la France
www.asf.fr
trouille

Expertise
a focus on innovation

Building infrastructure that blends into the landscape

Infrastructure is needed to better serve population centres and areas where people live and work. This service must be provided in harmony with the motorway's environment. ASF is increasingly investing in combining regional planning, road safety, traffic flow and protection of the environments served by the motorways.

Respecting regional harmony

THE A89, BORDEAUX TO CLERMONT-FERRAND IN LESS THAN THREE HOURS

With the completion of the Thenon-Terrasson section at the end of 2007, the A89 now connects Bordeaux with Clermont-Ferrand without interruption. The 18 km section, opened to traffic on 16 January 2008, decongests the RN89 national highway and will eliminate summer traffic jams. Approximately 10,000 vehicles per day, of which 24% HGVs, are expected to be using it by 2010. The project took more than three years to complete and 1,500 people worked on it. Because of the topography, the earthworks were particularly complex and several engineering structures were built. The Elle and Ribeyrol viaducts and the Crête du Guillaumaux tunnel required major investments and a great deal of work to blend them into the environment. New construction methods were systematically applied, especially pre-planting of slopes to stabilise the topsoil as quickly as possible and ensure landscape integration from the moment the motorway entered service.

THE A89, THE FIRST EAST-WEST FRENCH MOTORWAY

The completion of the Bordeaux/Clermont-Ferrand motorway caps 12 years of effort and administrative procedures in the run-up to ASF's signing of the contract to build France's first major east-west motorway, with a length of 360 km. This route, in which ASF invested €4 billion, is vitally important to the regions and municipalities it serves. Since the start of work, the number of activity zones has doubled, a road logistics hub has been built around the A89/A20 motorway intersection in Brive and a large number of hotel chains and chain stores have set up locations along the motorway. The next and final stage of construction, which will complete the A89, will be the Balbigny-Lyons section.

The *Serapia Lingua* orchid was carefully protected with barriers during construction work so that it can re-colonise the slopes of the motorway.

THE BALBIGNY-LA TOUR DE SALVAGNY ROUTE TAKES SHAPE

Consultations with elected officials and local communities about the final route of the A89 between Balbigny in the Loire region and La Tour de Salvagny (western ring road in Lyons) were stepped up in 2007. A detailed project was drawn up, the second geological survey work was begun on the ground and the administrative authorisation procedure under the water law was started. Because the route takes the motorway through environmentally valuable areas, the project included highly detailed studies to ensure comprehensive knowledge of sensitive sites, identification of vulnerable species including the white-clawed crayfish and determination of the resources needed to protect them. The project includes the construction of seven viaducts and three tunnels, including the 4 km long Violay tunnel. Archaeological work began in the autumn of 2007 and the first calls for tender have been issued, with preparatory work on the Violay tunnel scheduled to get under way in the summer of 2008.

18 km
of additional motorways completed in 2007

123 km
of motorways planned or under construction

Respecting the environment during and after construction of major engineering structures.

> "As a responsible construction company, ASF does its utmost to reduce the impact on the environments through which its infrastructure runs and conserve their wealth of resources."

STRUCTURAL WORK COMPLETED ON THE LA ROCHE-SUR-YON BYPASS

Following completion of earthworks in 2007, the last new section of the A87 (16 km bypass at La Roche-sur-Yon) entered the final construction phase. It will be opened to traffic in 2008. The Yon viaduct has been completed and the pavement works have begun. One of the key stages in the project was carried out in November 2007 - the passage under a railway line that carries high-speed trains, virtually without interrupting traffic.

CONNECTING THE A75 AND THE A9

Work got under way in October 2007 and is scheduled for completion in 2010. Five kilometres of current section and a major junction will not only complete the Clermont-Ferrand/Béziers motorway link and connect it with the A9 but also include an upgrade of the Béziers Est toll station. Comprehensive steps have been taken to minimise traffic disruption on the A9, especially at the start of the summer holiday period.

MONTPELLIER, PREPARING A MAJOR WORKSITE

In April 2007, a declaration of public interest was issued for the project aimed at duplicating the A9 motorway at Montpellier. The complex project on the outskirts of the urban area is part of the city's ongoing development plan covering its extension toward the south. The large-scale project will also include a comprehensive upgrade of the current A9 motorway to enhance safety and traffic flow and to improve environmental protection for the surrounding community.

Maintaining and developing infrastructure in service

The motorway must keep pace with ongoing change. Infrastructure inevitably suffers wear and tear. Day after day, ASF maintains, modernises and improves its network. The task involves not just repairing and enlarging the infrastructure but providing appropriate solutions to meet the world's increasingly exacting requirements.

A constantly evolving network

Opting for more costly night work makes it possible to substantially reduce traffic disruption.

WIDENING THE A63 FROM FOUR TO SIX LANES

The public interest declaration and the water police finding were officially issued in December 2007 and the A63 will be widened from the Spanish border to northern Bayonne. This major construction project, which ASF has been preparing for many years, entails large-scale construction work in an area that is particularly difficult in terms of both geology and surrounding communities. The route carries heavy traffic and runs through a number of large urban areas. The public interest survey involved lengthy discussions. Moreover, the existing section requires a complete technical and environmental upgrade. The first preparatory work without traffic will start in Bayonne in 2008. The widening project as such will follow, lasting until 2016. Given the traffic density (35,000 vehicles/day), and especially the HGV traffic (1/3 of the total), ASF will have to work incrementally in small sections.

THE BARRIER PUSHES BACK THE BORDER

The Biriatou toll plaza, which also includes border control facilities on the border between France and Spain, is often saturated and is located at the bottom of a steep slope. It therefore needs to be moved and enlarged from 13 to 20 lanes to accommodate more dedicated ETC and HGV lanes. This toll plaza is located directly at the border with Spain and there is very little space available on the French side. To solve the problem, the French and Spanish governments agreed to ASF's proposal that the administrative border be moved. Following technical studies carried out in 2007, all the authorisations were obtained and work got under way in early 2008.

ANGERS BYPASS, A NEW SECTION OF THE A87

In June 2007, when management of a number of national highways was transferred, the State awarded to ASF (for operation starting on 4 April 2008) responsibility for developing and operating a 7 km section of the Angers bypass (RN260), which will now be called the A87 north. This concession raises the length of motorway operated by the Pays de Loire district to 154 km. The goal is to upgrade this suburban section to technical and environmental standards and to improve traffic flow for the 50,000 vehicles that use it every day on average. The initial design studies were launched in 2007. On the neighbouring Sorges-Murs Erigné section, a public interest declaration was issued in June 2007, paving the way for a start of work in January 2008.

€130 million

invested in infrastructure upgrades

120 km

of motorway equipped with modular lane separators

A central reservation with concrete modular lane separators on the A7 motorway: the system makes it possible to set up mobile worksites while improving safety.

A MODULAR CONCRETE CENTRAL RESERVATION FOR SAFER WORK ZONES

The central reservation reinforcement project on the A7 motorway between Orange and Valence was begun in 2003 and completed in the spring of 2007. The system, made up of concrete blocks called modular lane separators, replaces metal safety barriers. 120 km of motorway will now be equipped with the system, which makes it easier to install heavy road signs and possible to use the mobile worksite technique, which speeds work and causes less disruption. In real time, teams can open and close lanes at any point depending on traffic volume and composition.
The reinforcement of the central reservation on the A7 prompted a change in the way the motorway is operated. This safety infrastructure prevents vehicles from crossing the central reservation and is therefore an excellent compromise for an artery carrying heavy traffic made up of both HGVs and light vehicles.

ASF, A CERTIFIED CONSTRUCTION COMPANY

The Infrastructure Division won ISO 9001 certification in 2007 as a "motorway designer, builder and developer". The new scope, which continues to include work on new sections, was extended to cover widening operations. This recognition rewards all the teams in charge of managing construction and major widening operations and follows up the quality certification awarded in 2003. The infrastructure quality programme focused on identifying the expectations of operational staff and of in-house and external customers, harmonising and optimising practice across all the teams and proposing continuous improvement activities. The Saint-Étienne Operations Division also won ISO 14001 certification for the A89 Balbigny-La Tour de Salvagny construction project. This ISO standard, which is centred on environmental management, supports ASF's contribution to protecting and consolidating the environment.

Our ongoing commitment to the environment

For ASF, Sustainable Development is of vital importance. Everything possible is done, during construction and operation, to protect the quality of life of the communities and the natural environments through which its infrastructure runs. Noise abatement, waste management, wildlife conservation and protection of water resources are part of its sustained endeavours to protect the environment.

Protecting the natural environment

Motorway surroundings, which have been shown to harbour plentiful ecological resources, serve as refuges that contribute to biodiversity.

A NEW NOISE ABATEMENT MAP

ASF devotes substantial resources to noise abatement. During construction of new motorways and modification of existing sections, the infrastructure itself as well as exposed buildings are upgraded to comply with the threshold noise levels set by regulations. Under its master plan, ASF completed, in 2007, the noise black spot protection programme started in 2001 and aimed at protecting residential building pre-dating the construction of the motorway that receive more than 70 decibels (dB) in the daytime and 65 dB at night. 32 housing units were insulated against noise. As of 31 December, 867 noise black spots had been protected, i.e. all the black spots that can be normally treated. For those residents who are not eligible for protection, ASF works with local authorities under financial and technical partnerships. In 2007, 13 housing units underwent noise protection work along the A61, A62 and A68 motorways. ASF also began in 2007 to draw up a noise map covering its entire network as well as a new list of noise black spots that takes on board the new European noise indicator. This is scheduled for publication in the summer of 2008.

16 million

plants sowed over an area equal to that of the motorway pavements

293

wildlife crossings for small and large animals

WORKING WITH THE NICOLAS HULOT FOUNDATION TO PROTECT THE HERMANN'S TORTOISE

Continuing its support for biodiversity conservation and education, ASF renewed its sponsorship agreement with the Nicolas Hulot Foundation (FNH) for Nature and Man. The programme designed to protect the Hermann's tortoise in the lowlands and the Massif des Maures in southeastern France was initiated with ASF and ESCOTA. The plan was supported by the PACA regional DIREN environmental department and was worked out by CEEP (Provence ecosystem studies conservatory) associations and SOPTOM – Village des Tortues in Gonfaron. It was approved by the national council for the protection of nature. The French Ministry for Ecology and Sustainable Development has made a commitment to support its implementation. In 2008, the FNH-ASF partnership will focus on ways to foster better day-to-day biodiversity conservation at national level.

RESPECTING AN OUTSTANDING GREEN HERITAGE

ASF manages the land covered by the State concession for the construction of the motorway in such a way to foster the ecological wealth of the natural environment. Brush clearance is kept to a minimum to create green belts. Preference is given to local species, which are better adapted to the local environment. At rest areas, green space irrigation has been almost entirely phased out and plant protection products are kept to a sensible level. ASF is also continuing its land use policy to avoid deteriorating the areas surrounding the motorway.

WASTE SORTING AND RECYCLING

ASF continues to create selective sorting points where local recycling facilities exist. 20 rest areas have been equipped, an increase of 7 compared to 2006, and 28 districts sort the waste arising from their own activities and waste collected along the motorway. The goal is to extend this practice to all districts in 2008. Paper and cardboard recycling has now been introduced in virtually all ASF office buildings. In 2007, 8,341 tonnes of waste were collected, of which 6,075 tonnes at rest areas. Nearly 30% of the overall waste tonnage arising at ASF was recovered: 8% as waste to energy and 21% recycled.

PROTECTING THE IMMEDIATE SURROUNDINGS OF MOTORWAYS

As part of the water police system, 47 new protective structures were commissioned in 2007, bringing the total number to 1,504. On the older parts of the network, catch-up programmes are under way. ASF has undertaken structural projects, such as widening, as well as targeted action to protect the most exposed areas, especially drinking water catchments. In every French *département*, emergency plans are being put in place to cover accidents involving contaminating or dangerous materials, so as to minimise the potential environmental risk.

ENABLING WILDLIFE TO MOVE FREELY

At 31 December 2007, the ASF network had 101 wildlife crossings for large animals and 192 for small animals, enabling them to move freely without crossing the pavement. Throughout the year, ASF maintained 5,238 km of existing fencing.

Helping customers reach their destination, whatever the weather and traffic conditions

Operating a motorway means ensuring traffic flow and safety whatever the circumstances. In urban and in mountainous areas, in floodplains and in tunnels, in the holiday season and at rush hour, in summer and in winter, ASF teams are standing by around the clock to control traffic and keep it flowing over the entire network.

Operational efficiency

Throughout the winter months, ASF teams are standing by to maintain safe driving conditions.

Cofiroute 2007 "Coup de Lame" competition: ASF reaches the finals

In 2007, the ASF team from the Niort district reached the finals in the competition, which is aimed at enabling both networks to jointly improve their methods and adopt the best tools. Every year Cofiroute (another VINCI group motorway company) organises the Coup de Lame competition to reward the teams that perform best in responding quickly and clearing snow efficiently.

EXPERIENCE WITH WIDE-RANGING CONFIGURATIONS

The ASF network runs through a wide variety of environments that differ in their geography and their climate, and several of its motorways carry heavy traffic. Through many years of coping with winter and summer holiday traffic and recurring congestion in urban areas, ASF has acquired unrivalled experience in traffic management. Its technical and operational expertise was further enhanced in 2007 as we tested new safety, information and traffic regulation measures.
The ongoing quest for innovative solutions in team organisation, tool design and deployment, services and equipment enables us steadily to optimise traffic flows and road safety. All its teams are constantly on the lookout for improvements and major investments are being made to improve reporting processes and upgrade existing infrastructure. Metering stations and CCTV cameras are being installed and automatic congestion detection systems, illuminated information boards and automated lane mergers are being set up. ASF does its utmost to ensure that the network meets its customers' most exacting requirements with respect to journey time, safety and driving comfort.

SPEED REGULATION: THE A7 SETS AN EXAMPLE

A major public debate was held in 2006 to prepare the future transport systems in the Rhone Valley and the southern French seaboard as part of the "multimode patterns of collective passenger and goods transport". The goal today is to succeed in maintaining traffic flow and road safety against a backdrop of steadily increasing traffic, without widening the motorway.

377

variable message signs

28

automatic CCTV incident detection zones in tunnels (16 in 2006)

> "A combination of the HGV overtaking prohibition and speed regulation made it possible to optimise service on the A7. In peak periods, ASF recorded an increase of 9% in average traffic flow and a substantial drop in accident statistics."

For the third consecutive year, speed regulation was implemented on the A7 motorway during the summer. It substantially improved driving conditions.

In addition to speed regulation, which was shown to be effective on the A7 motorway, ASF successfully tested a prohibition on overtaking by HGVs in 2007. The two systems will be applied on the new sections of the A7 motorway in 2008: at Montélimar HGVs will be prohibited from overtaking and at Narbonne speed will be regulated, for example.

When it comes to the HGV overtaking prohibition, ASF has prepared a multi-year deployment programme with zones and activation periods clearly identified (peak traffic periods, rush hour around major urban areas). These measures are much appreciated by motorists and have the added benefit of reducing accident numbers and traffic congestion volumes. The results are in: when everyone complies with the driving instructions, risk is reduced and everyone gets to his or her destination faster.

TRAINING AND INFORMATION FACILITATE TRAFFIC

The Orange-Valence artery is increasingly coming to resemble a suburban traffic configuration similar to the traffic situation around Montpellier and Toulouse. To anticipate traffic increases, ASF has begun to examine a number of options: modular pricing, car-pooling, Automatic Incident Detection systems. To more easily regulate traffic during peak periods, ASF increased the number of dynamic information systems available to its customers in 2007. With 16 new variable message signs brought into service during the year, a total of 377 such devices have now been installed on the network as a whole. These signs supplement the messages broadcast on Radio Trafic FM 107.7, keeping drivers abreast of traffic conditions and estimated times to destination in real time.

These signs are also installed at motorway on-ramps to provide motorists with relevant information (journey times, traffic) to enable them to safely enter the freeway.

SHARING EXPERIENCE WITHIN THE GROUP

Relations between ASF, Cofiroute and ESCOTA have been strengthened since they were brought together in the VINCI motorways division. They are now in a position to pool their expertise and set up joint projects in many different areas. A day-long meeting to share best practices was organised to bring together ASF and Cofiroute teams in a partnership aimed at optimising snow removal operations and working with the State to define a national level of winter maintenance service. In another skills-sharing exercise, ASF and ESCOTA set up a common traffic management tool enabling traffic control centres on their network to exchange video images in real time.

The motorway, four times safer

Never before has the ASF network achieved the level of safety reached in 2007. The very good results are due to a pro-active policy of acting to strengthen the safety of infrastructure, traffic lanes and toll barriers and to inform motorists and raise awareness.

Safety first

MAKING SURE THAT AN ACCIDENT IS NOT REPEATED

Accidents on the ASF network are closely tracked and studied with particular attention to the circumstances of the accidents and the contributing factors causing it.

These different analyses make it possible to carefully target corrective action (accident prevention activities, equipment on the ground, safety and communication measures) to ensure that accidents do not recur.

The action taken by ASF with respect to road infrastructure complements the policies of the public authorities (especially the introduction in 2003 of the monitoring and sanction programme) and the action taken by automakers and automotive equipment manufacturers on on-board safety systems. But the risk has not been eliminated.

In 2007, ASF and the other VINCI Group motorway companies carried out a national campaign on the risk of falling asleep at the wheel. Accident prevention and safety messages were regularly broadcast on illuminated signs and on Radio Trafic FM 107.7, to supplement the safety systems installed on the ASF network: rumble strips on lane edges, enhanced lane indicators, anti-glare screens, signs encouraging drivers to take a break, etc.

ASF IS KEEPING WATCH, COME RAIN, SLEET OR SNOW

Weather conditions, especially in winter, can make driving difficult and at times impossible. To cope with every contingency and guarantee the safety of its customers, ASF keeps watch at all times. It stands by to assign the necessary teams and equipment, under the oversight of the State, which coordinates accident prevention and response activities by Météo-France (the national weather service), the public authorities, the Red Cross and ASF's operational teams.

"Bad weather plans", first used in the Rhone Valley, now cover the ASF network as a whole. Their scope has even been extended so that traffic control measures can be taken not just to cope with snowfall but with other weather-related events such as floods.

NEW PROTECTIVE SYSTEMS

ASF safety specialists constantly strive to devise new ways to optimise the protection of ASF's customers and staff.

In recent years, ASF has installed over 500 crash barriers (165 in 2007) to mitigate the consequences of accidents occurring on concrete islands and toll booths in front of barriers in the toll station lanes.

At the end of 2007, 53 sites (intersections and junctions) had been equipped with safety barriers to protect motorcyclists, and safety had been reinforced on three-lane sections with heavy HGV traffic through the addition of a central reservation.

85%

of interchange ramps physically separated at the end of 2007, 100% by 2010

432

traffic CCTV cameras and webcams

If need be, ASF patrol vehicles can respond in less than 14 minutes.

"100% of interchanges will be equipped with directional separation by the end of 2010."

INTERCHANGES EQUIPPED TO PREVENT VEHICLES DRIVING AGAINST TRAFFIC FLOW

Drivers sometimes enter the motorway in the wrong direction. Since 80% of accidents due to wrong-way driving occur in the current sections, ASF intends to reduce this risk by sealing off two-way access to current sections (from rest areas, interchanges and toll stations) as much as possible.

Two objectives have been set:

- improving traffic direction indicators at interchanges, rest areas and toll barriers, by means of additional signs and roadmarking;
- sealing off wrong-way access to the current section by separating two-way traffic flows at interchanges.

In 2007, 20 interchanges were equipped with devices to prevent wrong-way entry (signs, roadmarking and low walls). An automatic alarm system to warn the driver that he or she is entering an interchange in the wrong direction (illuminated sign) is also being tested in Toulouse.

PRE-POSITIONING MAKES EMERGENCY RESPONSE SAFER

To avoid situations in which motorway workers are obliged to cross the traffic lanes, ASF is setting up pre-positioned signs on the central reservation. Response teams can switch them on quickly and safely, by turning them manually or automatically from a van in the emergency stopping lane. Following a successful test phase in the Niort district in 2006 and 2007, the system will be rolled out over the entire network in 2008. Ultimately, ASF plans to set up a set of such signs every 10 km over the entire network.

RECORD RESPONSE TIMES

When an accident occurs, ASF teams respond in a very short period of time. These response times are lower than those set out in ASF's contractual obligations.

(in minutes)	Contractual time	ASF time
Level 1 (urban)	14	10.1
Level 2 (inter-city with heavy traffic)	18	10.4
Level 3 (inter-city with light traffic)	27	13.2

SAFETY TOMORROW

ASF is taking part in the CVIS (Cooperative Vehicle Infrastructure System) project financed by the European Union as part of the 6th Research and Development Framework Programme. It brings together motorway operators, automotive manufacturers and suppliers and telecommunications companies to define the new cooperative strategies linking vehicles and infrastructure: danger alarms, information and services for HGV drivers. ASF is also involved in the Sinergit (tracer vehicle travel information system using Galileo in the greater Toulouse area) project selected by the National Research Agency and set up in April 2007.

Environmental indicators

ASF has made a strong commitment to Sustainable Development and for several years been carrying out activities aimed at protecting the environment. Periodic measurements are performed to quantify the environmental impact of its activities and to support targeted action on the most important issues.

ASF makes a commitment

and takes action

MEASURING THE CARBON FOOTPRINT TO REDUCE CO_2 EMISSIONS

The carbon footprint has been a focus of attention at ASF since 2005 and in 2007 it moved to a new level by publishing a first ISO 14064 inventory covering the full range of its activities in mainland France. The scope is ISOSCOPE 2, i.e. direct emissions essentially accounted for by the energy bill: use of fossil fuels and power at sites (energy needed for buildings, rest areas, toll stations, etc.) and use of vehicles to transport personnel and goods. Total ASF direct emissions amounted to 26,900 tonnes of CO_2 equivalent. When sub-contractors, suppliers and works are included, the SCOPE 3 footprint comes in at 212,000 tonnes of CO_2 equivalent. The next step will be to tackle the main sources of emissions.

ENERGY FROM SUN AND WIND ALONE

The CCTV cameras set up in an isolated sector between Carcassone and Narbonne, which operate autonomously 24 hours a day, won a prize in the VINCI 2007 Innovation Awards in the Sustainable Development category. They are supplied from a solar panel and a wind turbine that provide them with all the energy they need (1 kW).

A RANGE OF SOLUTIONS TO MITIGATE THE GREENHOUSE EFFECT

Reducing greenhouse gas emissions on a motorway network is a complicated undertaking in which the concessionaire plays an important role but in which other partners, suppliers and customers are also involved. To ensure that action taken is effective, ASF sets great store by consultations with all the stakeholders. ASF strives to combat global warming by taking a wide range of measures: using renewable energies, improving the energy quality of buildings, designing "environmentally friendly" rest areas, reaching out to its customers, recycling materials and consumables, better managing green spaces and promoting eco-driving.
In the summer of 2007, the speed regulation experiment on the A7 motorway and the prohibition of HGV overtaking on certain sensitive sections improved traffic flows and reduced CO_2 emissions.
Other examples are the partnership between Radio Trafic FM 107.7 and ADEME during the Rugby World Cup to encourage customers to drive flexibly and carpool and the targeted marketing of ETC to customers with "clean" vehicles at the Ecorismo and Ecomobile trade fairs.

With 293 wildlife crossings on its network, ASF enables a large number of species to continue to move freely over their territory.

A "CARBON SINK" OF 16 MILLION TREES AND BUSHES ALONG THE MOTORWAY

Along the motorway, ASF tends 9,840 hectares of green spaces. This area harbours more than 16 million trees and bushes. Nearly 531,000 hours of work went into managing these green spaces and operating the various environmental protection systems in 2007. 400 hours were also devoted to raising awareness and training employees engaged in activities that in one way or another involve the environment.
This green heritage, a genuine "carbon sink", offsets ASF's own carbon emissions each year.

ENVIRONMENTAL PERFORMANCE INDICATORS	Units	2006	2007
Network in service	km	2,562	2,590
Management			
Hours of training on the environment	nb	1,396	400
Expenditure on environmental protection			
Operating expenses (including long hiking trails)	€ thousands	24,000	19,450
Environmental investments as percentage of total capital expenditure	%	12.00	12.60
Operating expenses per km in service	€ thousands/km	9.35	7.51
Consumption of resources			
Water consumption per vehicle km	$m^3/10^6$ vehicle km	30.14	27.51
Road surfacing materials	million tons	0.35	0.88
Electricity consumption per vehicle km	$kWh/10^6$ vehicle km	3,001	2,682
Fossil fuel	$toe/10^6$ vehicle km	0.24	0.23
Number of autonomous solar energy installations	nb	1,881	1,905
Biodiversity			
Wildlife crossings	nb	293	293
Green areas (aggregate)	ha	9,731	9,840
Emissions			
Greenhouse gases generated by the activity (vehicles and buildings)*	tons of CO_2	19,900	19,716
Consumption of plant protection products used for green space	l/ha	1.59	1.43
Water resource protection installations (collection pools and ditches)	nb	1,457	1,504
Length of motorway where water resource is protected naturally or through suitably adapted construction work	km	1,912	1,934
Accidents involving hazardous materials	nb	13	7
Noise			
Residential units protected during the year (noise black spots and other neighbours)	nb	295	50
Degree of completion of 2001 - 2007 noise black spot reduction programme	%	94	100
Waste			
Non-hazardous waste	t	7,624	8,227
Hazardous waste	t	92	114
Recycling rate	%	34	30
Proportion of districts equipped for sorted waste collection	%	22/30 = 73	28/30 = 93

Toe: tons oil equivalent.
**Using the ADEME carbon footprint coefficients, version 3.0, April 2005.*

Financial statements
a focus on growth

Revenue and profit growth, a sound plan going forward

Against a backdrop of buoyant activity driven in particular by favourable weather conditions, ASF confirmed the improvement of its operational and financial performance in 2007. Revenue and net profit increased from the previous year.

Extract from the consolidated financial statements at 12/31/07

ASF Group (ASF – ESCOTA – TJH by the equity method)

BALANCE SHEET – ASSETS

(in € millions)	12/31/2007	12/31/2006
Non-current assets		
Other intangible assets	23.4	28.1
Concession intangible assets	11,539.3	11,660.9
Property, plant and equipment	120.4	109.9
Investments in associates	2.0	3.1
Other non-current financial assets	16.6	17.9
Fair value of derivative financial instruments (non-current assets)	26.6	0.0
TOTAL NON-CURRENT ASSETS	**11,728.3**	**11,819.9**
Current assets		
Inventories and work in progress	12.6	13.4
Trade and other operating receivables	288.0	239.0
Other current assets	34.9	34.3
Current tax assets	16.0	9.6
Fair value of derivative financial instruments (current assets)	40.9	39.2
Cash management financial assets	8.8	73.5
Cash and cash equivalents	77.9	626.4
TOTAL CURRENT ASSETS	**479.1**	**1,035.4**
TOTAL ASSETS	**12,207.4**	**12,855.3**

MORE FORWARD-LOOKING MANAGEMENT

The company's approach consists in managing day-to-day operations while continuing to plan its long-term investments. To make this approach into a financial management and empowerment tool, ASF has adapted its management system to include a budget forecasting and performance measurement process.

EMTN BOND ISSUE

The success of a €1.5 billion bond issue on the Luxembourg stock market in July 2007, as part of a Euro Medium Term Note programme, demonstrated markets' confidence in the company.

BALANCE SHEET – EQUITY AND LIABILITIES

(in € millions)	12/31/2007	12/31/2006
Equity and Liabilities		
Share capital	29.3	29.3
Share premium	15.8	860.1
Consolidated reserves	(15.7)	2,444.3
Net profit for the period attributable to equity holders of the parent	481.3	475.3
Net income recognised directly in equity	23.2	(5.4)
EQUITY ATTRIBUTABLE TO EQUITY HOLDERS OF THE PARENT	**533.9**	**3,803.6**
Minority interest	4.9	4.7
TOTAL EQUITY	**538.8**	**3,808.3**
Non-current liabilities		
Non-current provisions	222.2	189.2
Bonds	1,629.2	0.0
Other loans and borrowings	7,921.6	7,383.5
Fair value of derivative financial instruments (non-current liabilities)	2.4	0.0
Other non-current liabilities	6.3	9.3
Deferred tax liabilities	175.5	167.2
TOTAL NON-CURRENT LIABILITIES	**9,957.2**	**7,749.2**
Current liabilities		
Current provisions	68.4	51.5
Trade payables	53.4	46.6
Fair value of derivative financial instruments (current liabilities)	40.7	44.8
Other current payables	501.4	450.1
Current tax payables	11.9	39.3
Current borrowings	1,034.8	665.4
Bank overdraf	0.8	0.1
TOTAL CURRENT LIABILITIES	**1,711.4**	**1,297.8**
TOTAL EQUITY AND LIABILITIES	**12,207.4**	**12,855.3**

INCOME STATEMENT

(in € millions)	12/31/2007	12/31/2006
Revenue	**2,811.4**	**2,625.2**
Revenue from ancillary activities	6.8	6.0
Operating expenses	(1,553.0)	(1,467.7)
Operating profit from ordinary activities	**1,265.2**	**1,163.5**
Share-based payment expense (IFRS 2)	(8.6)	(13.1)
Profit/(loss) of associates	(1.1)	(3.1)
OPERATING PROFIT	**1,255.5**	**1,147.3**
Cost of gross financial debt	(532.9)	(431.1)
Financial income from cash management investments	8.1	21.5
Cost of net financial debt	**(524.8)**	**(409.6)**
Other financial income	17.0	8.5
Other financial expenses	(7.6)	(5.1)
Income tax expense	(257.5)	(264.7)
NET PROFIT FOR THE PERIOD	**482.6**	**476.4**
Minority interest	1.3	1.1
Net profit attributable to equity holders of the parent	**481.3**	**475.3**
Earnings per share		
Earnings per share (in euros)	2.084	2.058
Diluted earnings per share (in euros)	2.084	2.058

CONSOLIDATED CASH FLOW STATEMENT

(in € millions)		12/31/2007	12/31/2006
Net profit for the period (including minority interest)		**482.6**	**476.4**
Depreciation and amortisation		541.0	529.9
Net increase / (decrease) in provisions		45.0	24.1
Share-based payments (IFRS 2) and other restatements		(2.2)	7.0
Gain or loss on disposals		8.3	(0.1)
Change in fair value of foreign currency derivative financial instruments		0.0	(1.1)
Share of profit or loss of associates, dividends received from unconsolidated entities and profit or loss from operations being disposed of		0.7	2.9
Capitalised borrowing costs		(16.1)	(7.2)
Cost of net financial debt recognised		524.8	409.6
Current and deferred tax expense recognised		257.5	264.7
Cash flows (used in)/from operations before tax and financing costs		**1,841.6**	**1,706.2**
Changes in working capital requirement and current provisions		20.7	(6.1)
Income taxes paid		(311.3)	(264.3)
Net interest paid		(500.2)	(315.2)
Net cash flows (used in)/from operating activities	**I**	**1,050.8**	**1,120.6**
Purchases of property, plant and equipment, and intangible assets		(9.0)	(14.2)
Proceeds from sales of property, plant and equipment, and intangible assets		0.6	
Purchases of concession fixed assets (net of grants received)		(402.6)	(465.9)
Proceeds from sales of concession assets			2.8
Purchases of shares in subsidiaries and associates (consolidated and unconsolidated)			(1.5)
Dividends received from associates and unconsolidated entities		0.4	0.2
Other		(0.2)	(0.4)
Net cash flows (used in)/from investing activities	**II**	**(410.8)**	**(479.0)**
Increases in share capital			
Dividends paid			
- to shareholders of ASF		(3,776.5)	(277.2)
- to minority interests		(1.1)	(0.3)
Proceeds from new long-term borrowings		2,962.1	
Repayment of borrowings and changes in other current financial debt		(465.5)	(485.6)
Change in cash management assets		27.0	124.9
Net cash flows (used in)/from financing activities	**III**	**(1,254.0)**	**(638.2)**
Change in net cash and cash equivalents	**I + II + III**	**(614.0)**	**3.4**
Net cash and cash equivalents at beginning of period		**626.3**	**620.0**
Other changes		64.8	2.9
Net cash and cash equivalents at end of period		**77.1**	**626.3**
Increase (decrease) of cash management financial assets		(27.0)	(124.9)
(Proceeds from)/repayment of loans		(2,496.6)	485.6
Other changes		(47.8)	(95.2)
CHANGE IN NET DEBT		**(3,120.6)**	**271.8**
NET DEBT AT BEGINNING OF PERIOD		**(7,354.7)**	**(7,626.5)**
NET DEBT AT END OF PERIOD		**(10,475.3)**	**(7,354.7)**

Autoroutes
du Sud
de la France

Head office: 9, place de l'Europe
92851 Rueil-Malmaison Cedex - France
Telephone: +33 (0)1 72 71 90 00
www.asf.fr

A subsidiary of VINCI CONCESSIONS

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Annual financial report 2007

Autoroutes du Sud de la France

A subsidiary of VINCI CONCESSIONS

ASF GROUP
Financial report
31 December 2007

1 ASF Group management report at 31 decembre 2007

In a context of a sustained level of business, marked in particular by favourable weather conditions, the ASF Group confirmed in 2007 the good trend seen in its operational and economic performances.

Traffic increased by 3.2% (3.2% on a comparable network basis). Following a very sharp increase in the first four months of the year, traffic levels were more restrained in the spring and the beginning of the summer. The more marked recovery from August onwards grew until a particularly busy November.

Light vehicle traffic increased by 3.2% while heavy vehicle traffic, which accounts for 14.8% of the total, increased by 3%.

Revenue from tolls amounted to €2,753.3 million, an increase of 7% resulting from the combined effects of increased traffic and the price review in February, in accordance with ASF and Escota contractual provisions.

The Group has continued its work on automating toll collection and promoting payment by electronic means.
The marketing undertaken to develop the use of tag payment systems has led to a marked, 45.3% increase in receipts collected in that way, which accounted for 18.2% of total receipts. Manual transactions accounted for 20.4% in 2007.

The year was very busy on the employment front, with the signature of a several agreements relating to future manpower requirements management (*Gestion Prévisionnelle des Emplois et des Compétences* [GPEC]), to changes in toll collecting and to pay policy, allowing in particular for individual pay increases.

In the area of safety, workplace accident frequency and severity rates were markedly down compared with the previous year.
The ASF Group has also made a commitment by signing the European Road Safety Charter and has in particular developed awareness initiatives aimed at European transport undertakings.
The ASF Group has continued to improve its organisation, by setting up two Operating Divisions, for the South East and South West, backed up by five "Support" Divisions.

The Group's capital investments included building 34 km of new lanes: the Thenon to Terrasson section of the A89, inaugurated on 14 February 2008, and the southern bypass of La Roche-sur-Yon, on the A87.

At the same time, ASF continued to study the widening of the Perpignan Nord/Perpignan Sud section (14 km) of the A9 and the Biriatou to Ondres section of the A63 (39 km), to 2x3 lanes. For its part, Escota is continuing its investment programme to bring tunnel safety up to standard, and to widen the A8 (Châteauneuf to Saint Maximin) and A50-52 (La Ciotat to Bandol) to 2x3 lanes.

The Group has also pursued its investments to adapt and modernise its operating equipment, in the areas of both safety and road availability and toll collection and information systems.

In connection with its on-going research into better traffic fluidity, the Group continued, in association with the government departments, its work on the VRAL programme (Vallée du Rhône Arc Languedocien). Several deeper studies and experiments have been conducted in the various areas of possible progress in traffic management that have been identified.

In the same spirit, the ASF Group welcomed with satisfaction the results of the French government's *"Grenelle de l'Environnement"* initiative and conference on the environment and in particular has positioned itself as a driving force in seeking solutions that support the goals pursued.

Traffic

Changes between 2006 and 2007 in distance travelled by paying traffic on a comparable network basis, taking both companies together, was:

- +3.16% for all vehicles
- +3.20% for light vehicles, which accounted for 85.2% of total traffic
- +2.88% for heavy vehicles, which accounted for 14.8% of total traffic.

On an actual network basis, users travelled 34,539 million kilometres in 2007 against 33,467 million in 2006, an increase of 3.2% that takes account of the extra traffic resulting from the entry into service of new sections (taking those opened in 2006 on a full-year basis).

Heavy vehicle traffic increased by 2.97% in 2007 which was less than the increase in light vehicles (of 3.25%), but nevertheless more than the 2.1% increase in 2006.

The annual average daily traffic on the network as a whole was 31,494 vehicles per day in 2007 compared with 30,540 vehicles per day in 2006, an increase of 3.1%.

Prices

In accordance with contractual conditions, prices were increased on 1 February 2007. Taking all categories together, the increase was 2.0% for ASF and 1.81% for Escota.

Vehicle category coefficients, and in particular those for Classes 3 and 4, remained unchanged at 1 February 2007; however, the calculation made before this price increase using the new category breakdown leads to coefficients that are slightly different from those determined using the previous breakdown, but without resulting in a supplementary increase in prices. The class coefficients for ASF are therefore 2.18 compared with 2.17 previously for Class 3 and 2.85 compared with 2.84 previously for Class 4, while for Escota they were 2.12 against 2.11 previously for Class 3 and 2.89 against 2.90 previously for Class 4.

Tolls

Toll revenue was €2,753.3 million in 2007 compared with €2,572.2 million in 2006, a 7% increase.

The breakdown between ASF and Escota was as follows:

(in € millions)	2007			2006			Change 2007 vs 2006
Revenue	**ASF**	**ESCOTA**	**ASF-ESCOTA**	**ASF**	**ESCOTA**	**ASF-ESCOTA**	
Toll revenue	2,184.5	568.8	2,753.3	2,036.1	536.1	2,572.2	7%

The number of paying transactions recorded by the two companies' toll stations increased by 3.4% to 647.36 million in 2007 against 625.89 million in 2006.

The sustained efforts to tell road users about the introduction of automatic lanes and the marketing of the payment tag system continues to have a strong impact as the total number of transactions recording automatically or by payment tags was 69.4% of the total number of transactions made on the networks at 31 December 2007 (against 66.1% in 2006).

The number of tag payment system subscribers for the two companies at 31 December 2007 was 519,755 (which corresponds to approximately 681,673 tags in circulation).

Breakdown of ASF and Escota transactions by collection method

Transaction type in millions	Year 2007	Year 2006	2007 against 2006	Breakdown in 2007
Manual payments	198.17	212.20	-6.6%	30.6%
Automatic payments	278.32	267.21	4.2%	43.0%
Tag payments	170.87	146.48	16.7%	26.4%
Total	**647.36**	**625.89**	**3.4%**	**100.0%**

The French motorway operating companies have decided to set up a heavy vehicle tag payment system throughout the French motorway network as from 2007.

ASF and Escota have halted the marketing of subscriptions for CAPLIS (Carte PL Inter Sociétés) magnetic cards as from 2007 and now offer subscriptions for tags reserved for heavy vehicles. The validity of CAPLIS subscriptions should expire in March 2008. The toll collection point software has been modified and additional equipment has been installed on more than 200 lanes, ready for this new method of collecting tolls from heavy vehicles. This system will provide interoperability across Europe.

1. Revenue

Toll revenue

Consolidated revenue, excluding revenue from ancillary activities, was €2,811.4 million compared with €2,625.2 million in 2006, an increase of 7.1%.

	Year 2007			Year 2006				
Revenue	ASF	ESCOTA	GROUP	ASF	ESCOTA	GROUP	Difference	%
Revenue – tolls	2,184.5	568.8	2,753.3	2,036.1	536.1	2,572.2	181.1	7.0%
Fees for use of commercial premises	36.8	5.8	42.6	33.3	5.3	38.6	4.0	10.4%
Fees for use of optical fibre and telecommunication facilities and other revenue	12.4	3.1	15.5	12.3	2.1	14.4	1.1	7.6%
Total revenue	**2,233.7**	**577.7**	**2,811.4**	**2,081.7**	**543.5**	**2,625.2**	**186.2**	**7.1%**

This increase mainly reflects the 7.0% increase in toll revenue, which amounted to €2,573.3 million in 2007, compared with €2,572.2 million in 2006.

This change is due to the combined effect of the following three main factors:

- effect of traffic on comparable network 3.16%;
- effet of bringing new sections into service 0.05%;
- effet of prices and rebates 3.83%.

Toll receipts break down as follows by payment method:

	Year 2007			Year 2006				
Revenue	ASF	ESCOTA	GROUP	ASF	ESCOTA	GROUP	Difference	%
Immediate payment	413.2	147.2	560.4	418.5	147.8	566.3	-5.9	-1.0%
Account holders	446.3	92.3	538.6	488.2	89.0	577.2	-38.6	-6.7%
Tag payment	367.2	132.7	499.9	229.4	114.7	344.1	155.8	45.3%
Bank cards	743.9	154.2	898.1	701.1	142.2	843.3	54.8	6.5%
Accreditive cards	212.8	42.1	254.9	197.9	42.1	240.0	14.9	6.2%
Recharged expenses	1.1	0.3	1.4	1.0	0.3	1.3	0.1	7.7%
Revenue – tolls	**2,184.5**	**568.8**	**2,753.3**	**2,036.1**	**536.1**	**2,572.2**	**181.1**	**7.0%**

Revenue from commercial premises

Revenue from commercial premises was up 10.4% against 2006 at €42.6 million in 2007 compared with €38.6 million in 2006.

This increase was due to more people using service areas and to the impact of the new, more favourable methods of calculating fees.

Revenue from optical fibre and pylons rentals

Revenue from rental of optical fibre and pylons was up 7.6% from €14.4 million in 2006 to €15.5 million in 2007 mainly due to new contracts for rental of fibre optics entered into by Escota with Bouygues Telecom, Neuf Cegetel and SFR.

2. Results

Operating profit

Taking account of the change of presentation of the results of equity-accounted companies (which now affect operating profit – see Note to the Financial Statements, Accounting Policies, A.1.2), operating profit was €1,255.5 million at the end of December 2007 against €1,147.3 million at the end of December 2006, an increase of 9.4%. This increase was the result of the combined effects of higher revenue and a moderate increase in operating expenses, which stood at €1,553 million in 2007, up 5.8% compared with 2006 (€1,467.7 million).

The following points may be noted in respect of this change in operating expenses:

- the 9% decrease of "**net purchase consumed**", at €29.5 million at the end of December 2007 compared with €32.4 million at the end of December 2006, mainly because of more clement winter weather;
- a 0.9% decrease in "**external expenses**" (external services, temporary labour and subcontracting) which fell from €194.6 million at the end of December 2006 to €192.9 million at the end of December 2007 as a result of better management;
- a 9.8% increase of **employment cost**, which amounted to €361.3 million for 2007 compared with €329.2 million for 2006. This amount included in particular certain non-recurring costs connected with measures in favour of employee mobility and development;
- a 2.1% increase in net **depreciation and amortisation** expenses, which amounted to €534.3 million for 2007 compared with €523.1 million for the same period in 2006.

  Most of this comprises special concession amortisation charges net of reversals of investment grants relating to the new sections of motorway that entered service and the investments made since December 2006, amounting to €427.4 million at the end of December 2007 compared with €441.6 million for the same period in 2006.

  Depreciation and amortisation of property plant and equipment used in operations and of intangible assets amounted to €106.9 million at the end of December 2007 compared with €81.5 million for the same period in 2006;
- an increase of 147.9% in **net provision charges**, which amounted to €48.1 million at the end of December 2007 compared with €19.4 million at the end of December 2006;
- a reduction in share-based payments expenses, which amounted to €8.6 million in 2007 compared with €13.1 million in 2006.

2.2 - Cost of net financial debt and other financial income and expenses

The cost of net financial debt amounted to €524.8 million at 31 December 2007 against €409.6 million at the end of December 2006.

This net increase of €115.2 million in interest expenses on financial debt from 2006 mainly arose from the operations related to the financing of the exceptional dividend of €3.3 billion.

Other financial income and expenses amounted to net income of €9.4 million at the end of December 2007 compared with net income of €3.4 million at the end of December 2006.

2.3 - Tax

The tax expense, corresponding to current tax and deferred tax, was calculated at €257.5 million for 2007, down 2.7% compared with 2006 (€264.7 million). The effective tax rate remained stable, at close to 35%.

2.4 - Net profit for the period

The net profit attributable to equity holders of the parent amounted to €481.3 million at the end of December 2007, up 1.3% compared with 2006 (€475.3 million) after taking account of minority interests of €1.3 million in 2007 compared with €1.1 million in 2006.

3. Balance sheet

The total non-current assets shown in the balance sheet amount to €11,728.3 million net, a decrease of €91.6 million from 31 December 2006 (€11,819.9 million).

This decrease was mainly connected with the increase in depreciation and amortisation expenses (€498.5 million) being greater than the gross amount of the non-current assets under construction or used in operations (€382.7 million) and the increase in the fair value of derivative financial instruments shown under assets (€26.6 million).

Total current assets amounted to €479.1 million at 31 December 2007, down by €556.3 million (€1,035.4 million at 31 December 2006) mainly due to the change in cash and cash equivalents, which fell from €626.4 million at the end of December 2006 to €77.9 million at the end of December 2007 and financed part of the exceptional dividend paid in January 2007.

Equity decreased by €3,269.5 million, standing at €538.8 million at 31 December 2007 (compared with €3,808.3 million at the end of 2006). This decrease was mainly the result of the payment of an exceptional dividend of €3.298 billion, of the ordinary dividend for 2006 (€374.2 million) and of the interim dividend paid in September 2007 (€103.9 million).

Total non-current liabilities at 31 December 2007 amounted to €9,957.2 million compared with €7,749.2 million at 31 December 2006, a 28.5% increase mainly due to the use of new borrowings (€2,962.1 million) to finance part of the exceptional dividend.

Total current liabilities amounted to €1,711.4 million at 31 December 2007, up €413.6 million against 31 December 2006 (€1,297.8 million). This increase mainly arose from the increase in the current portion of loans (up €369.4 million).

After taking account of these various items, the Group's net financial debt at 31 December 2007 amounted to €10,475.3 million, compared with €7,354.7 million at 31 December 2006.

4. Cash flow

The Group's statement of cash flows shows a net closing balance of cash and cash equivalents of €77.1 million, down €549.2 million from the opening balance of €626.3 million.

This change breaks down as follows:

- at the end of December 2007, the Group's cash flow from operations before tax and financing costs was €1,841.6 million, almost 7.9% more than at the end of December 2006 (€1,706.2 million);
- cash flows from operating activities amounted to €1,050.8 million at the end of December 2007 which corresponds to 93.8% of those at the end of December 2006 (€1,120.6 million);
- net cash flows used in investing activities amounted to €410.8 million at the end of December 2007, i.e. 85.8% of those at the end of December 2006 (€479 million);
- net cash flows used in financing activities were an outflow of €1,254 million at the end of December 2007 compared with an outflow of €638.2 million at the end of December 2006. These mainly included the net impact of using borrowing for a total of €2,962.1 million to finance in part the dividend payments in the period amounting to €3,776.5 million.

5. Company financial statements

5.1 - Revenue

In the ASF parent company financial statements, revenue for 2007 amounted to €2,233.7 million compared with €2,081.7 million in 2006, an increase of 7.3%.

5.2 - Net profit for the period

Net profit for the period amounted to €452.2 million, compared with €374.4 million in 2006, an increase of 20.8%.

2 ASF consolidated financial statements at 31 December 2007

Consolidated income statement

(in € millions)	Notes	2007	2006
REVENUE	B.1	**2,811.4**	**2,625.2**
Revenue from ancillary activities		6.8	6.0
Operating expenses		(1,553.0)	(1,467.7)
Operating profit from ordinary activities	B.2	**1,265.2**	**1,163.5**
Share-based payment expense (IFRS 2)	B.2.3	(8.6)	(13.1)
Profit/(loss) of associates *(*)*		(1.1)	(3.1)
OPERATING PROFIT	B.2	**1,255.5**	**1,147.3**
Cost of gross financial debt		(532.9)	(431.1)
Financial income from cash management investments		8.1	21.5
Cost of net financial debt	B.3	**(524.8)**	**(409.6)**
Other financial income	B.3	17.0	8.5
Other financial expenses	B.3	(7.6)	(5.1)
Income tax expense	B.4	(257.5)	(264.7)
NET PROFIT FOR THE PERIOD		**482.6**	**476.4**
Minority interest		**1.3**	**1.1**
Net profit attributable to equity holders of the parent		**481.3**	**475.3**
Earnings per share			
Earnings per share *(in euros)*		2.084	2.058
Diluted earnings per share *(in euros)*		2.084	2.058

(*) Restated in accordance with the change of presentation described in Note A1-2 "Change of presentation: profit or loss of associates".

Consolidated balance sheet – Assets

(in € millions)	Notes	31/12/2007	31/12/2006
Non-current assets			
Other intangible assets	C.6	23.4	28.1
Concession intangible assets	C.7.3	11,539.3	11,660.9
Property, plant and equipment	C.8	120.4	109.9
Investments in associates	C.9.1	2.0	3.1
Other non-current financial assets	C.10	16.6	17.9
Fair value of derivative financial instruments (non-current assets)	C.15	26.6	0.0
Total non-current assets		**11,728.3**	**11,819.9**
Current assets			
Inventories and work in progress	C.17	12.6	13.4
Trade and other operating receivables	C.17	288.0	239.0
Other current assets	C.17	34.9	34.3
Current tax assets		16.0	9.6
Fair value of derivative financial instruments (current assets)	C.14	40.9	39.2
Cash management financial assets	C.14	8.8	73.5
Cash and cash equivalents	C.14	77.9	626.4
Total current assets		**479.1**	**1,035.4**
TOTAL ASSETS		**12,207.4**	**12,855.3**

Consolidated balance sheet – Equity and liabilities

(in € millions)	Notes	31/12/2007	31/12/2006
Equity			
Share capital		29.3	29.3
Share premium		15.8	860.1
Consolidated reserves		(15.7)	2,444.3
Net profit for the period attributable to equity holders of the parent		481.3	475.3
Net income recognised directly in equity		23.2	(5.4)
Equity attributable to equity holders of the parent		**533.9**	**3,803.6**
Minority interest		4.9	4.7
Total equity		**538.8**	**3,808.3**
Non-current liabilities			
Non-current provisions	C.13	222.2	189.2
Bonds	C.14	1,629.2	0.0
Other loans and borrowings	C.14	7,921.6	7,383.5
Fair value of derivative financial instruments (non-current liabilities)	C.14	2.4	0.0
Other non-current liabilities		6.3	9.3
Deferred tax liabilities	B.4.3	175.5	167.2
Total non-current liabilities		**9,957.2**	**7,749.2**
Current liabilities			
Current provisions	C.17	68.4	51.5
Trade payables	C.17	53.4	46.6
Fair value of derivative financial instruments (current liabilities)	C.14	40.7	44.8
Other current payables	C.17	501.4	450.1
Current tax payables		11.9	39.3
Current borrowings	C.14	1,034.8	665.4
Bank overdrafts	C.14	0.8	0.1
Total current liabilities		**1,711.4**	**1,297.8**
TOTAL EQUITY AND LIABILITIES		**12,207.4**	**12,855.3**

Consolidated cash flow statement

(in € millions)		2007	2006
Net profit for the period (including minority interest)		**482.6**	**476.4**
Depreciation and amortisation		541.0	529.9
Net increase/(decrease) in provisions		45.0	24.1
Share-based payments (IFRS 2) and other restatements		(2.2)	7.0
Gain or loss on disposals		8.3	(0.1)
Change in fair value of foreign currency derivative financial instruments		0.0	(1.1)
Share of profit or loss of associates, dividends received from unconsolidated entities and profit or loss from operations being disposed of		0.7	2.9
Capitalised borrowing costs		(16.1)	(7.2)
Cost of net financial debt recognised		524.8	409.6
Current and deferred tax expense recognised		257.5	264.7
Cash flows (used in)/from operations before tax and financing costs		**1,841.6**	**1,706.2**
Changes in working capital requirement and current provisions		20.7	(6.1)
Income taxes paid		(311.3)	(264.3)
Net interest paid		(500.2)	(315.2)
Net cash flows (used in)/from operating activities	**I.**	**1,050.8**	**1,120.6**
Purchases of property, plant and equipment, and intangible assets		(9.0)	(14.2)
Proceeds from sales of property, plant and equipment, and intangible assets		0.6	
Purchases of concession fixed assets (net of grants received)		(402.6)	(465.9)
Proceeds from sales of concession assets			2.8
Purchases of shares in subsidiaries and associates (consolidated and unconsolidated)			(1.5)
Dividends received from associates and unconsolidated entities		0.4	0.2
Other		(0.2)	(0.4)
Net cash flows (used in)/from investing activities	**II**	**(410.8)**	**(479.0)**
Increases in share capital			
Dividends paid			
- to shareholders of ASF		*(3,776.5)*	*(277.2)*
- to minority interests		*(1.1)*	*(0.3)*
Proceeds from new long-term borrowings		2,962.1	
Repayment of borrowings and changes in other current financial debt		(465.5)	(485.6)
Change in cash management assets		27.0	124.9
Net cash flows (used in)/from financing activities	**III**	**(1,254.0)**	**(638.2)**
Change in net cash and cash equivalents	**I + II + III**	**(614.0)**	**3.4**
Net cash and cash equivalents at beginning of period		**626.3**	**620.0**
Other changes		64.8	2.9
Net cash and cash equivalents at end of period		**77.1**	**626.3**
Increase (decrease) of cash management financial assets		(27.0)	(124.9)
(Proceeds from)/repayment of loans		(2,496.6)	485.6
Other changes		(47.8)	(95.2)
Change in net debt		**(3,120.6)**	**271.8**
Net debt at beginning of period		**(7,354.7)**	**(7,626.5)**
Net debt at end of period		**(10,475.3)**	**(7,354.7)**

Statement of changes in consolidated equity

(in € millions)	Share capital	Share premium	Consolidated reserves	Net profit for the period	Net income recognised directly in equity	Total	Minority interest	Total
Balance at 1 January 2006	**29.3**	**854.2**	**2,286.7**	**434.8**	**(8.1)**	**3,596.9**	**3.8**	**3,600.7**
Allocation of net income and dividend payments			157.6	(434.8)		**(277.2)**	**(0.3)**	**(277.4)**
Net profit for the period (a)				475.3		**475.3**	**1.1**	**476.4**
Financial instruments: changes in fair value (b)					2.7	**2.7**		**2.7**
including:								
- *available-for-sale financial assets*					*2.1*	***2.1***		***2.1***
- *cash flow hedges*					*0.6*	***0.6***		***0.6***
of which – total income and expense recognised in respect of 2006 (a) + (b)				475.3	2.7	**478.0**	**1.1**	**479.1**
Share-based payments (IFRS 2)		5.9				**5.9**		**5.9**
Balance at 31 December 2006	**29.3**	**860.1**	**2,444.3**	**475.3**	**(5.4)**	**3,803.6**	**4.7**	**3,808.3**
Allocation of net income and dividend payments		(841.0)	(2,460.0)	(475.3)		**(3,776.3)**	**(1.1)**	**(3,777.4)**
Net profit for the period (a)				481.3		**481.3**	**1.3**	**482.6**
Financial instruments: changes in fair value (b)					28.6	**28.6**		**28.6**
including:								
- *available-for-sale financial assets*					*(0.6)*	***(0.6)***		***(0.6)***
- *cash flow hedges*					*29.2*	***29.2***		***29.2***
of which – total income and expense recognised in respect of 2007 (a) + (b)				*481.3*	*28.6*	**509.9**	**1.3**	**511.2**
Share-based payments (IFRS 2)		(3.3)				**(3.3)**		**(3.3)**
Balance at 31 December 2007 restated	**29.3**	**15.8**	**(15.7)**	**481.3**	**23.2**	**533.9**	**4.9**	**538.8**

Notes to the consolidated financial statements

A. Accounting policies and measurement methods

1. General principles

In application of Regulation (EC) No 1606/2002 of the European Parliament and of the Council of 19 July 2002, the Group's consolidated financial statements for the period ended 31 December 2007 have been prepared under the International Financial Reporting Standards (IFRS) as endorsed by the European Union at 31 December 2007.

The accounting principles applied by the Group at 31 December 2007 are the same as those used in preparing its consolidated financial statements at 31 December 2006, except for:

- Standards and Interpretations adopted by the European Union, applicable as from 1 January 2007 (see Note A.1.1 "New Standard and Interpretations applicable from 1 January 2007");
- and the change of presentation of the profit or loss of associates in the income statement (see Note A.1.2 "Change of presentation: profit or loss of associates").

Readers are reminded that the Group has not chosen to apply IFRIC 12 on service concession contracts early (see Note A.5 "Standards and interpretations not applied early").

The Board of Directors finalised the consolidated financial statements on 21 February 2008.

1.1 New Standards and Interpretations applicable from 1 January 2007

1.1.1 IFRS 7 "Financial instruments: Disclosures" and Amendment to IAS 1 "Presentation of Financial Statements – Capital Disclosures"

On 18 August 2005, the IASB issued IFRS 7 "Financial instruments: Disclosures" and the Amendment to IAS 1 "Presentation of Financial Statements – Capital Disclosures".

The purpose of IFRS 7 is to collate, after redefining, the rules on presentation of financial information relating to financial instruments, as defined by IAS 32 "Financial Instruments Disclosures and Presentation" and IAS 39 "Financial instruments: Recognition and Measurement". IFRS 7 requires in particular:

- qualitative disclosures on the management of risks as they are analysed by the Group's management;
- quantitative disclosures on the sensitivity of profit or loss and equity to fluctuations in the various market risks (interest rates, foreign exchange rates, equity prices and raw material prices, etc.).

The Amendment to IAS 1 provides for the presentation of qualitative information on the objectives, policies and processes for managing capital and the disclosure of quantitative data about what the entity regards as capital.

Application of this Standard and this Amendment, adopted by the European Union on 11 January 2006 and published in the Official Journal of the European Union on 27 January 2006, has been mandatory since 1 January 2007. The consolidated financial statements of ASF at 31 December 2006 have therefore been adjusted in consequence to take account of their application retrospectively.

1.1.2 New Interpretations applicable from 1 January 2007

- IFRIC 10 – Interim Financial Reporting and Impairment;
- IFRIC 9 – Reassessment of Embedded Derivatives;
- IFRIC 8 – Scope of IFRS 2;
- IFRIC 7 – Applying the Restatement Approach under IAS 29 Financial Reporting in Hyperinflationary Economies.

The application of these interpretations has no material effect on the Group's consolidated financial statements.

1.2 Change of presentation: profit or loss of associates

The IFRSs in force at 31 December 2007 require the profit or loss of associates to be disclosed on a specific line in the income statement, but do not state where this line should be placed. Furthermore, they allow supplementary lines and subtotals to be added whenever this facilitates understanding of the entity's performance.

TransJamaican Highway, is an associate in which the Group exercises significant influence and which is engaged in the same type of business as ASF.

In order to further improve the information presented on its operational performance, the Group has decided to present the results of associates from now on between Operating profit from ordinary activities and Operating profit. In accordance with IAS 8, this change of presentation has been applied to the comparative data presented.

(in € millions)	2006 Published
REVENUE	**2,625.2**
Operating profit from ordinary activities	**1,163.5**
Share-based payment expense (IFRS 2)	(13.1)
OPERATING PROFIT	**1,150.4**
Cost of net financial debt	**(409.6)**
Other interest expense and income	3.4
Share of associates profit/(loss) attributable to Group	(3.1)
Income tax	(264.7)
NET PROFIT	**476.4**
Minority interest	1.1
Net profit for the period attributable to equity holders of the parent	**475.3**

(in € millions)	2006 Restated
REVENUE	**2,625.2**
Operating profit from ordinary activities	**1,163.5**
Share-based payment expense (IFRS 2)	(13.1)
Profit/(loss) of associates	(3.1)
OPERATING PROFIT	**1,147.3**
Cost of net financial debt	**(409.6)**
Other interest expense and income	3.4
Income tax	(264.7)
NET PROFIT	**476.4**
Minority interest	1.1
Net profit for the period attributable to equity holders of the parent	**475.3**

2. Consolidation methods

2.1 Consolidation scope

Companies of which ASF holds, whether directly or indirectly, the majority of voting rights enabling control to be exercised, are fully consolidated. This relates to Escota only.

Companies over which the Group exercises significant influence are accounted for using the equity method. Only the shares held in TransJamaican Highway are accounted for using this method.

The scope of consolidation has not changed since 1 January 2006.

2.2 Intra-group transactions

Reciprocal operations and transactions relating to assets and liabilities, income and expenses between consolidated or equity-accounted companies are eliminated in the consolidated financial statements. This is done:

- for the full amount if the transaction is between two subsidiaries;
- applying the percentage owned of an equity-accounted entity in the case of internal profits or losses realised between a fully consolidated entity and an equity-accounted entity.

2.3 Translation of the financial statements of foreign subsidiaries

In most cases, the functional currency of foreign subsidiaries is their local currency.

The financial statements of foreign entities of which the functional currency is different from that used in preparing the Group's consolidated financial statements are translated at the closing rate. Balance sheet items are translated at the exchange rate at the balance sheet date and income statement items are converted at the average rate for the period (which represents the best estimate of the exchange rate at the transaction date). Any resulting translation differences are recognised under translation differences in consolidated reserves.

2.4 Foreign currency transactions

Transactions in foreign currency are translated into euros at the exchange rate at the transaction date. At the balance sheet date, financial assets and monetary liabilities expressed in foreign currencies are translated at the closing rate. Resulting exchange gains and losses are recognised under foreign exchange gains and losses and are shown under other financial income and expenses in the income statement.

Foreign exchange gains and losses arising on loans denominated in foreign currency or on foreign currency derivatives used to hedge investments in foreign subsidiaries are recorded under translation differences in equity.

3. Measurement rules and methods

3.1 Use of estimates

The preparation of financial statements under the IFRSs requires estimates to be used and assumptions to be made that affect the amounts shown in these financial statements.

These estimates assume the operation is a going concern and are made on the basis of the information available at the time. Estimates may be revised if the circumstances on which they were based alter or if new information becomes available. Actual results may be different from these estimates.

Use of estimates relates in particular to the following:

3.1.1 Values used in impairment tests

The assumptions and estimates made to determine the recoverable amount of intangible assets and property, plant and equipment, relate in particular to the assessment of market prospects, needed to estimate the cash flows, and discount rates adopted. Any change in these assumptions could have a material effect on the recoverable amount and could entail a change in the impairment losses to recognise.

3.1.2 Measurement of share-based payment expenses under IFRS 2

The Group recognises a share-based payment expense relating to the granting to its employees of share options (offers to subscribe to or purchase shares), of shares for no consideration and of shares under the Group Savings Scheme. This expense is measured on the basis of actuarial calculations using estimated behavioural assumptions based on observation of past behaviour.

3.1.3 Measurement of retirement benefit obligations

The Group is involved in defined contribution and defined benefit retirement plans. Its obligations in connection with these plans are measured actuarially based on assumptions such as the discount rate, the return on the investments dedicated to these plans, future increases in wages and salaries, employee turnover, mortality rates and the rate of increase of health expenses.

These assumptions are generally updated annually. Details of the assumptions used and how they are determined are given in Note C.13.1 “Provisions for retirement benefit obligations”.

The Group considers that the actuarial assumptions used are appropriate and justified. Obligations may, however, change in the event of changes in assumptions.

3.1.4 Measurement of provisions

The factors that materially influence the amount of provisions relate mainly to forecasts for maintenance expenditure spanning several years, and for major repairs, which serve as a basis for provisions for major repairs. The application of Interpretation IFRIC 12 could moreover alter the determination of these provisions (see section A.5 “Standards and interpretations not applied early”).

3.1.5 Measurement of financial instruments at fair value

In the case of financial instruments that are not listed on a market, the Group uses valuation models based on a number of assumptions to assess their fair value, and changes in these assumptions could have a material impact on the valuation of these instruments.

3.2 Revenue

Consolidated revenue is recognised in accordance with IAS 18. It comprises tolls received on road infrastructures operated under concessions and ancillary income such as fees for use of commercial premises, and rent for telecommunication and parking infrastructures.

3.3 Revenue from ancillary activities

Revenue from ancillary activities is recognised in accordance with IAS 18. It comprises rental income, sales of equipment, materials and merchandise, study work and fees other than that recorded under revenue.

3.4 Share-based payments

The measurement and recognition methods for share subscription and purchase plans, the “Plans d’Épargne Groupe” – Group Savings Schemes – and free share plans, are defined by IFRS 2 “Share-based Payment”. The granting of share options, free shares and offers to subscribe to the group savings plan represent a benefit granted to their beneficiaries and therefore constitute supplementary remuneration borne by the Group. Because such transactions do not give rise to monetary transactions, the benefits granted in this way are recognised as expenses in the period in which the rights are acquired, with a corresponding increase in equity. Benefits are measured on the basis of the fair value at the grant date of the equity instruments granted.

3.4.1 VINCI share subscription or purchase option plans

Options to subscribe to or purchase shares are granted to Group employees and officers. The fair value of the options granted is determined at the grant date using a binomial valuation model, of the "Monte Carlo" type. The number of options is adjusted for the probability that the vesting conditions for the exercise of the option will not be satisfied.

3.4.2 Free VINCI shares allocation plan

Free VINCI shares are granted to Group employees and officers. As this is a plan under which the final vesting of the free shares is dependent on the realisation of conditions relating to market performance and financial criteria, the fair value of the free VINCI shares has been estimated, at grant date, using a simulation model of the "Monte Carlo" type, in order to incorporate the impact of the market performance condition (i.e. in respect of the risk-free interest rate), as recommended by IFRS 2. Only the marginal impact of the overall stock market performance condition has been incorporated in the fair value.

3.4.3 VINCI Group Savings Scheme

VINCI issues new shares three times a year reserved for VINCI Group employees with a subscription price that includes a discount against the average stock market price of the VINCI share during the last 20 business days preceding the authorisation by the Board of Directors. This discount is considered as a benefit granted to the employees; its fair value is determined using a binomial valuation model, of the "Monte Carlo" type, at the date on which the Board of Directors sets the subscription price. As certain restrictions apply to the shares acquired by the employees under these plans regarding their sale or transfer, the fair value of the benefit to the employee takes account of the fact that the shares acquired cannot be freely disposed of for five years.

In 2007, VINCI carried out a leveraged employee shareholding transaction, called "Castor Avantage", for the employees of its French subsidiaries.

Leveraged plans are measured at grant date in accordance with IFRS 2, on the basis of the benefit granted by VINCI to its employees.

The Group recognises the benefits granted in this way to its employees as an expense over the vesting period, with a corresponding entry increasing consolidated equity.

The plans, implemented as decided by VINCI's Board of Directors and approved by the Shareholders General Meeting, are not systematically renewed. As their measurement is not directly linked to VINCI's business operations, the Group has considered it appropriate not to include this expense in the operating profit from ordinary activities, which is an indicator of performance, but to report it on a separate line, labelled "Share-based payment expense (IFRS 2)", in operating profit.

3.5 Cost of net financial debt

The cost of net financial debt comprises:

- the cost of gross financial debt, which includes the interest expense calculated at the effective interest rate, gains and losses on interest-rate hedges in respect of gross financial debt, whether they are designated as hedges for accounting purposes or not;
- the line item financial income from cash management investments, which comprises the return on investments of cash and cash equivalents. Investments of cash and cash equivalents are measured at fair value through profit or loss.

3.6 Other financial income and expenses

Other financial income and expenses mainly comprises foreign exchange gains and losses, the effects of discounting to present value, dividends received from unconsolidated entities, capitalised borrowing costs and changes in the value of derivatives not allocated to interest rate risk management.

Borrowing costs borne during the construction of assets are included in the cost of those assets. They are determined as follows:

- to the extent that funds are borrowed specifically for the purpose of constructing an asset, the borrowing costs eligible for capitalisation on that asset are the actual borrowing costs incurred during the period less any investment income arising from the temporary investment of those borrowings;
- when borrowing is not intended to finance a specific project, the interest eligible for capitalisation on an asset is determined by applying a capitalisation rate to the expenditure on that asset. This capitalisation rate is equal to the weighted average of the costs of borrowing funds other than those specifically intended for the construction of given assets.

3.7 Income tax

Income tax is computed in accordance with the tax legislation in force in the countries where the income is taxable.

In accordance with IAS 12, deferred tax is recognised on the temporary differences between the carrying amount and the tax base of assets and liabilities. Deferred tax is calculated using the latest tax rates enacted or substantially enacted. The effects of a change in the tax rate from one period to another are recognised in the income statement in the period in which the change occurs.

Deferred tax relating to items recognised directly under equity is also recognised under equity.

Whenever subsidiaries have distributable reserves, a deferred tax liability is recognised in respect of the probable distributions that will be made in the foreseeable future. Moreover, shareholdings in associates and joint ventures give rise to recognition of a deferred tax liability in respect of all the differences between the carrying amount and the tax base of the shares.

Net deferred tax is determined on the basis of the tax position of each entity or group of entities included in the tax group under consideration and is shown under assets or liabilities for its net amount per taxable entity.

Deferred tax is reviewed at each balance sheet date to take account in particular of the impact of changes in tax law and the prospects for recovery. Deferred tax assets are only recognised if their recovery is probable.

Deferred tax assets and liabilities are not discounted.

3.8 Earnings per share

Earnings per share is the net profit for the period after minority interest, divided by the weighted average number of shares outstanding during the period less treasury shares.

In calculating diluted earnings per share, the average number of shares outstanding is adjusted for the dilutive effect of equity instruments issued by the Company, such as share subscription or purchase options in particular.

3.9 Other intangible assets

This is mainly computer software, which is measured at cost less cumulative amortisation and impairment losses and is amortised on a straight-line basis over its useful life.

3.10 Concession intangible assets

Concession intangible assets include the costs of infrastructure built in compliance with the provisions of concession contracts. Such infrastructure facilities correspond to the non-renewable equipment that is to be returned for no consideration to the concession grantor at the end of the contract.

These intangible assets are booked in the balance sheet at their construction cost that encompasses cost of study work, the sums paid to companies, general costs related to their construction, as well as the interest expenses shouldered during the construction phase. They are presented in the balance sheet as a deduction from grants related to assets, as well as of cumulative depreciations and possible depreciations.

They are amortised on a straight-line basis over the period of the contract, starting at the date of entry into service of the assets.

3.11 Grants related to assets

Grants related to assets are presented in the balance sheet as a reduction of the amount of the asset for which they were received.

3.12 Property, plant and equipment

Property, plant and equipment mainly relates to buildings and renewable equipment used to operate the assets under concession agreements. It is recorded at acquisition or production cost less cumulative depreciation and any impairment losses. Depreciation is generally calculated on a straight-line basis over the period of use of the asset. Accelerated depreciation may however be used when it appears more appropriate to the conditions under which the asset is used. The estimated periods of use of the various categories of items of property, plant and equipment are as follows:

Plant and machinery	between 4 and 15 years
Computer equipment	between 3 and 5 years
Transport and handling equipment	between 2 and 10 years
Fixtures and fittings	between 5 and 10 years
Office furniture and equipment	between 3 and 10 years

Depreciation commences as from the date when the asset is ready to enter service. Supplementary depreciation charges are made in respect of assets that are returned for no consideration to the concession grantor, in order to bring their residual value to nil at the end of the contract.

3.13 Impairment of non-financial non-current assets

Under certain circumstances, impairment tests must be performed on intangible and tangible fixed assets. A test is performed only when there is an indication of a loss of value.

Assets to be tested for impairment are grouped within cash-generating units that correspond to homogeneous groups of assets that generate identifiable cash flows from their use. Whenever the recoverable value of a cash-generating unit is less than its carrying amount, an impairment loss is recognised in operating profit or loss. The recoverable amount of an asset or a cash-generating unit is the higher of its fair value less costs to sell and its value in use. Value in use is the present value of the future cash flows expected to be derived from an asset or cash-generating unit. The discount rate is determined for each cash-generating unit, taking account of its geographical location and the risk profile of its business.

3.14 Investments in associates

Equity-accounted investments in associates are initially recognised at cost of acquisition, including any goodwill arising. Their carrying amount is then increased or decreased to recognise the Group's share of the associate's profits or losses after the date of acquisition. Whenever losses are greater than the value of the Group's net investment in the associate, these losses are not recognised unless the Group has entered into a commitment to recapitalise the associate or made payments on its behalf.

If there is an indication that an investment may be impaired, its recoverable value is tested as described in Note A.3.13 "Impairment of non-financial non-current assets".

3.15 Other non-current financial assets

Other non-current financial assets comprise available-for-sale securities, the part at more than one year of loans and receivables measured at their amortised cost and the fair value of non-current derivative financial instruments (assets) (see Note A.3.23.2 "Fair value of derivative financial instruments, (assets and liabilities)").

3.15.1 Available-for-sale securities

Available-for-sale securities comprises the Group's shareholdings in unconsolidated entities.

At the balance sheet date, available-for-sale securities are measured at their fair value. For shares in listed companies, fair value is determined on the basis of the stock market price at that balance sheet date.

For unlisted securities, if their fair value cannot be determined reliably, the securities continue to be measured at their original cost, i.e. their cost of acquisition plus transaction costs.

Changes in fair value are recognised directly in equity and are only transferred to profit or loss when the securities in question are sold.

Whenever a decrease in the fair value of an available-for-sale financial asset has been recognised directly in equity and when there is an objective indication that it is impaired, the cumulative loss is recognised in profit or loss and may not be reversed.

3.15.2 Loans and receivables at amortised cost

Loans and receivables at amortised cost mainly comprise receivables connected with shareholdings, current account advances to associates or unconsolidated entities, guarantee deposits, and loans and receivables.

When first recognised, these loans and receivables are recognised at their fair value plus the directly attributable transaction costs. At each balance sheet date, these assets are measured at their amortised cost using the effective interest method.

If there is an objective indication of durable impairment, an impairment loss is recognised at the balance sheet date. The impairment loss corresponding to the difference between the carrying amount and the recoverable amount (i.e. the present value of the expected cash flows discounted using the original effective interest rate) is recognised in profit or loss. This loss may be reversed if the recoverable value increases subsequently and if this favourable change can objectively be linked to an event arising after recognition of the impairment loss.

3.16 Inventories and work in progress

Inventories and work in progress are recognised at their cost of acquisition or of production by the entity. Inventories mainly comprise the necessary supplies for the maintenance and upkeep of motorways, spare parts for equipment (toll booths, electrical equipment, transport, machinery) computer and office supplies. At each balance sheet date, they are measured at the lower of cost and net realisable value.

3.17 Trade and other operating receivables

Trade and other operating receivables are current financial assets initially measured at their fair value, which is generally their nominal value, unless the effect of discounting is material. At each balance sheet date, receivables are measured at their amortised cost less any impairment losses taking account of any likelihood of non-recovery.

3.18 Other current financial assets

Other current financial assets comprises the fair value of derivative financial instruments (assets) and the part at less than one year of loans and receivables reported under other non-current financial assets.

3.19 Cash management financial assets

Cash management financial assets comprises investments in monetary and bond securities, and units in UCITS, made with a short-term management objective, that do not satisfy the IAS 7 criteria for recognition as cash. As ASF adopts fair value as being the best reflection of the performance of these assets, they are measured and recognised at their fair value, and changes in fair value are recognised directly through profit or loss.

Purchases and sales of cash management financial assets are recognised at their transaction date.

Their fair value is determined using commonly used valuation models or, for non-listed cash management assets, at the present value of future cash flows. In assessing the fair value of listed instruments, the Group uses the market price at the balance sheet date or the cash-in-value of UCITS.

3.20 Cash and cash equivalents

This item comprises current accounts at banks and cash equivalents that are not subject to any restrictions. Bank overdrafts are not included in cash and are reported under current financial liabilities.

ASF measures cash equivalents at fair value through profit or loss, considering that fair value is the best reflection of the performance of cash equivalents.

3.21 Non-current provisions

Non-current provisions comprise provisions for retirement benefit obligations and other non-current provisions.

3.21.1 Provisions for retirement benefit obligations

Provisions are taken in the balance sheet for obligations arising from defined benefit retirement plans, for both current and former employees (people with deferred rights or who have retired). These provisions are determined using the Projected Unit Credit method on the basis of actuarial assessments made at each annual balance sheet date. Each plan's obligations are recognised separately.

For defined benefit plans financed under external management arrangements (i.e. pension funds or insurance policies), the surplus or shortfall of the fair value of the assets compared with the present value of the obligations is recognised as an asset or liability in the balance sheet, after deduction of cumulative actuarial gains and losses and any past service cost not yet recognised in profit or loss. However, surplus assets are only recognised in the balance sheet to the extent that they represent a future economic benefit for the Group.

Past service cost corresponds to the benefits granted either when an entity adopts a new defined benefit plan or when it changes the level of benefit of an existing plan. Whenever new rights to benefit are acquired, as from the adoption of the new plan or the change of an existing plan, the past service cost is recognised immediately in the income statement. Conversely, whenever adoption of a new plan or a change in a plan gives rise to the acquisition of rights after its implementation date, past service costs are recognised as an expense on a straight-line basis over the average period remaining until the corresponding rights are fully vested.

Actuarial gains and losses result from changes in actuarial assumptions and from experience adjustments (the effects of differences between the actuarial assumptions adopted and what has actually occurred).

Cumulative unrecognised actuarial gains and losses that exceed 10% of the higher of the present value of the defined benefit obligation and the fair value of the plan assets are taken to profit or loss for the excess portion on a straight-line basis over the average expected remaining working life of the employees who are plan members.

For defined benefit plans, the expense recognised under operating profit or loss comprises the current service cost, the amortisation of past service cost, the amortisation of any actuarial gains and losses and the effects of any reduction or winding up of the plan. The interest cost (cost of discounting) and the expected yield on plan assets are recognised under other financial income and expenses.

That part of provisions for retirement benefit obligations that matures within less than one year is shown under current liabilities.

3.21.2 Other non-current provisions

These comprise other employee benefits, measured in accordance with IAS 19, and the provisions that are not directly linked to the operating cycle, measured in accordance with IAS 37. These are recognised whenever, at the balance sheet date, the Group has a present obligation (whether legal or constructive) to third parties arising from a past event, whenever it is probable that an outflow of resources representing economic benefits will be required to settle the obligation and a reliable estimate can be made of the obligation. These provisions are measured at their present value, corresponding to the best estimate of the outflow of resources required to settle the obligation.

Provision expenses and reversals result from the change in these assessments at each balance sheet date.

The part at less than one year of other employee benefits is reported under "other current liabilities". The part at less than one year of provisions not directly linked to the operating cycle is reported under "current provisions".

3.22 Current provisions

Current provisions are provisions directly linked to each business line's own operating cycle, whatever the expected time of settlement of the obligation. They are recognised in accordance with IAS 37 (see above). They also include the part at less than one year of provisions not directly linked to the operating cycle.

Provisions for disputes connected with operations mainly relate to disputes with customers, sub-contractors, joint contractors or suppliers. Restructuring provisions include the cost of plans and measures for which there is a commitment whenever these have been announced before the period end.

Provisions for other current liabilities mainly comprise provisions for individual dismissals and for other risks related to operations.

3.23 Bonds and other financial debt (current and non-current)

3.23.1 Bonds, other loans and financial debt

They are recognised at amortised cost using the effective interest method. The effective interest rate is determined after taking account of redemption premiums and issuance expenses. Under this method, the interest expense is measured over the period until maturity on a time value of money basis and reported under the cost of gross financial debt.

The part at less than one year of borrowings is included in current borrowings.

3.23.2 Fair value of derivative financial instruments (assets and liabilities)

The Group uses derivative financial instruments to hedge its exposure to market risks (mainly exchange rates). The exchange rate derivatives used by ASF are designated as hedging instruments if the conditions provided for in IAS 39 are satisfied, such as:

- the hedging relationship is clearly designated and documented at the date when it is set up;
- the effectiveness of the hedging relationship is demonstrated from the outset and at each balance sheet date, prospectively and retrospectively.

The fair value of other derivative financial instruments not designated as hedges and the part at less than one year of the fair value of derivative financial instruments designated as hedges are recognised in the balance sheet under "Fair value of current derivative financial instruments (assets)" or "Fair value of current derivative financial instruments (liabilities)".

Financial instruments designated as hedging instruments

Derivative financial instruments designated as hedging instruments are systematically recognised in the balance sheet at fair value. The fair value of derivative financial instruments designated as hedges of which the maturity is greater than one year is reported in the balance sheet under Fair value of non-current derivative financial instruments (assets) or Fair value of non-current derivative financial instruments (liabilities). Nevertheless, their recognition varies depending on whether they are designated as:

- a fair value hedge of an asset or a liability or of an unrecognised firm commitment;
- a cash flow hedge;
- a hedge of a net investment in a foreign entity.

Fair value hedge

A fair value hedge enables the exposure to the risk of a change in the fair value of a financial asset, a financial liability or unrecognised firm commitments to be hedged.

Changes in the fair value of the hedging instrument are recognised in profit or loss for the period. The change in value of the hedged item attributable to the hedged risk is recognised symmetrically in profit or loss for the period. Except for the ineffective part of the hedge, these two revaluations offset each other within the same line items in the income statement.

Cash flow hedge

A cash flow hedge allows exposure to fluctuations in future cash flows associated with a recognised asset or liability, or a highly probable forecast transaction, to be hedged.

Changes in the fair value of the derivative financial instrument are recognised net of tax under equity for the effective part and in profit or loss for the period for the ineffective part. Cumulative gains or losses in equity are taken to profit or loss under the same line item as the hedged item – i.e. under operating income and expenses for cash flows from operations and under financial income and expense otherwise – whenever the hedged cash flow affects profit or loss.

If the hedging relationship is interrupted, in particular because it is no longer considered effective, the cumulative gains or losses in respect of the derivative instrument are retained in equity and recognised symmetrically with the cash flow hedged. If the future cash flow is no longer expected, the gains and losses previously recognised in equity are immediately taken to profit or loss.

Financial instruments not designated as hedging instruments

Derivative financial instruments that are not designated as hedging instruments are reported in the balance sheet at fair value and changes in their fair value are recognised in profit or loss.

3.24 Trade payables

Trade and other operating payables are current financial liabilities initially measured at their fair value, which is generally their nominal value, unless the effect of discounting is material. At each balance sheet date, trade payables are measured at amortised cost.

3.25 Off-balance sheet commitments

The Group's off-balance sheet commitments are monitored through an annual or six-monthly report.

Off-balance sheet commitments are reported in the appropriate Notes, as dictated by their nature.

3.26 Segment reporting

The Group is managed as a single business line, the collection of toll payments, to which ancillary payments are connected for commercial premises, rental of fibre optic facilities, telecommunication equipment, and heavy goods vehicle parking facilities.

4. Reminder of the elections made on first application of the IFRSs

In connection with the transition to IFRS in 2005, and in accordance with IFRS 1 the "First-time Adoption of International Financial Reporting Standards", the Group made the following elections, which still have an important impact on the 2007 consolidated financial statements:

- **retirement benefit obligations:** the actuarial gains and losses existing at 1 January 2004, not recognised under French GAAP, are recorded under provisions for retirement benefit obligations with a corresponding reduction of equity. Actuarial gains and losses arising after 1 January 2004 are recognised prospectively;
- **property, plant and equipment and intangible assets:** the Group has elected not to measure certain items of property, plant and equipment and intangible assets at the transition date at their fair value;
- **share-based payments:** the Group has elected to apply IFRS 2 in respect of share option plans granted since 7 November 2002 for which rights had not yet vested at 1 January 2005.

5. Standards and interpretations not applied early

The Group has not elected to apply the following Standards or Interpretations early:

- IFRS 3, Revised Business Combinations;
- IAS 1, Revised Presentation of Financial Statements;
- Amendments to IAS 23, Borrowing Costs;
- IFRS 8, Operating Segments;
- IFRIC 11, Group and Treasury Share Transactions;
- IFRIC 13, Customer Loyalty Programmes;
- IFRIC 14, The Limit on a Defined Benefit Asset, Minimum Funding Requirements and their Interaction.

The Group is currently analysing the impacts and practical consequences of the application of these Standards and Interpretations.

On 30 November 2006, the IFRIC published Interpretation IFRIC 12 on accounting for service concession agreements:

- the application scope covers public service concession contracts in which the concession grantor is considered to exercise control over the assets operated;
- the various accounting models applicable depend on the consideration received by the operator:

– under the intangible asset model, the operator recognises the asset under concession as an intangible asset to the extent that it receives a right to collect tolls (or receive other remuneration) from users, in consideration for the financing, building, and operation of the infrastructure. The intangible asset model also applies whenever the concession grantor remunerates the concession operator on the basis of the extent of use of the infrastructure by users, but with no guarantees as to the amounts that will be paid to the operator (under a simple pass through or shadow toll agreement).

– under the financial asset model, the operator's rights over the asset under concession are recognised as an interest-bearing financial receivable whenever the concession operator has an unconditional right to receive payments from the concession grantor independently of the extent of use of the infrastructure by users.

– whenever only part of the investment is covered by a payment commitment from the grantor, the expense is recognised as a financial receivable up to the amount guaranteed by the grantor, and as an intangible fixed asset for the balance.

The contracts governing the operations of ASF and Escota meet the definition in the intangible asset model.

The Group has elected not to apply this Interpretation, which is in the course of endorsement by the European Union, early at 31 December 2007.

The application of IFRIC 12 by the Group will require the accounting rules and procedures applicable to concession contracts to be adapted, in particular as regards the accounting treatment of provisions for major repairs.

B. Notes to the income statement

1. Revenue

(in € millions)	2007	2006
Revenue – tolls	2,753.3	2,572.2
Fees for use of commercial premises	42.6	38.6
Fees for use of fibre optics and telecommunication facilities	15.5	14.4
Revenue – tolls	**2,811.4**	**2,625.2**

2. Operating profit

(in € millions)	2007	2006
Revenue	**2,811.4**	**2,625.2**
Revenue from ancillary activities	**6.8**	**6.0**
Purchases consumed	(29.5)	(32.4)
External services *(1)*	(177.2)	(179.0)
Temporary employees	(6.9)	(5.4)
Sub-contracting	(8.8)	(10.2)
Taxes and levies	(380.3)	(370.0)
Employment costs	(361.3)	(329.2)
Other income and expenses *(1)*	(6.6)	1.0
Depreciation and amortisation *(2)*	(534.3)	(523.1)
Net provision charge	(48.1)	(19.4)
Operating expenses (before non-recurring items and IFRS 2)	**(1,553.0)**	**(1,467.7)**
Operating profit from ordinary activities	**1,265.2**	**1,163.5**
Share-based payment expense (IFRS 2)	(8.6)	(13.1)
Profit/(loss) of associates *(3)*	(1.1)	(3.1)
Operating profit	**1,255.5**	**1,147.3**

(1) Reclassification of operating grants and insurance settlements received (€1 million) from External services to Other income and expenses.
(2) Net of the share of investment grants.
(3) Restated in accordance with the change of presentation described in Note A.1.2 "Change of presentation: profit or loss of associates".

Operating profit from ordinary activities which measures the operating performance of the Group's subsidiaries' before the effects of share-based payments (IFRS 2), was €1,265.2 million at 31 December 2007 (45% of revenue) against €1,163.5 million at 31 December 2006 (44.3% of revenue), up 8.7%.

Operating profit was €1,255.5 million at 31 December 2007 compared with €1,147.3 million at 31 December 2006 (44.7% and 43.7% of revenue respectively), up 9.4%. It includes the results of associates.

2.1 Other operating income and expenses

(in € millions)	2007	2006
Capitalised production	(0.2)	0.0
Operating grants and insurance settlements received	1.4	1.0
Net losses on disposal of operating tangible and intangible fixed assets	(7.8)	0.0
Other operating income and expenses	**(6.6)**	**1.0**

2.2 Amortisation and depreciation

This item breaks down as follows:

(in € millions)	2007	2006
Intangible assets	8.9	9.3
Concession intangible assets	453.0	441.6
Property, plant and equipment	72.4	72.2
Depreciation and amortisation	**534.3**	**523.1**

2.3 Share-based payment expense

The expense relating to benefits granted to employees has been assessed at €8.6 million in respect of 2007 (compared with €13.1 million in 2006), of which €0.8 million was in respect of VINCI's share option plans (compared with €0.7 million in 2006), €6.5 million in respect of group savings plans (compared with €11.1 million in 2006) and €1.3 million in respect of the VINCI's free share plan (compared with €1.3 million in 2006). (See Note C.12 "Share-based payment").

3. Financial income and expenses

The breakdown of financial income and expenses by accounting category is as follows:

	2007			
(in € millions)	Cost of net financial debt	Other financial expenses	Other financial income	Equity
Liabilities at amortised cost	(529.7)			
Assets and liabilities at fair value through profit or loss (fair value option) *(1)*	8.1			
Derivatives at fair value through profit or loss (trading): assets and liabilities	(2.6)			
Derivatives designated as hedges: assets and liabilities	(0.6)			44.5
Sub-total net financial debt	**(524.8)**			**44.5**
Loans and receivables			0.5	
Available-for-sale financial assets		(0.5)	0.4	(1.0)
Foreign exchange gains and losses				
Effect of discounting to present value		(7.1)		
Capitalised borrowing costs			16.1	
Total financial income and expenses	**(524.8)**	**(7.6)**	**17.0**	**43.5**

(1) Current cash management assets and cash equivalents.

	2006			
(in € millions)	Cost of net financial debt	Other financial expenses	Other financial income	Equity
Liabilities at amortised cost	(454.0)			
Assets and liabilities at fair value through profit or loss (fair value option) *(1)*	21.5			
Derivatives at fair value through profit or loss (trading): assets and liabilities	10.0			
Derivatives designated as hedges: assets and liabilities	12.9			1.0
Sub-total net financial debt	**(409.6)**			**1.0**
Loans and receivables				
Available-for-sale financial assets			0.2	3.2
Foreign exchange gains and losses			1.1	
Effect of discounting to present value		(5.1)		
Capitalised borrowing costs			7.2	
Total financial income and expenses	**(409.6)**	**(5.1)**	**8.5**	**4.2**

(1) Current cash management assets and cash equivalents.

The presentation of net financial debt by accounting category is defined in Note C.14 "Net financial debt".

The cost of net financial debt amounted to €524.8 million at 31 December 2007 compared with €409.6 million at 31 December 2006.

This net increase of €115.2 million in the interest expense of financial debt compared with 2006, was mainly due to the transactions connected with the financing of the exceptional dividend of €3.3 billion.

Capitalised borrowing costs in respect of concession construction work in progress amounted to €16.1 million at 31 December 2007 compared with €7.2 million at 31 December 2006.

The effect of discounting to present value mainly relates to the portion at more than one year of retirement benefit obligations and other benefits, net of the expected return on plan financial assets.

Gains and losses on derivative financial instruments includes gains and losses on derivatives designated as hedges (fair value and cash flow hedges) and on those not so designated, and break down as follows:

	2007	2006
Net interest received from derivatives designated as fair value hedges	1.6	13.9
Change in value of derivatives designated as fair value hedges	10.3	
Change in value of the adjustment to fair value hedged financial debt	(11.7)	
Reversal through profit or loss of amounts deferred in equity	(0.8)	(1.0)
Ineffectiveness of cash flow hedges		
Gains and losses on derivatives not designated as hedges	(2.6)	10.0
Gains and losses on derivative instruments allocated to net financial debt	**(3.2)**	**22.9**

The breakdown of derivative financial instruments is given in Note C.15 "Management of financial risks".

Other financial income amounted to €17 million at 31 December 2007 compared with €8.5 million at 31 December 2006.

4. Income tax

4.1 Analysis of net tax expense

The amount of income tax is analysed in the following manner:

(in € millions)	**2007**	**2006**
Current tax	(272.9)	(267.1)
Deferred tax	15.4	2.4
including temporary differences for		
including tax losses and tax credits for	0.3	0.4
Income tax	**(257.5)**	**(264.7)**

The current tax expense recognized for the period was €272.9 million (compared with €267.1 million in 2006), of which €200.8 million was for ASF (compared with €206.6 million in 2006) and €72.1 million for Escota (compared with €60.5 million in 2006).

4.2 Effective tax rate

The difference between the tax calculated using the standard tax rate in force in France and the amount of tax effectively recognised in the period can be analysed as follows:

(in € millions)	**2007**	**2006**
Profit before tax and profit or loss of associates	741.2	744.2
Theoretical tax rate in France	34.43%	34.43%
Theoretical tax expense expected	**(255.2)**	**(256.2)**
Permanent differences and miscellaneous	(2.3)	(8.5)
Tax expense recognised	**(257.5)**	**(264.7)**
Effective tax rate	34.74%	35.57%
Effective tax rate excluding impact of share-based payments	**34.34%**	**34.95%**

The permanent differences shown in the effective tax reconciliation include in particular the effects related to the fact that most of the constitutive components of the share-based payment expense are non tax-deductible. These amounted to € -1 million at 31 December 2007 (and at 31 December 2006).

4.3 Breakdown of deferred tax assets and liabilities

		Changes			
(in € millions)	2007	Profit or loss	Equity	Other	2006
Deferred tax assets					
Retirement and other employee benefit obligations	13.1	8.7			4.4
Temporary differences on provisions for major repairs	31.6	(1.7)			33.3
Temporary differences on provisions for holiday pay	9.5	0.0			9.5
Temporary differences on other provisions	28.0	(6.9)			34.9
Temporary differences on statutory employee profit sharing	8.0	2.0			6.0
Adjustment on measuring financial instruments at fair value	4.4	0.2	(0.3)		4.5
Other	2.0	0.4			1.6
Total	**96.6**	**2.7**	**(0.3)**	**0.0**	**94.2**
Deferred tax liabilities					
Concession intangible fixed assets (capitalised borrowing costs and other)	237.1	(4.1)			241.2
Tax-deductible archaeological excavation costs	3.2	0.5			2.7
Tax-regulated amortisation and depreciation expense	7.6	0.1			7.5
Adjustment on measuring available-for-sale assets at fair value	0.8	0.0	(0.3)		1.1
Adjustment on measuring financial instruments at fair value	15.0	0.1	14.9		0.0
Other	8.4	(0.5)			8.9
Total	**272.1**	**(3.9)**	**14.6**	**0.0**	**261.4**
Net deferred tax	**(175.5)**	**6.6**	**(14.9)**	**0.0**	**(167.2)**

5. Earnings per share

The number of shares outstanding has remained at 230,978,001 since 2002. The Company has not purchased any of its own shares. The Company has not issued any instrument that could give rights to shares. As a result, the weighted number of shares to take into consideration when calculating basic and diluted earnings per share in 2007 and 2006 is 230,978,001. Basic and diluted earnings per share are the same.

C. Notes to the balance sheet

6. Other intangible assets

Changes in the period were as follows:

(in € millions)	Software	Patents, licences and other	Total
Gross			
01/01/2006	**81.8**	**15.6**	**97.4**
Acquisitions in the period	5.2	9.0	14.2
Disposals and retirements during the period	(0.8)	0.0	(0.8)
Other movements	4.4	(4.5)	(0.1)
31/12/2006	**90.6**	**20.1**	**110.7**
Acquisitions in the period	3.6	5.5	9.1
Disposals and retirements during the period	(5.5)	(0.1)	(5.6)
Other movements	8.6	(8.9)	(0.3)
31/12/2007	**97.3**	**16.6**	**113.9**
Amortisation and impairment losses			
01/01/2006	**66.8**	**7.2**	**74.0**
Amortisation for the period	8.8	0.5	9.3
Disposals and retirements during the period	(0.8)	0.0	(0.8)
Other movements	0.1		0.1
31/12/2006	**74.9**	**7.7**	**82.6**
Amortisation for the period	8.5	0.4	8.9
Disposals and retirements during the period	(0.9)	(0.1)	(1.0)
31/12/2007	**82.5**	**8.0**	**90.5**
Net			
01/01/2006	**15.0**	**8.4**	**23.4**
31/12/2006	**15.7**	**12.4**	**28.1**
31/12/2007	**14.8**	**8.6**	**23.4**

7. Concession intangible assets

7.1 Main features of concession contracts

The features of the contracts for the main concessions operated by ASF and Escota are as follows:

	Control and regulation of prices by concession grantor	Remuneration paid by	Grant or guarantee from concession grantor	Residual value	Concession end date or average duration	Consolidation method
ASF Group						
ASF (2,714.2 km) of which 124 km under construction	Pricing law as defined in the concession contract. Price increases subject to agreement by grantor.	Users	Nil	Infrastructures returned to grantor for no consideration, unless purchased by the grantor (in which case at economic value)	End 2032	Full consolidation
Escota (459.1 km)	Pricing law as defined in the concession contract. Price increases subject to agreement by grantor	Users	Nil	Infrastructures returned to grantor for no consideration, unless purchased by the grantor (in which case at economic value)	End 2026	Full consolidation

In accordance with the asset impairment rules, no loss of value has been recognised in the financial statements at 31 December 2007 or at 31 December 2006. It should be noted that the owned assets of the Puymorens tunnel are not considered as a cash generating unit.

7.2 Commitments made under concession contracts

Contractual investment and renewal obligations

Under their concession contracts, ASF and Escota have undertaken to carry out certain investments in infrastructure that they will operate as concession operators.

Riders to the ASF and Escota concession contracts, and agreements mainly defining the investments to be made and the tariff arrangements applicable for the period 2007-2011 on the corresponding motorway networks, were signed during the second quarter of 2007. As they have a well-defined contractual framework, ASF and Escota have good visibility over their prospects.

At 31 December 2007, capital expenditure planned for the next four years under the concession agreements amounted to €3 billion, including €0.8 billion for the Lyon-Balbigny section.

These Group investments are financed by drawing credit lines facilities, subscription of new loans from the European Investment Bank (EIB) and on bonds issues.

The section of the A89 motorway between Balbigny and La Tour de Salvagny would have to be made by ASF between now and the end of 2012. Two associations have petitioned the French Council of State (the Conseil d'Etat) to cancel Rider No. 11 to ASF's concession contract (See Note E "Disputes and arbitration").

The above amounts do not include maintenance expenditure on infrastructure under concessions.

7.3 Breakdown of concession intangible assets by type of infrastructure

(in € millions)	Cost of infrastructures	Advances and Outstandings	Investment grants	Total
Gross				
01/01/2006	**15,647.5**	**947.2**	**(238.5)**	**16,356.2**
Acquisitions in the period	96.5	284.5	(5.6)	375.4
Disposals and retirements during the period	(3.9)		1.2	(2.7)
Other movements	749.6	(745.7)		3.9
31/12/2006	**16,489.7**	**486.0**	**(242.9)**	**16,732.8**
Acquisitions in the period	45.6	314.1	(25.7)	334.0
Disposals and retirements during the period	(1.2)		0.1	(1.1)
Other movements	76.2	(80.0)	6.7	2.9
31/12/2007	**16,610.3**	**720.1**	**(261.8)**	**17,068.6**
Amortisation				
01/01/2006	**4,705.2**	**0.0**	**(73.9)**	**4,631.3**
Amortisation for the period	449.6	0.0	(6.7)	442.9
Disposals and retirements during the period	(2.3)	0.0	0.0	(2.3)
31/12/2006	**5,152.5**	**0.0**	**(80.6)**	**5,071.9**
Amortisation for the period	459.3	0.0	(6.3)	453.0
Disposals and retirements during the period	(0.6)			(0.6)
Other movements	0.7	0.0	4.3	5.0
31/12/2007	**5,611.9**	**0.0**	**(82.6)**	**5,529.3**
Net				
01/01/2006	**10,942.3**	**947.2**	**(164.6)**	**11,724.9**
31/12/2006	**11,337.2**	**486.0**	**(162.3)**	**11,660.9**
31/12/2007	**10,998.4**	**720.1**	**(179.2)**	**11,539.3**

Investments by the ASF Group in new concession projects amount to €403 million compared with €339 million in 2006.

Borrowing costs included during the period in the cost of concession assets before their entry into service amounted to €16.1 million (compared with €7.2 million for 2006).

Concession assets under construction amounted to €720.1 million at 31 December 2007 (compared with €486 million at 31 December 2006).

8. Property, plant and equipment

(in € millions)	Technical installations – Plant and equipment	Other property, plant and equipment	Advances and outstandings on equipment and other	Investment grants	Total
Gross					
01/01/2006	**671.5**	**167.1**	**60.8**	**0.0**	**899.4**
Acquisitions in the period	19.9	14.2	30.4		64.5
Disposals and retirements during the period	(13.0)	(20.2)	0.0		(33.2)
Other movements	37.9	2.9	(45.0)		(4.2)
31/12/2006	**716.3**	**164.0**	**46.2**	**0.0**	**926.5**
Acquisitions in the period	21.9	7.3	56.8		86.0
Disposals and retirements during the period	(23.2)	(16.6)			(39.8)
Other movements	26.8	3.8	(26.4)	(6.7)	(2.5)
31/12/2007	**741.8**	**158.5**	**76.6**	**(6.7)**	**970.2**
Depreciation					
01/01/2006	**646.4**	**127.8**	**0.0**	**0.0**	**774.2**
Depreciation for the period	54.8	16.2	0.0		71.0
Disposals and retirements during the period	(12.4)	(19.6)	0.0		(32.0)
Other movements	4.1	(0.7)			3.4
31/12/2006	**692.9**	**123.7**	**0.0**	**0.0**	**816.6**
Depreciation for the period	57.0	15.8		(0.4)	72.4
Disposals and retirements during the period	(19.2)	(15.7)			(34.9)
Other movements				(4.3)	(4.3)
31/12/2007	**730.7**	**123.8**	**0.0**	**(4.7)**	**849.8**
Net					
01/01/2006	**25.1**	**39.3**	**60.8**	**0.0**	**125.2**
31/12/2006	**23.4**	**40.3**	**46.2**	**0.0**	**109.9**
31/12/2007	**11.1**	**34.7**	**76.6**	**(2.0)**	**120.4**

9. Investments in associates

9.1. Movements during the period

(in € millions)	31/12/2007	31/12/2006
Value of shares at start of the period	**3.1**	**6.0**
Share capital increases of associates		0.2
Group share of profit or loss for the period	(1.1)	(3.1)
Value of shares at end of period	**2.0**	**3.1**

9.2 Financial information on the investments in associates

At 31 December 2007, shareholdings in equity-accounted companies related solely to TransJamaican Highway (since 1 January 2006).

The main financial data relating to this company at 31 December 2007 was as follows (on a 100% basis):

(in € millions)	31/12/2007	31/12/2006	Change in %
% held	**34.0%**	**34.0%**	**0.00%**
Financial data (on 100% basis)			
Revenue	25.0	16.5	51.52%
Attributable to Group	8.5	5.6	51.52%
Operating expenses	(11.3)	(9.0)	25.56%
Operating profit	13.7	7.4	85.14%
Net profit	(3.6)	(1.9)	89.47%
Equity	1.4	7.4	
Equity attributable to Group	**0.5**	**2.5**	**-81.08%**
Share of net consolidated profit/(loss) attributable to Group	**(1.1)**	**(3.1)**	**-64.52%**
Value of investments in associates	**2.0**	**3.1**	**-35.48%**
Carrying amount of shares in parent company accounts	6.2	6.2	0.00%
Cost of shares in parent company accounts	6.2	6.2	0.00%
Other balance sheet information			
Total Assets/Equity and liabilities	205.4	226.4	-9.27%
Net financial debt	188.2	207.5	-9.31%
Net financial debt (Attributable to ASF)	64.0	70.6	-9.35%

10. Other non-current financial assets

(in € millions)	31/12/2007	31/12/2006	Change in %
Shares in subsidiaries and associates at fair value	5.5	6.3	-12.70%
Investments in unlisted subsidiaries and associates	6.1	6.8	-10.29%
Available-for-sale financial assets (gross)	**11.6**	**13.1**	**-11.45%**
Impairment allowances	(1.0)	(1.6)	-37.50%
Available-for-sale financial assets (net)	**10.6**	**11.5**	**-7.83%**
Loans and receivables at amortised cost	6.0	6.4	-6.25%
Total	**16.6**	**17.9**	**-7.26%**
Fair value of derivative financial instruments (non-current assets) *(*)*	26.6		
Other non-current financial assets	**43.2**	**17.9**	**141.34%**

(*) See Note C.15 "Management of financial risks".

Available-for-sale assets break down as follows at 31 December of each year:

(in € millions)	31/12/2007	31/12/2006	Change in %
Prado-Carénage tunnel	5.5	6.3	-12.70%
Truck Etape SAS	1.0	1.0	0.00%
Axxès	2.7	2.7	0.00%
Other	2.4	3.1	-22.58%
Available-for-sale financial assets	**11.6**	**13.1**	**-11.45%**

Long-term loans and receivables mainly relate to the companies' statutory employee housing loans. Loans and receivables measured at amortised cost break down as follows:

(in € millions)	31/12/2007	From 1 to 5 years	> 5 years
Loans	5.3	0.7	4.6
Other loans and receivables	0.7		0.7
Loans and receivables at amortised cost	**6.0**	**0.7**	**5.3**

(in € millions)	31/12/2006	From 1 to 5 years	> 5 years
Loans	6.1	2.2	3.9
Other loans and receivables	0.3		0.3
Loans and receivables at amortised cost	**6.4**	**2.2**	**4.2**

The part at less than one year of other non-current financial assets is included under other current financial assets for €1.8 million at 31 December 2007.

The fair value of derivative financial instruments (current assets) forms an integral part of net financial debt (see Note C.15 "Management of financial risks").

11. Change in equity (excluding share-based payment)

11.1 Shares

The number of shares outstanding has remained at 230,978,001 since 2002 (cf. Note B.5 "Earnings per share"). The Company has not purchased any of its own shares. The Company has not issued any instrument that could give rights to shares.

11.2 Distributable reserves

Changes in the distributable reserves of ASF SA are as follows:

(in € millions)	31/12/2007	31/12/2006
Free of corporate income tax liabilities (*)	12.7	3,310.9
Distributable reserves	**12.7**	**3,310.9**

(*) Before allocating the interim dividend of €103.9 million paid during 2007.

The legal reserve of ASF SA amounted to €2.9 million at 31 December 2007, the same amount as at 31 December 2006.

11.3 Items recognised directly in equity

The following tables give details of these movements by type of financial instrument after tax:

(in € millions)	31/12/2007	31/12/2006
Available-for-sale financial assets		
Reserve at beginning of period	2.1	0.0
Changes in fair value in the period	(0.6)	2.1
Reserve at end of the period	**1.5**	**2.1**
Cash flow hedges		
Reserve at beginning of period	(7.5)	(8.1)
Changes in fair value in the period	28.6	
Fair value items recognised in profit or loss	0.6	0.6
Reserve at end of the period	**21.7**	**(7.5)**

(in € millions)	31/12/2007	31/12/2006
Total items recognised directly in equity		
Gross reserve	35.3	(8.2)
Associated tax effect	(12.1)	2.8
Reserve net of tax	23.2	(5.4)

Overall, the tax associated to items recognised directly in equity has a negative impact of €14.9 million (against a positive incidence of €2.8 million in 2006).

11.4 Dividends

On 25 January 2007, ASF paid an exceptional dividend of €3.3 billion, consisting in €2.54 billion to VINCI SA (77%) and €0.76 billion to ASF Holding (23%). ASF financed the payment of this dividend as follows:

- use of a part of its available cash resources for €550 million;
- drawing on a 7-year loan for €1.5 billion and use of two revolving credit facilities, amounting to a total of €3 billion, for €1.25 billion.

In addition to the exceptional dividend, the Shareholders General Meeting voting on the 2006 financial statements decided to pay an ordinary dividend of €374,182,361.82 (€1.62 per share) which was paid on 14 May 2007.

Also, on 29 August 2007, the Board of Directors finalised the condensed interim consolidated financial statements at 30 June 2007, and decided to pay an interim dividend of €103,940,100.45, amounting to a dividend of €0.45 for each of the 230,978,001 shares representing the share capital, in respect of 2007.

The dividends paid during 2007 (excluding the exceptional dividend) and 2006 break down as follows:

	2007	2006
Interim dividend (paid in September 2007)		
Amount *(in € millions)* **(I)**	103.9	
Per share in euros	0.45	
Final dividend (paid in May 2007)		
Amount *(in € millions)* **(II)**		374.2
Per share in euros		1.62
Total net dividend per share		
Amount *(in € millions)* **(I) + (II)**	103.9	374.2
Per share in euros	0.45	1.62

12. Share-based payment

12.1 Equity compensation benefits paid by VINCI to ASF Group employees

Since the acquisition of the ASF Group by VINCI in March 2006, the employees of ASF and Escota benefit from the share purchase option plans, the free share plans and the Group Savings Scheme of the parent company, VINCI.

The aggregate expense recognised at 31 December 2007 in respect of share-based payments amounted to €8.6 million, of which €6.1 million was in respect of the Group Savings Scheme, compared with €13.1 million at 31 December 2006, of which €11.1 million was in respect of the Group Savings Schemes.

VINCI's Board of Directors defines the conditions for subscribing to the Group Savings Scheme in accordance with the authorisations granted to it by the Shareholders General Meeting. For France, VINCI issues new shares reserved for employees three times a year with a subscription price that includes a discount of a maximum of 10% against the stock market price. Subscribers benefit from a contribution from their company, of a maximum of €3,500 per year. The benefits granted in this way to employees of the Group are recognised in profit or loss and are valued in accordance with IFRS 2 on the basis of the following assumptions:

- length of subscription period: 4 months;
- length of period during which funds are frozen: 5 years from the end of the subscription period.

12.2 Conversion of the ASF free share allocation plan into debt to employees

The Extraordinary General Meeting of 12 May 2005 authorised the Board of Directors of ASF to grant shares for no consideration to employees of the ASF Group who are members of an ASF Savings Scheme. The Board of Directors, at its meeting on 23 June 2005, decided to set up such a plan.

The features and valuation of the plan were as follows:

Plan	2005 Plan
Date of decision by Board of Directors	23/06/2005
Maturity date	22/06/2007
Expiry date	22/06/2009
Number of beneficiaries	7,300
Exercise price (in euros) at 23 June 2005	44.11
Maximum number of shares granted	64,608

Since 06 November 2006, ASF's shares are no longer listed. It has therefore been decided to convert this plan into a debt to employees. An employee benefit expense of €3.5 million has been recognised at 31 December 2007. The corresponding expense of €2 million, recognised against equity in 2006 and 2005 (€1.3 million in 2006 and €0.7 million in 2005) has been reversed in profit or loss through equity.

The corresponding expense of €2 million, recognised against equity in 2006 and 2005 (€1.3 million in 2006 and €0.7 million in 2005) has been reversed in profit or loss through equity.

13. Non-current provisions

(in € millions)	Note	31/12/2007	31/12/2006
Provisions for retirement benefit obligations	C.13.1	3.4	4.5
Other non-current provisions	C.13.2	218.8	184.7
Total		**222.2**	**189.2**

13.1 Provisions for retirement benefit obligations

At 31 December 2007, provisions for retirement benefit obligations amounted to €4.8 million (including €3.4 million at more than one year) compared with €6.2 million at 31 December 2006 (including €4.5 million at more than one year). These provisions comprise provisions for lump-sums on retirement and provisions for obligations for supplementary retirement benefits. The part at less than one year was €1.4 million at 31 December 2007 and €1.7 million at 31 December 2006, and is reported under other current liabilities.

The ASF Group's provisions for retirement benefit obligations reported in the consolidated balance sheet, comprise provisions for lump-sums on retirement and provisions for obligations for supplementary pensions under defined benefit plans.

They have been calculated using the following assumptions:

	31/12/2007	31/12/2006	31/12/2005
Discount rate	5.25%	4.75%	4.50%
Inflation rate	1.9%	2.0%	1.8%
Rate of salary increases	3,8% - 4,2%	4.0	4.0
Rate of pension increases	2.5	2.5	2.0
Probable average remaining working life of employees	17.1	15,86 - 16,56	16,27 - 16,88

The financial assets are measured at their fair value, amounting to €29.7 million at 31 December 2007 compared with €30.4 million at 31 December 2006.

The breakdown is as follows:

	31/12/2007			31/12/2006		
	Eurozone	Outside eurozone	Weighted average	Eurozone	Outside eurozone	Weighted average
Breakdown of financial assets						
Shares	25%	14%	39%	27%	15%	42%
Bonds	60%		60%	56%	0%	56%
Monetary securities	1%		1%	2%	0%	2%
Total	86%	14%	100%	85%	15%	100%
Average rate of return assumed	**5.05%**		**5.05%**	**5.00%**		**5.00%**

On the basis of these assumptions, the retirement benefit obligations, the part provided for, and the retirement benefit expenses recognised break down as follows:

Reconciliation of obligations and provisions in the balance sheet

(in € millions)	31/12/2007 France	31/12/2006 France
Present value of retirement benefit obligations	(36.6)	(44.8)
of which CATS' transfer		(5.3)
Fair value of plan assets	29.7	35.2
of which CATS' transfer		4.8
Surplus (or deficit)	**(6.9)**	**(9.6)**
of which CATS' transfer		*(0.5)*
Provisions recognised in balance sheet		
Assets recognised in balance sheet	4.8	6.2
of which CATS' transfer		*0.3*
Items not recognised in balance sheet	**2.1**	**3.4**
of which CATS' transfer		**0.2**
Actuarial gains and losses	2.1	3.4
of which CATS' transfer		*0.2*
Past service cost	0.0	(0.0)

Change in the period

(in € millions)	2007	2006	2005
Present value of retirement benefit obligations			
Balance at the beginning of the period	**44.8**	**44.3**	**34.8**
including obligations covered by plan assets, for			
Current service cost	2.3	2.6	5.2
Cost for the period of discounting	1.8	2.0	1.9
Benefits paid during the period	(5.2)	(1.1)	(1.1)
Actuarial gains and losses	(1.3)	(3.3)	1.1
Past service cost			
Settlement of rights	(1.5)		
Effect of plan curtailments and alterations		0.3	2.4
Changes in consolidation scope and miscellaneous	(4.3)		
Balance at the end of the period	**36.6**	**44.8**	**44.3**
including obligations covered by plan assets, for			
Plan assets			
Balance at the beginning of the period	**35.2**	**34.5**	**27.8**
Expected return on plan assets	1.4	(1.6)	2.7
Actuarial gains and losses	(1.3)	2.3	3.9
Contributions paid to funds			
Benefits paid during the period	(0.2)		
Settlement of rights	(1.6)		
Effect of plan curtailments			
Changes in consolidation scope and miscellaneous	(3.8)		
Balance at the end of the period	**29.7**	**35.2**	**34.5**
Items not recognised in balance sheet			
Balance at the beginning of the period	**3.4**	**6.7**	**3.8**
New elements	0.7	(2.1)	0.5
Amortisation for the period	(2.1)	(1.2)	2.4
Effects of plan curtailments and alterations	0.1		
Balance at the end of the period	**2.1**	**3.4**	**6.7**
including actuarial gains and losses, for			
including past service, for			
Actuarial gains and losses as percentage of obligations	*5.7%*	*7.6%*	*15.1%*

The ASF Group estimates the payments to be made in 2008 in respect of retirement benefit obligations paid to employees at €5.3 million.

Unrecognized items (the difference between the observed amount of obligations, or invested funds, and the expected amounts) amount to €2.1 million at 31 December 2007.

Expenses recognised in respect of defined benefit plans

(in € millions)	2007	2006	2005
Rights acquired by employees during the period	2.3	2.6	5.2
Discounting of acquired rights to present value	1.8	2.0	1.9
Expected return on plan assets	(1.4)	(1.6)	(1.1)
Amortisation of actuarial gains and losses	2.0	1.2	(2.4)
Amortisation of past service cost – rights not vested			0.1
Past service cost – rights vested			
Other	(5.7)	(1.1)	(1.1)
Total	**(1.0)**	**3.1**	**2.6**

13.2 Other non-current provisions

Changes in non-current provisions reported in the balance sheet were as follows in 2006 and 2007:

(in € millions)	Opening balances	Provision expense	Provisions used	Other reversals not used	Changes in consolidation scope and miscellaneous	Change in the part at less than one year of non-current provisions	Closing balances
1/1/2006							
Other employee benefits	78.6	19.1	(1.1)				96.6
Major repairs	87.4	41.5	(32.2)				96.7
Other liabilities	35.7	20.2	(3.6)				52.3
Discounting of non-current provisions	(2.9)				(1.1)		(4.0)
Reclassification of the part at less than one year of non-current provisions	(43.3)					(13.6)	(56.9)
31/12/2006	**155.5**	**80.8**	**(36.9)**	**0.0**	**(1.1)**	**(13.6)**	**184.7**
Other employee benefits	96.6	50.5	(1.8)		0.3		145.6
Major repairs	96.7	33.5	(38.5)				91.7
Other liabilities	52.3	19.5	(19.5)			3.9	56.2
Discounting of non-current provisions	(4.0)				(0.2)		(4.2)
Reclassification of the part at less than one year of non-current provisions	(56.9)					(13.6)	(70.5)
31/12/2007	**184.7**	**103.5**	**(59.8)**	**0.0**	**0.1**	**(9.7)**	**218.8**

Other employee benefits

The provisions for other employee benefits are measured using the Projected Unit Credit method and relate to obligations to pay long-service bonuses and medical expenses cover, and provisions relating to early retirement schemes (Cessation Anticipée d'Activité des Travailleurs Salariés (CATS)).

Long-service bonuses and medical expenses cover

The provisions were calculated using the following actuarial assumptions:

	31/12/2007	31/12/2006	31/12/2005
Discount rate	5.25%	4.75%	4.50%
Inflation rate	1.9%	2.0%	2.0%
Rate of salary increases	1,8% - 4,1%	2% - 4,2%	2% - 3%
Rate of change of medical expenses	6.0%	6.0%	4.0%

At 31 December 2007, the provisions in respect of medical expense cover amounted to €112 million. They have been calculated on the basis of a 6% rate of growth in medical expenses. A change of 1% in this rate would entail a change of €32.2 million in the total commitment.

Actuarial gains losses (difference between retirement benefit obligations and provisions recognised in the balance sheet) amounted to €43.8 million at 31 December 2007 compared to €60.3 million at 31 December 2006 and mainly result from changes in the discount rate and the rate of employer's contribution to the medical expense insurance plan. Actuarial gains and losses are amortised on a straight-line basis over the average expected remaining working lives of the employees participating in the plan.

At 31 December 2007, these provisions amounted to €114.6 million (including €112.5 million at more than one year) against €96.6 million at 31 December 2006 (including €90.1 million at more than one year). The part at less than one year was €2.1 million at 31 December 2007 and €6.5 million at 31 December 2006, and is reported under other current liabilities.

Agreements on early retirement for employees ("CATS" agreements)

In 2007, ASF and Escota signed agreements on early retirement for employees (Cessation Anticipée d'Activité des Travailleurs Salariés). These arrangements enable employees who have worked in particularly arduous conditions to cease working before reaching the age that entitles them to a full pension, under a suspension of their contract of employment.

Each company-level agreement describes, among other matters, the conditions that employees must satisfy in order to benefit from these arrangements, and the benefits that will be paid to them during the so-called "pre-retirement" period. Benefits comprise in particular:

- lump-sums paid at the start and end of the pre-retirement period;
- an allowance paid during the pre-retirement period in lieu of pay;
- maintenance of social benefit cover during the pre-retirement period.

The signature of a "CATS" agreement with the State entitles employers to:

- exemption from certain social benefit contributions;
- partial State participation in the financing of the allowance, when beneficiaries reach the age of 57.

The extent of this participation varies depending on the age of the beneficiary at the time of joining the scheme. Under the agreement signed by ASF and Escota, the State participation will be the maximum, which is 50% of the allowance.

The provisions were calculated using the following actuarial assumptions:

	31/12/2007
Discount rate	5.00%
Increase in the social security contribution calculation ceiling	2.75%
Increase in wages and salaries before pre-retirement	2.60%
Increase in wages and salaries during pre-retirement	1.80%
Increase in health and providence insurance contributions	2.00%
Increase in housing allowance	1.00%

At 31 December 2007, this provision amounted to €31 million (of which €25.7 million was at more than one year). It is net of the amout of financial assets measured €5 million at their fair value at 31 December 2007, versus €4.8 million at 31 December 2006.

Provisions for major repairs and other liabilities

Provisions for major repairs relate to contractual obligations to return assets operated under concessions to good condition. These are calculated at the end of each period on the basis of a work programme covering several years which is reviewed annually to take account of expenditure programmes, and amount to €47 million at 31 December 2007 (part at more than one year) compared with €49.1 million at 31 December 2006 (part at more than one year).

The provisions for other liabilities, not directly linked with the operating cycle, amounted to €20.7 million at 31 December 2007 (part at more than one year) compared with €53.5 million at 31 December 2006 (part at more than one year).

14. Net financial debt

Net financial debt as defined by the group breaks down as follows:

Accounting categories	*(in € millions)*	31/12/2007 Non-current	Ref.	Current *(*)*	Ref.	Total	31/12/2006 Non-current	Current *(*)*	Total
Liabilities at amortised cost	Bonds	(1,629.2)	(1)	(44.3)	(3)	(1,673.5)			
	Inflation-linked loans	(377.8)	(2)	(5.9)	(3)	(383.7)	(371.4)	(8.4)	(379.8)
	Other bank loans and other financial debt	(7,543.8)	(2)	(980.1)	(3)	(8,523.9)	(7,012.1)	(657.0)	(7,669.1)
	Long-term financial debt	**(9,550.8)**		**(1,030.3)**		**(10,581.1)**	**(7,383.5)**	**(665.4)**	**(8,048.9)**
	Other current financial liabilities								
	Financial current accounts			(4.5)	(3)	(4.5)			
	I – Gross financial debt	**(9,550.8)**		**(1,034.8)**		**(10,585.6)**	**(7,383.5)**	**(665.4)**	**(8,048.9)**
	Bank overdrafts			(0.8)	(6)	(0.8)		(0.1)	(0.1)
	II – Cash liabilities			**(0.8)**		**(0.8)**		**(0.1)**	**(0.1)**
	including impact of fair value hedges, for	*(11.7)*				*(11.7)*			
	Gross financial debt before fair value adjustment	(9,539.1)		(1,034.8)		(10,573.9)	(7,383.5)	(665.4)	(8,049.0)
Assets and liabilities at fair value through profit or loss (fair value option)	Financial current accounts			7.6	(7)	7.6		8.9	8.9
	Cash management financial assets and marketable securities not cash equivalents			1.2	(7)	1.2		64.6	64.6
	Cash equivalents			66.0	(8)	66.0		584.6	584.6
	Cash			11.9	(8)	11.9		41.8	41.8
	III – Net financial assets			**86.7**		**86.7**		**699.9**	**699.9**
Derivatives	Derivative financial instruments – liabilities	(2.4)	(4)	(40.7)	(5)	(43.1)		(44.8)	(44.8)
	Derivative financial instruments – assets	26.6	(9)	40.9	(10)	67.5		39.2	39.2
	IV – Derivative financial instruments	**24.2**		**0.2**		**24.4**		**(5.6)**	**(5.6)**
	Net financial debt (I + II + III + IV)	**(9,526.6)**		**(948.7)**		**(10,475.3)**	**(7,383.5)**	**28.8**	**(7,354.7)**
	Including net cash, for:			*77.1*		*77.1*		*626.3*	*626.3*
	Cash and cash equivalents			*77.9*		*77.9*		*626.4*	*626.4*
	Bank overdrafts			*(0.8)*		*(0.8)*		*(0.1)*	*(0.1)*

(*) Current part including accrued interest not matured.

At 31 December 2007, the ASF Group's net financial debt was €10.5 billion (compared with €7.4 billion at 31 December 2006.)

Reconciliation of the net financial debt in the balance sheet

	ref.	31/12/2007	31/12/2006
Bonds (non-current)	(1)	(1,629.2)	0.0
Other loans and borrowings	(2)	(7,921.6)	(7,383.5)
Current borrowings	(3)	(1,034.8)	(665.4)
Fair value of derivative financial instruments (non current liabilities)	(4)	(2.4)	0.0
Fair value of derivative financial instruments (current liabilities)	(5)	(40.7)	(44.8)
Bank overdrafts	(6)	(0.8)	(0.1)
Cash management financial assets	(7)	8.8	73.5
Cash and cash equivalents	(8)	77.9	626.4
Fair value of derivative financial instruments (non current assets)	(9)	26.6	0.0
Fair value of derivative financial instruments (current assets)	(10)	40.9	39.2
Net financial debt		**(10,475.3)**	**(7,354.7)**

The increase in net debt of 3.1 billion arose mainly from the payment of an exceptional dividend of €3.3 billion on 25 January 2007, which was offset to a lesser extent by the 2007 free operating cash flow.

This transaction was financed by the use of revolving credit lines facilities and a term loan for €1.5 billion, drawn in the first half of 2007 for approximately €2.75 billion. Following the issues of bond and the private placement for €1.625 billion in the second half of 2007, €744 million was used to repay the term loan in accordance with contractual conditions, the balance being allocated to restore the revolving credit lines facilities.

Following the issues of bond and the private placement for €1.625 billion, €800 million was used to repay the term loan in accordance with contractual conditions.

Also, cash investments decreased in 2007 by approximately €580 million following their partial use to finance the exceptional dividend.

14.1 Detail of long-term financial debt

Long-term financial debt at 31 December 2007 was as follows:

	31/12/2007							31/12/2006	
	Currency	Contractual interest rate	Maturity	Nominal remaining due	Carrying amount (excluding accrued interest not matured)	Accrued interest not matured	Total	Capital outstanding	Carrying amount
Bonds	**EUR**			**1,625.0**	**1,629.2**	**44.3**	**1,673.5**	**0.0**	**0.0**
ASF Bond issue	EUR	5.6%	July 2022	1,575.0	1,579.3	44.1	1,623.4		
ASF Private placement	EUR	Euribor 3 months + 0.75%	Sept. 2027	50.0	49.9	0.2	50.1		
Inflation-linked	**EUR**			**377.8**	**377.8**	**5.9**	**383.7**	**373.5**	**379.8**
ASF – CNA 2001	EUR	3.9% + i (*)	July 2016	377.8	377.8	5.9	383.7	373.5	379.8
Other bank loans and other financial debt	**EUR**								
CNA loans				**5,458.2**	**5,527.0**	**165.1**	**5,692.1**	**5,879.2**	**6,142.9**
ASF and ESCOTA – CNA 1995	EUR	8.0%	March 2007	0.0	0.0	0.0	0.0	122.0	129.9
ASF and ESCOTA – CNA 1996	EUR	6.3%	October 2007	0.0	0.0	0.0	0.0	146.4	148.5
ASF – CNA 1997	EUR	5.6%	Dec. 2007	0.0	0.0	0.0	0.0	152.5	152.6
ASF – CNA 1998	CHF	5.4%	February 2008	301.1	287.6	8.2	295.8	301.1	304.6
ESCOTA – CNA 1993	EUR	8.0%	March 2008	15.2	15.2	1.0	16.2	15.2	16.2
ASF and ESCOTA – CNA 1996/1997	EUR	6.0%	Nov. 2008	298.8	300.9	2.4	303.3	298.8	302.6
ASF and ESCOTA – CNA 1995	EUR	7.4%	Nov. 2008	168.8	168.5	1.3	169.8	168.8	169.5
ASF and ESCOTA – CNA 1994/1997	EUR	6.0%	January 2009	137.2	137.4	7.7	145.1	137.2	145.2
ASF and ESCOTA – CNA 1996	EUR	6.8%	July 2009	176.8	176.6	5.5	182.1	176.8	182.0
ASF – CNA 1995	EUR	7.5%	Sept. 2009	152.4	152.3	2.9	155.2	152.5	155.2
ASF and ESCOTA – CNA 1996	EUR	6.7%	Feb. 2010	153.8	153.6	9.3	162.9	153.8	162.8
ASF and ESCOTA – CNA 1998	EUR	4.5%	April 2010	502.4	497.5	15.5	513.0	502.4	511.1
ASF and ESCOTA – CNA 1995	EUR	7.5%	June 2010	66.5	66.1	2.6	68.7	66.5	68.6
ASF and ESCOTA – CNA 1997 to 2001	EUR	5.9%	June 2011	498.5	512.9	16.8	529.7	498.5	537.3
ASF and ESCOTA – CNA 1996	EUR	6.7%	Sept. 2011	68.6	68.4	1.4	69.8	68.6	69.8
ASF and ESCOTA – CNA 1997 to 2000	EUR	5.8%	October 2012	405.9	406.2	4.7	410.9	405.9	411.0
ASF and ESCOTA – CNA 1998/2001	EUR	5.9%	March 2013	397.7	414.5	18.0	432.5	397.7	435.3
ASF – CNA 1999/2002	EUR	4.4%	May 2014	450.0	433.0	12.2	445.2	450.0	443.2
ASF – CNA 2000/2001	EUR	6.0%	October 2015	382.5	415.9	4.2	420.1	382.5	422.6
ASF and ESCOTA – CNA 2002	EUR	5.3%	January 2017	532.0	528.7	25.7	554.4	532.0	554.2
ASF – CNA 2004/2005	EUR	4.5%	March 2018	750.0	791.7	25.7	817.4	750.0	820.7
CNA/EIB loans	**EUR**			**1,184.1**	**1,187.7**	**28.1**	**1,215.8**	**1,214.7**	**1,246.8**
ASF – CNA/EIB 1997	EUR	5.8%	Nov. 2007	0.0	0.0	0.0	0.0	30.5	30.7
ASF – CNA/EIB 1998	EUR	4.6%	Dec. 2010	95.3	95.3	0.3	95.6	95.3	95.5
ASF – CNA/EIB 2001	EUR	5.1%	October 2011	70.0	70.0	0.7	70.7	70.0	70.7
ESCOTA – CNA/EIB 2002	EUR	6.2%	April 2013 to 2015	142.7	142.7	6.6	149.3	142.7	149.3
ESCOTA – CNA/EIB 1998	EUR	4.8%	Dec. 2013	8.5	8.6	0.0	8.6	8.5	8.6
ASF – CNA/EIB 1999	EUR	5.6%	Dec. 2014	160.0	162.1	0.5	162.6	160.0	162.8

	31/12/2007							31/12/2006	
	Currency	Contractual interest rate	Maturity	Nominal remaining due	Carrying amount (excluding accrued interest not matured)	Accrued interest not matured	Total	Capital outstanding	Carrying amount
ESCOTA – CNA/EIB 2000	EUR	6.0%	Dec. 2014	20.0	20.0	0.1	20.1	20.0	20.1
ASF – CNA/EIB 2002	EUR	6.2%	April 2015 to 2017	412.6	412.7	18.7	431.4	412.6	431.4
ASF – CNA/EIB 2000	EUR	6.1%	Dec. 2015	70.0	71.3	0.3	71.6	70.0	71.8
ASF – CNA/EIB 2000	EUR	Euribor 3 months	Dec. 2015	53.0	53.0	0.1	53.1	53.0	53.1
ASF – CNA/EIB 2001	EUR	5.1%	Nov. 2016	75.0	75.0	0.4	75.4	75.0	75.4
ASF – CNA/EIB 2001	EUR	5.1%	Nov. 2016	77.0	77.0	0.4	77.4	77.0	77.4
EIB loans	**EUR**			**250.0**	**250.0**	**3.6**	**253.6**	**250.0**	**253.4**
ASF – EIB 2005	EUR	3.6%	May 2012 to 2025	150.0	150.0	3.4	153.4	150.0	153.2
ASF – EIB 2005	EUR	3.8%	Dec. 2012 to 2025	100.0	100.0	0.2	100.2	100.0	100.2
Other loans	**EUR**			**14.7**	**14.7**	**0.0**	**14.7**	**25.8**	**26.0**
Other loans	EUR		2007					11.1	11.3
Other loans	EUR		2008 to 2010	14.7	14.7	0.0	14.7	14.7	14.7
Credit facilities	**EUR**			**1,350.8**	**1,345.5**	**2.2**	**1,347.7**	**0.0**	**0.0**
ASF revolving credit	EUR	Euribor 1-3 months +0.125%	July 2012	495.0	495.0	1.3	496.3	0.0	0.0
ASF revolving credit	EUR	Euribor 1-3 months +0.225%	Dec. 2013	100.0	96.1	0.4	96.5	0.0	0.0
ASF term loan	EUR	Euribor 1 month +0.225%	Dec. 2013	755.8	754.4	0.5	754.9	0.0	0.0
Long-term financial debt				**10,260.6**	**10,331.9**	**249.2**	**10,581.1**	**7,743.2**	**8,048.9**

(*) i: Inflation rate.

14.2 Management of interest rate risk

The Group's policy is to have a high level of liquidity available at any time to meet its existing and future commitments and to extend the average period of its debt.

The Group's liquidity position at 31 December 2007 is detailed in Note C.14.2.4 " Liquidity position".

14.2.1 Maturity of financial debt and associated interest payments

At 31 December 2007, the average maturity of the Group's financial debt was 7.2 years, against 6.6 years at 31 December 2006.

The ASF Group's financial debt and associated interest payments, on the basis of crystallisation of the interest rates at 31 December 2007, were as follows, by maturity date:

Situation at 31/12/2007	Carrying amount	Capital and interests flows	< 1 year	from 1 to 2 years	from 2 to 5 years	> 5 years
Trade payables	**228.9**	**228.9**	**228.9**			
Bonds						
Capital	(1,673.5)	(1,625.0)				(1,625.0)
Interest flows		(1,340.8)	(91.3)	(91.3)	(273.9)	(884.2)
Inflation-linked loans						
Capital	(383.7)	(377.8)				(377.8)
Interest flows		(192.8)	(21.4)	(21.4)	(64.3)	(85.7)
Other bank loans and other financial debt						
Capital	(8,523.9)	(8,258.1)	(792.8)	(469.2)	(2,359.2)	(4,636.9)
Interest flows		(2,619.9)	(441.1)	(390.4)	(949.8)	(838.7)
Bank overdrafts	(0.8)	(0.8)	(0.8)			
Financial current accounts (liabilities)	(4.5)	(4.5)	(4.5)			
I – Financial debt	**(10,586.4)**	**(14,419.7)**	**(1,351.8)**	**(972.3)**	**(3,647.2)**	**(8,448.3)**
Financial current accounts (assets)	7.6					
Current cash management assets	1.2					
Cash equivalents	66.0					
Cash	11.9					
II – Financial assets	**86.7**					
interest rate derivatives	44.1	58.2	19.9	0.5	6.0	31.8
Exchange rate derivatives	(19.7)	(14.2)	(14.2)			
Other derivatives						
III – Net financial current accounts	**24.4**	**44.0**	**5.7**	**0.5**	**6.0**	**31.8**
Net financial debt (I + II + III)	**(10,475.3)**	**(14,375.7)**	**(1,346.1)**	**(971.8)**	**(3,641.1)**	**(8,416.5)**

14.2.2 Net cash managed

Net cash managed, including cash management financial assets, breaks down as follows:

(in € millions)	31/12/2007	31/12/2006
Cash equivalents	**66.0**	**584.6**
Marketable securities and mutual funds (UCITS)	59.1	584.3
Negotiable debt securities and bonds with an original maturity of less than 3 months	6.9	0.3
Cash	**11.9**	**41.8**
Bank overdrafts	**(0.8)**	**(0.1)**
Net cash managed	**77.1**	**626.3**
Current cash management financial assets	**1.2**	**64.6**
Marketable securities and mutual funds (UCITS)	0.0	64.6
Negotiable debt securities and bonds with an original maturity of less than 3 months	1.2	0.0
Negotiable debt securities and bonds with an original maturity of more than 3 months	0.0	0.0
Commercial paper issued	**0.0**	**0.0**
Net cash managed	**78.3**	**690.9**

Cash surpluses are managed with the objective of earning a return close to that of the money market, avoiding risks to capital while maintaining a low level of volatility through a performance and risk monitoring system. The investment vehicles used by the Group are mainly mutual funds (UCITS) and negotiable debt securities and other such securities. They are measured and recognised at their fair value (see Notes A.3.19 "Cash management financial assets" and A.3.20 "Cash and cash equivalents").

14.2.3 Credit lines and bank term loans

ASF has a syndicated credit facility of €1 billion maturing in 2012, subject to various financial covenants described in Note C.14.2.5 "Financial covenants" set up by a rider in February 2006 in the context of its privatisation. Furthermore ASF signed on 18 December 2006, a new 7-year loan with a bank syndicate for a total of €3.5 billion comprising €2 billion in the form of a revolving credit and €1.5 billion in the form of a term loan, reduced during 2007 to €756 million. This is subject to ratios equivalent to those applying to the CNA loans.

This facility contributed in particular to the financing of the exceptional dividend paid by ASF in January 2007. At 31 December 2007, the total amount of credit facilities used amounted to €1.35 billion.

ASF has also taken out a loan with the European Investment Bank (EIB) in December 2007, for €250 million. The financing granted by the EIB is in the form of a credit line facility to be drawn down by the end of 2009 and maturing in 2028.

The maturities of the ASF Group's credit lines were as follows at 31 December 2007:

(in € millions)	Amounts used at 31/12/2007	Amounts authorised at 31/12/2007	Maturities < 1 year	Maturities from 1 to 5 years	Maturities > 5 years
Syndicated loan	495	1,000		1,000	
Revolving credit facility	100	2,000			2,000
Term loan	756	756			756
EIB	0	250			250
Total	**1,351**	**4,006**	**0**	**1,000**	**3,006**

14.2.4 Liquidity position

Taking account of net cash managed (€78.3 million) and unused credit facilities (€2.65 billion), the Group's liquidity position at 31 December 2007 was €2.73 billion, covering more than three years of the ASF Group's requirements.

14.2.5 Financial covenants

Some financing agreements include default clauses applicable in the event of non-compliance with the financial ratios below:

(in € millions)	Finance agreements	Authorised amounts	Used amounts	Ratios (1)	Values
ASF	CNA	7,270.4	7,270.4	Consolidated net financial debt to consolidated Ebitda	< 7
				Consolidated Ebitda to consolidated financial expenses	> 2.2
	Syndicated term loan	755.8	755.8	Net debt to cash flows from operations before tax and financing costs	Equal to or less than 7
	Syndicated credit line	2,000.0	100.0	Cash flows from operations before tax and financing costs to financial expenses	Greater than 2.2
	Syndicated credit line	1,000.0	495.0		

* *Ebitda = gross operating profit defined as the difference between operating income and operating expenses excluding depreciation, amortisation and provisions.*

14.2.6 Credit's ratings

The Group's ratings at 31 December 2007 were as follows:

Agency	Long-term	Outlook	Short-term
Standard & Poor's	BBB+	Negative	A2
Moody's	Baa1	Stable	P2

15. Management of financial risks

The following disclosures present the Group's exposure to each of its financial risks, its objectives, its policy and its procedures to measure and manage the risks.

Given the high level of net financial debt and the related net financial expenses, the ASF Group has set up arrangements to manage and control the various financial risks to which it is exposed, principally interest rate risks.

The management and limiting of these financial risks at ASF is mainly done by the Group's Finance Department, in accordance with the management policies agreed by the corporate management bodies, and in the regulated framework set out in the VINCI Group Treasury and Finance guidelines. Responsibility for identifying, measuring and hedging the financial risks lies with the Treasury committee, which meets at least once a month.

In order to manage its exposure to market risks, the Group uses derivative financial instruments which are recognised in the balance sheet at their fair value.

At the balance sheet date, the fair value of derivative financial instruments breaks down as follows:

	31/12/2007				
(in € millions)	Non-current asset	Current asset	Non-current liability	Current liability	Net
Interest rate derivatives designated as fair value hedges	8.1	10.8			18.9
Interest rate derivatives designated as cash flow hedges	18.5	0.2	(2.4)		16.3
Interest rate derivatives not designated as hedges for accounting purposes		29.9		(21.0)	8.9
Interest rate derivatives *(1)*	**26.6**	**40.9**	**(2.4)**	**(21.0)**	**44.1**
Foreign currency derivatives not designated as hedges for accounting purposes				(19.7)	(19.7)
Foreign currency derivatives *(1)*				**(19.7)**	**(19.7)**
Total derivative financial instruments	**26.6**	**40.9**	**(2.4)**	**(40.7)**	**24.4**

(1) Fair value of derivatives including accrued interest not matured (current part).

	31/12/2006				
(in € millions)	Non-current asset	Current asset	Non-current liability	Current liability	Net
Interest rate derivatives not designated as hedges for accounting purposes		39.2		(33.7)	5.5
Interest rate derivatives *(1)*	**0.0**	**39.2**	**0.0**	**(33.7)**	**5.5**
Foreign currency derivatives not designated as hedges for accounting purposes				(11.1)	(11.1)
Foreign currency derivatives *(1)*	**0.0**	**0.0**	**0.0**	**(11.1)**	**(11.1)**
Total derivative financial instruments	**0.0**	**39.2**	**0.0**	**(44.8)**	**(5.6)**

(1) Fair value of derivatives including accrued interest not matured (current part).

15.1 Interest rate risk

The interest rate risk is assessed on two management objectives: a long-term management objective, aiming at securing and optimising the concession economical balance, and a short-term management objective to optimise the debt average cost according to the forecasts.

On the long-term management objective, the task is to maintain through time the appropriate balance between fixed and floating rate determined by the ratio of net debt to EBITDA.

To protect itself against interest rate risk, The Group uses optional derivatives and interest rate swaps with deferred starts. Those derivative financial instruments have notional that do not exceed the original amounts, as well as the same maturing dates. Those financial instruments can be designated or not as hedging instruments for accounting purposes.

The tables below show the breakdown of the long-term debt between fixed, capped floating and inflation-linked and floating rate, before and after taking account of the associated derivative financial instruments:

	Breakdown between fixed and floating rate before hedging										
	Fixed			Inflation-linked			Floating			Total	
(in € millions)	Amount	Proportion	Rate	Amount	Proportion	Rate	Amount	Proportion	Rate	Amount *(1)*	Rate
31/12/2007	**8,494.0**	**82%**	**5.59%**	**377.8**	**4%**	**5.21%**	**1,448.3**	**14%**	**4.70%**	**10,320.1**	**5.45%**
31/12/2006	**7,381.7**	**94%**	**5.58%**	**399.6**	**5%**	**5.93%**	**53.0**	**1%**	**3.57%**	**7,834.3**	**5.58%**

(1) Carrying amount excluding the impact of fair value adjustments.

	Breakdown between fixed and floating rate after hedging										
	Fixed			Capped floating and inflation-linked			Floating			Total	
(in € millions)	Amount	Proportion	Rate	Amount	Proportion	Rate	Amount	Proportion	Rate	Amount *(1)*	Rate
31/12/2007	**8,044.3**	**78%**	**5.50%**	**2,275.8**	**22%**	**4.59%**				**10,320.1**	**5.30%**
31/12/2006	**7,381.7**	**94%**	**5.39%**	**399.6**	**5%**	**5.93%**	**53.0**	**1%**	**3.57%**	**7,834.3**	**5.41%**

(1) Carrying amount excluding the impact of fair value adjustments.

15.1.1 Detail of interest rate derivatives

Derivative financial instruments at 31 December 2007 break down as follows, at the balance sheet date:

Carrying amount

	31/12/2007						
(in € millions)	≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2009	> 31/12/2009 ≤ 31/12/2012	> 31/12/2012	Notional	Fair value assets	Fair value liabilities
Fixed receiver/floating payer interest rate swap				752.0	752.0	8.1	
Interest date derivatives: fair value hedging				**752.0**	**752.0**	**8.1**	
Floating receiver/fixed payer interest rate swap				865.0	865.0	17.6	(2.0)
Interest rate derivatives: hedging of highly probable forecast cash flows				**865.0**	**865.0**	**17.6**	**(2.0)**
Floating receiver/fixed payer interest rate swap	273.0	455.8	100.0	50.0	878.8	1.0	(0.4)
FRA	1,064.0				1,064.0		
Interest rate derivatives: hedging of certain cash flows	**1,337.0**	**455.8**	**100.0**	**50.0**	**1,942.8**	**1.0**	**(0.4)**
Interest rate swaps			322.8	400.0	722.8	19.2	(19.2)
Interest rate options (caps, floors and collars)	645.9	398.7	1,202.5		2,247.1	8.4	(0.5)
Interest rate derivatives not designated as hedges	**645.9**	**398.7**	**1,525.3**	**400.0**	**2,969.9**	**27.6**	**(19.7)**
Total interest rate derivatives	**1,982.9**	**854.5**	**1,625.3**	**2,067.0**	**6,529.7**	**54.3**	**(22.1)**

	31/12/2006						
(in € millions)	≤ 31/12/2007	> 31/12/2007 ≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2011	> 31/12/2011	Notional	Fair value assets	Fair value liabilities
Interest rate swaps			322.8	400.0	722.8		
Interest rate options (caps, floors and collars)	833.5	313.4	973.7		2,120.6	5.49	
Interest rate derivatives not designated as hedges	**833.5**	**313.4**	**1296.5**	**400.0**	**2,843.4**	**5.49**	
Total interest rate derivatives	**833.5**	**313.4**	**1296.5**	**400.0**	**2,843.4**	**5.49**	

15.1.2 Description of cash flow hedging

At the balance sheet date, details of the instruments designated as cash flow hedges were as follows:

	31/12/2007						
(in € millions)	≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2009	> 31/12/2009 ≤ 31/12/2012	> 31/12/2012	Notional	Fair value assets	Fair value liabilities
Floating receiver/fixed payer interest rate swap				865.0	865.0	17.6	(2.0)
Interest rate derivatives: hedging of highly probable forecast cash flows				**865.0**	**865.0**	**17.6**	**(2.0)**
Floating receiver/fixed payer interest rate swap	273.0	455.8	100.0	50.0	878.8	1.0	(0.4)
FRA	1,064.0				1,064.0		
Interest rate options (caps, floors and collars)							
Interest rate derivatives: hedging of contractual cash flows	**1,337.0**	**455.8**	**100.0**	**50.0**	**1,942.8**	**1.0**	**(0.4)**
Total	**1,337.0**	**455.8**	**100.0**	**915.0**	**2,807.8**	**18.6**	**(2.4)**

The Group's exposure to the risks of future interest payments changes is generated by the cash flows of floating-rate debts at 31 December 2007 and by the interest charges relating to future issues.

Hedging of known cash flows

The Group has set up interest rate swaps which serve to make interest payments on floating-rate debt fixed. The contractual cash flows under swaps are paid symmetrically with the interest cash flows on hedged loans; the amount deferred in equity is recognised through profit or loss in the period when the interest payment is recognised in profit or loss.

Hedging of highly probable cash flows

At 31 December 2007, the portfolio of swaps with deferred start was €865 million with maturities of up to 2021 enabling part of the interest payments to be made fixed on ASF's highly probable future debts.

The following table shows the periods when the Group expects the cash flows associated with the deferred start swaps in place on 31 December to occur:

	Situation at 31/12/2007					
		Expected cash flows				
(in € millions)	Total fair value	≤ 30/06/2008	> 30/06/2008 ≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2009	> 31/12/2009 ≤ 31/12/2012	> 31/12/2012
Swap with deferred start floating rate/fixed rate	**15.6**	**0.0**	**17.6**	**(1.9)**	**(0.1)**	**0.0**

The following table shows the periods when the Group expects the amounts recorded in equity for the instruments designated as cash flow hedges to have an impact on profit or loss:

	Situation at 31/12/2007					
(in € millions)	Amount recognised in equity before tax	≤ 30/06/2008	> 30/06/2008 ≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2009	> 31/12/2009 ≤ 31/12/2012	> 31/12/2012
Interest rate derivatives designated for accounting purposes as hedges of contractual cash flows	0.6	0.2	0.2	0.2	0.0	0.0
Interest rate derivatives designated for accounting purposes as hedges of highly probable cash flows	32.5	0.4	0.8	2.5	6.5	22.3
Total interest rate derivatives designated for accounting purposes as cash flow hedges	**33.1**	**0.6**	**1.0**	**2.7**	**6.5**	**22.3**

	Situation at 31/12/2006					
(in € million)	Amount recognised in equity before tax	≤ 30/06/2007	> 30/06/2007 ≤ 31/12/2007	> 31/12/2007 ≤ 31/12/2008	> 31/12/2008 ≤ 31/12/2011	> 31/12/2011
Interest rate derivatives designated for accounting purposes as hedges of highly probable cash flows	(11.4)	(0.5)	(0.5)	(1.0)	(3.0)	(6.3)
Total interest rate derivatives designated for accounting purposes as cash flow hedges	**(11.4)**	**(0.5)**	**(0.5)**	**(1.0)**	**(3.0)**	**(6.3)**

15.1.3 Sensitivity to interest rate risk

The Group's profit or loss is exposed to changes in interest rates arising from:

- cash flows on financial instruments after hedging transactions (non-derivatives and derivatives) that are at floating rate;
- fixed-rate financial instruments recognised in the balance sheet at fair value through profit or loss;
- derivative financial instruments that are not designated as hedges. These transactions mainly comprise net purchase option positions with a maturity of less than 5 years of which the maximum loss over the life of the transaction is equal to the premium paid.

Moreover, fluctuations in the value of derivatives designated as hedges do not have a direct impact on profit or loss and are deferred in equity.

The analysis below has been prepared assuming that the amount of the financial debt and derivatives at 31 December 2007 remains constant over one year.

The consequence of a variation in interest rates of 50 basis points at the balance sheet date would have been an increase (decrease) of equity and pre-tax profit for the amounts shown below. For the purposes of this analysis, all other variables, in particular exchange rates, are assumed to remain constant.

	31/12/2007			
	Profit or loss		Equity	
(in € millions)	Impact of sensitivity calculation + 50 bp	Impact of sensitivity calculation – 50 bp	Impact of sensitivity calculation + 50 bp	Impact of sensitivity calculation – 50 bp
Floating rate debt after hedging (accounts basis)	(5.5)	5.5		
Derivatives not considered as hedges for accounting purposes	4.9	(3.6)		
Derivatives designated as hedges of highly probable cash flows			31.9	(34.0)
Derivatives designated as hedges of contractual cash flows	3.1	(3.1)	5.2	(5.9)
Total	**2.5**	**(1.2)**	**37.1**	**(39.9)**

15.2 Foreign exchange risk

15.2.1 Nature of the Group's risk exposure

The Group's operations are mainly located in France. Transactions outside the eurozone are generally financed in local currency.

Nevertheless, ASF may find itself exposed to foreign exchange risk whenever, exceptionally, financing is realised in foreign currencies. This risk is generally hedged by cross currency swaps. At 31 December 2007, the only cross currency swap outstanding was a euro/Swiss franc swap for a notional amount of €301 million, maturing in February 2008, with a negative fair value of €19 million. This position generates no foreign exchange risk.

15.2.2 Breakdown of long-term debt by currency

Debt breaks down as follows by currency:

	31/12/2007		31/12/2006	
(in € millions)	Amount	Proportion	Amount	Proportion
Euro	10,285.3	97.2%	7,744.3	96.2%
Swiss franc	295.8	2.8%	304.6	3.8%
Total long-term borrowings	**10,581.1**	**100.0%**	**8,048.9**	**100.0%**

15.3 Credit risk and counterparty risk

ASF is exposed to credit risks in case of default by its customers. He is exposed to counterparty risk in respect of cash and cash equivalents investments, to negotiable debt securities, to marketable securities, to financial receivables and to derivative financial instruments.

Furthermore, the Group has implemented procedures intended to avoid the concentration of credit risk and to limit it.

Financial instruments

Cash investment transactions are restricted to financial establishments that have a very good credit rating. ASF Group has set up a system of credit limits, in order to manage actively and limit its credit risk. This system of limits allocates maximum lines of risk to counterparties in financial transactions, based on their ratings as published by Standard & Poor's, Moody's and Fitch IBCA. Those corresponding limits are monitored and updated regularly.

Trade receivables

Regarding the risk on its trade receivables, ASF considers that the counterparty risk connected with trade receivables is extremely limited because of the high numbers of customers.

16. Other information on financial instruments

Carrying amount and fair value by accounting category

The following table shows the fair value of financial assets and liabilities, and the carrying amount in the balance sheet, by accounting category as defined in IAS 39:

31/12/2007		Accounting categories								Measured at fair value			
Balance sheet headings and classes of instrument	Note	Financial instruments at fair value through profit or loss (trading)	Trading assets and liabilities	Assets at fair value through profit or loss	Held-to-maturity assets	Available-for-sale financial assets	Loans and receivables	Liabilities at amortised cost	Total carrying amount for the class	Listed prices	Internal model based on observable factors	Internal model not based on observable factors	Fair value of the class
Investments in unlisted subsidiaries and associates						10.6			10.6	5.5	5.1		10.6
I – Non-current financial assets		**0**	**0.0**	**0.0**	**0.0**	**10.6**	**0.0**	**0.0**	**10.6**	**5.5**	**5.1**		**10.6**
Interest rate derivatives designated as fair value hedges			18.9						18.9		18.9		18.9
Interest rate derivatives designated as cash flow hedges for accounting purposes			18.7						18.7		18.7		18.7
Interest rate derivatives not designated as hedges		29.9							29.9		29.9		29.9
II – Derivative financial instruments – assets		**29.9**	**37.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**67.5**	**0.0**	**67.5**		**67.5**
III – Trade receivables							**240.7**		**240.7**				
Cash management financial assets and marketable securities not cash equivalents				1.2					1.2		1.2		1.2
Cash equivalents				66.0					66.0	59.0	7.0		66.0
Cash				11.9					11.9		11.9		11.9
Net financial current accounts				3.1					3.1		3.1		3.1
IV – Current financial assets			**0.0**	**82.2**	**0.0**	**0.0**	**0.0**	**0.0**	**82.2**	**59.0**	**23.2**		**82.2**
TOTAL ASSETS		**29.9**	**37.6**	**82.2**	**0.0**	**10.6**	**240.7**	**0.0**	**401.0**	**64.5**	**95.8**		**160.3**

31/12/2007		Accounting categories								Measured at fair value			
Balance sheet headings and classes of instrument	Note	Financial instruments at fair value through profit or loss (trading)	Trading assets and liabilities	Assets at fair value through profit or loss	Held-to-maturity assets	Available-for-sale financial assets	Loans and receivables	Liabilities at amortised cost	Total carrying amount for the class	Listed prices	Internal model based on observable factors	Internal model not based on observable factors	Fair value of the class
Bonds								(1,673.5)	(1,673.5)	(1,599.5)			(1,599.5)
Inflation-linked loans								(383.7)	(383.7)	(383.7)			(383.7)
Other bank loans and other financial debt								(8,523.9)	(8,523.9)	(5,612.7)	(2,901.2)		(8,513.9)
V – Non-current financial debt		**0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**(10,581.1)**	**(10,581.1)**	**(7,595.9)**	**(2,901.2)**		**(10,497.1)**
Interest rate derivatives designated as cash flow hedges			(2.4)						(2.4)		(2.4)		(2.4)
Interest rate derivatives not designated as hedges for accounting purposes		(21.0)							(21.0)		(21.0)		(21.0)
Foreign exchange derivatives not designated as hedges for accounting purposes		(19.7)							(19.7)		(19.7)		(19.7)
VI – Derivative financial instruments – liabilities		**(40.7)**	**(2.4)**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**(43.1)**	**0.0**	**(43.1)**		**(43.1)**
VII – Trade payables							**(228.9)**		**(228.9)**				
Bank overdrafts				(0.8)					(0.8)	0.0	(0.8)		(0.8)
VIII – Current financial liabilities		**0**	**0.0**	**(0.8)**	**0.0**	**0.0**	**0.0**	**0.0**	**(0.8)**	**0.0**	**(0.8)**		**(0.8)**
TOTAL LIABILITIES		**(40.7)**	**(2.4)**	**(0.8)**	**0.0**	**0.0**	**(228.9)**	**(10,581.1)**	**(10,853.9)**	**(7,595.9)**	**(2,945.1)**		**(10,541.0)**
Carrying amount of categories		**(10.8)**	**35.2**	**81.4**	**0.0**	**10.6**	**11.8**	**(10,581.1)**	**(10,452.9)**	**(7,531.4)**	**(2,849.3)**		**(10,380.7)**

The fair value is determined either:

(i) on the basis of listed prices on an active market;

Whenever listed prices on an active market are available, these are used in priority in determining the market value. Marketable securities and some listed bond loans are measured in this way;

or

(ii) on the basis of internal measurement techniques using the usual computational methods including observable market data (forward rates, yield curves, etc).

Most derivative financial instruments (swaps, caps, floors, etc) are measured on the basis of models commonly used by market participants to price such financial instruments.

Every six months, the internally calculated values of derivative instruments are checked for consistency with the values sent to us by our counterparties.

17. Working capital requirement and current provisions

17.1 Change in working capital requirement

(in € millions)	31/12/2007	31/12/2006	Change between 2007 and 2006: Connected with operations	Change between 2007 and 2006: Receivables/payables related to non-current assets	Change between 2007 and 2006: Other changes	31/12/2005
Inventories and work in progress *(net)*	12.6	13.4	(0.8)			13.2
Trade and other operating receivables	288.0	239.0	28.9	20.1		219.9
Other current assets	34.9	34.3	0.6			32.8
Inventories and operating receivables (I)	**335.5**	**286.7**	**28.7**	**20.1**	**0.0**	**265.9**
Trade payables	(53.4)	(46.6)	(6.8)			(66.1)
Other current payables	(501.4)	(450.1)	(36.3)	(15.3)	0.3	(438.7)
Trade and other operating payables (II)	**(554.8)**	**(496.7)**	**(43.1)**	**(15.3)**	**0.3**	**(504.8)**
Working capital requirement (before current provisions) (I+II)	**(219.3)**	**(210.0)**	**(14.4)**	**4.8**	**0.3**	**(238.9)**
Current provisions	**(68.4)**	**(51.5)**	**0.0**		**(16.9)**	**(43.3)**
including part at less than one year of non-current provisions	(65.4)	(47.6)	0.0		(17.8)	
Working capital requirement (after current provisions)	**(287.7)**	**(261.5)**	**(14.4)**	**4.8**	**(16.6)**	**(282.2)**

The working capital requirement connected with operations comprises current assets and liabilities related to operations except for current tax assets and liabilities and other current assets and liabilities of a financial nature.

The net change in operating working capital requirement and current provisions was €26.2 million.

The component parts of the working capital requirement by maturity are:

(in € millions)	31/12/2007	Maturity: < 1 year	Maturity: from 1 to 5 years	Maturity: > 5 years
Inventories and work in progress *(net)*	12.6	12.6		
Trade and other operating receivables	288.0	260.7	21.1	6.2
Other current assets	34.9	34.7	0.2	
Inventories and operating receivables (I)	**335.5**	**308**	**21.3**	**6.2**
Trade payables	(53.4)	(53.4)		
Other current payables	(501.4)	(448.5)	(37.6)	(15.3)
Trade and other operating payables (II)	**(554.8)**	**(501.9)**	**(37.6)**	**(15.3)**
Working capital requirement (before current provisions) (I+II)	**(219.3)**	**(193.9)**	**(16.3)**	**(9.1)**

The debtors overdue are €2.1 million for debts aged between six and twelve months and €1.8 million for those aged one year and more.

17.2 Breakdown of current provisions

Changes in current provisions reported in the balance sheet were as follows in 2006 and 2007:

(in € millions)	Opening balance	Provision expense	Provisions used	Other reversals not used	Changes in consolidation scope and miscellaneous	Change in the part at less than one year of non-current provisions	Translation difference	Closing balance
01/01/2006								
Other current liabilities	0.6							0.6
Reclassification of the part at less than one year of non-current provisions	42.7					8.2		50.9
31/12/2006	**43.3**	**0.0**	**0.0**	**0.0**	**0.0**	**8.2**	**0.0**	**51.5**
Restructuring	**0.0**	**2.1**						**2.1**
Other current liabilities	**0.6**	**0.3**						**0.9**
Reclassification of the part at less than one year of non-current provisions	**50.9**					**14.5**		**65.4**
31/12/2007	**51.5**	**2.4**	**0.0**	**0.0**	**0.0**	**14.5**	**0.0**	**68.4**

Current provisions, which are directly linked to the operating cycle, amounted to €68.4 million at 31 December 2007 (including the part at less than one year of non-current provisions) against €51.5 million at 31 December 2006. These mainly relate to the part at less than one year of provisions for major repairs and certain non-recurring expenses in respect of reorganisation and employment measures.

18. Transactions with related parties

Transactions with related parties are:

- remuneration and similar benefits paid to members of the governing and management bodies;
- transactions with companies in which VINCI has significant influence or joint control. (These transactions are conducted at market prices).

18.1 Remuneration and similar benefits paid to members of the governing and management bodies

The remuneration of the Group's Company Officers is determined by the Board of Directors following proposals from the Remuneration Committee.

Aggregate remuneration and similar benefits paid to the members of governing bodies and the Group's Executive Committee, recognised as expenses in 2007 and 2006, break down as follows:

	Members of corporate governing bodies and the executive committee	
(in € thousands)	31/12/2007	31/12/2006
Remuneration	2.5	1.8
Employer's social charges	1.2	0.9
Share-based payments	1.0	0.4
Total expense recognised	**4.7**	**3.1**
Provisions for retirement benefit obligations recognised	**1.3**	**2.8**

18.2 Transactions with the VINCI Group

Transactions in the 2007 and 2006 between the ASF Group and the VINCI Group break down as follows:

(in € millions)	31/12/2007	31/12/2006
Concession fixed assets in progress	31.5	46.4
Trade receivables	0.6	0.1
Tax asset receivable	6.9	
Dividend payments	3,776.5	269.9
Trade payables	15.5	11.0
Other current payables	2.9	
Tax liabilities payable	11.4	
Revenue and revenue from ancillary activities	2.6	0.7
Fees	11.5	8.7
Other external expenses	283.0	9.4

18.3 Other transactions with related parties

The information on equity-accounted companies is given in Note C.9.2 “Financial information on the investments in associates”.

Transactions with related parties mainly relate to transactions with companies in which the Group has a shareholding. These break down as follows:

(in € millions)	31/12/2007	including Truck Etape for	including AXXES for	31/12/2006
Trade and other operating receivables	32.5	0.5	30.5	11.9
Trade payables	1.0		0.3	1.0
Current accounts	10.0	8.0	1.3	8.9
Miscellaneous debtors (TIS)	23.4		23.4	0.0
External expenses	4.1		0.8	0.5
Revenue and other income	109.6	0.2	108.0	0.7
Financial income	0.3	0.3		0.4

19. Numbers employed and staff training rights

Salaried employees at 31 December 2007 break down as follows:

	31/12/2007	31/12/2006
Management and supervisory	3,193	3,255
Office, technical and manual	4,074	4,414
Total	**7,267**	**7,669**

The Act of 4 May 2004 gives employees of French businesses the right to a minimum of 20 hours of training a year, which can be carried forward and accumulated over a period of six years. Expenditure under this individual right to training is considered as an expense for the period and does not give rise to the recognition of a provision, other than in exceptional cases. The Group's employees had acquired rights to 533,127 hours of such training at 31 December 2007, to be compared with 400,510 hours at 31 December 2006.

D. Post balance sheet events

Appropriation of earnings for 2007

The Board of Directors finalised the consolidated financial statements at 31 December 2007, on 21 February 2008. These financial statements will only become definitive when approved by the Shareholders General Meeting. A Resolution will be put to the Shareholders Ordinary General Meeting to pay a dividend of €1.95 per share in respect of this period, for a total amount of €450,407,101.95 from which will be deducted the interim dividend paid by the Board of Directors on 29 August 2007 of €0.45 per share, for a total amount of €103,940,100.45, making a final dividend remaining to be paid of €1.50 per share, a total amount of €346,467,001.50.

E. Disputes and arbitration

Major risks are centralised by the legal department where an annual information form is prepared.

To the Company's knowledge, there is no exceptional event or litigation likely to affect substantially the business, financial performance, net assets or financial situation of the Group or the Company. In respect of the cases described below, provisions have been taken, where necessary, that the Company considers sufficient given the current state of affairs.

Various associations have petitioned against the granting of the A89 Balbigny – La Tour de Salvagny section, requesting the Conseil d'État (Council of State) to cancel the Minister of Transport's decision of 31 January 2006, and Rider No. 11 and its regulatory clauses.

The arguments put forward by the two associations are two-fold: The misuse of procedure and the violation of the European Convention on Human Rights.

The petition being presented in February 2006, the Conseil d'État's ruling could be given during 2008.

If the Conseil d'État were to rule in favour of the cancelling of the Minister of Transport's decision and Rider No11, the section Lyon – Balbigny would be removed from ASF's concession.

ASF would have to bear the prejudice from the financial loss of expenses already contracted in respect of study and construction work and the loss of expected profits over the remaining period of the concession. ASF would then be entitled to seek compensation for its damages from the State.

conception et réalisation :

Labrador 01 53 06 30 80

Autoroutes
du Sud
de la France

Head office: 9, place de l'Europe
92851 Rueil-Malmaison Cedex - France
Telephone: +33 (0)1 72 71 90 00
www.asf.fr

A subsidiary of VINCI CONCESSIONS

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