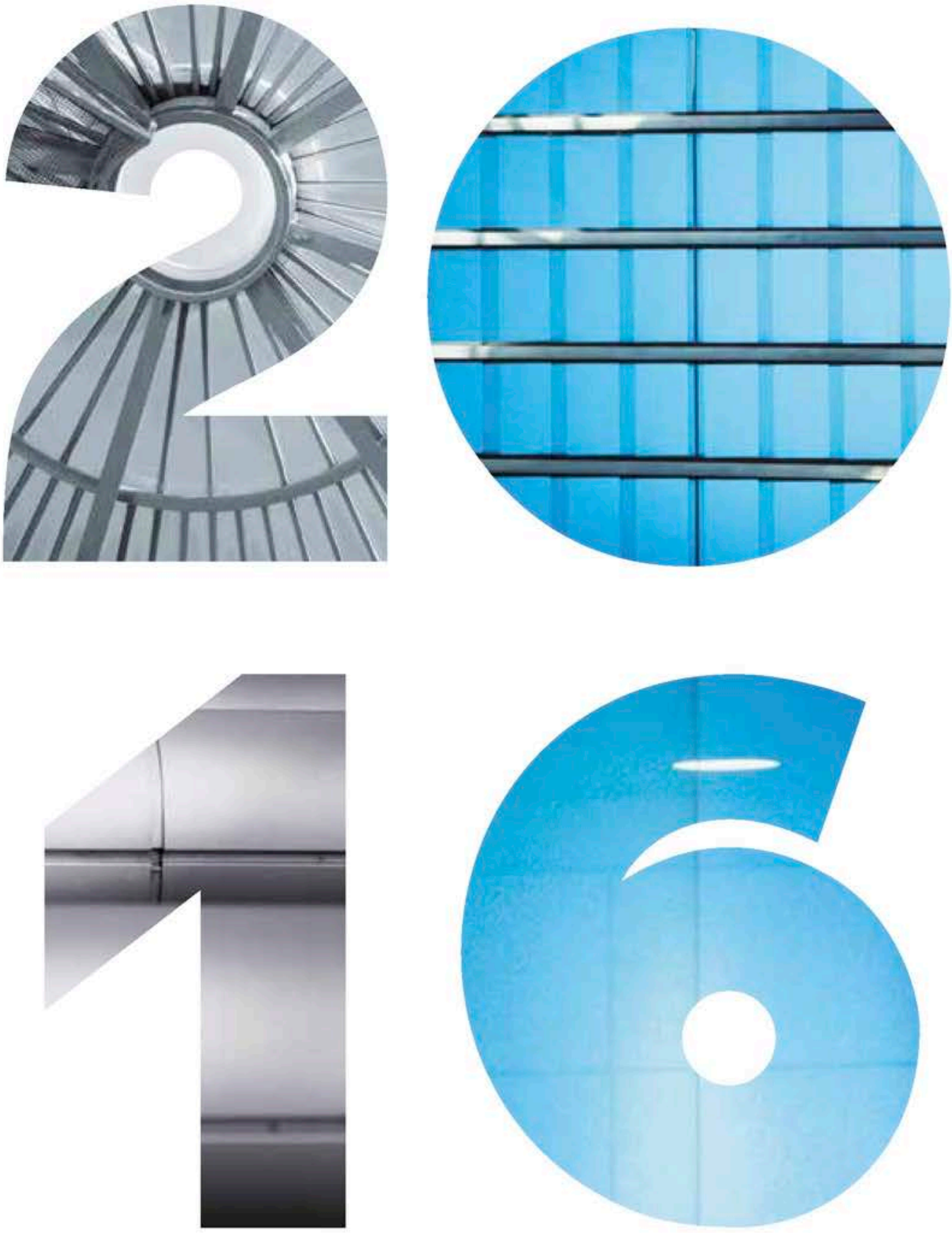
Atlantia

Interim Report of the Atlantia Group for the nine months ended 30 September 2016



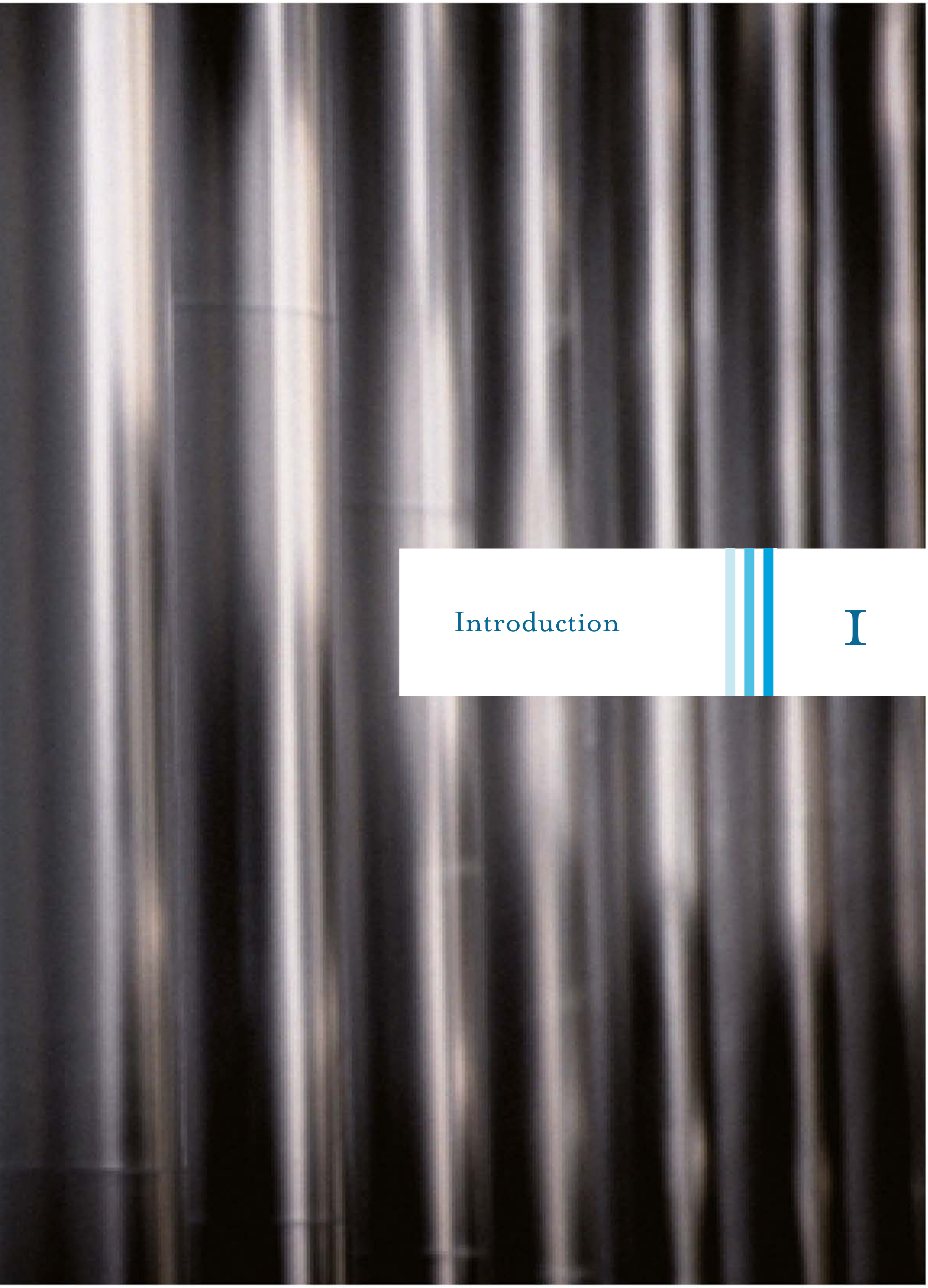
Atlantia

Interim Report of the Atlantia Group for the nine months ended 30 September 2016

(this page intentionally left blank)

Contents

1. **Introduction** **7**
   - Consolidated financial highlights 9
   - Ownership structure 10
   - Share price performance 11
   - Structure of the Atlantia Group 12
   - The Group around the world 13
   - Corporate bodies 14
2. **Report on operations** **17**
   - Alternative performance indicators 19
   - Group financial review 21
   - Key performance indicators by operating segment 55
   - Segment information for Group companies 57
   - Italian motorways 58
   - Overseas motorways 62
   - Italian airports 67
   - Other activities 70
   - Workforce 71
   - Significant regulatory aspects and litigation 74
   - Other information 84
   - Events after 30 September 2016 86
   - Outlook and risks or uncertainties 87
3. **Declaration by the manager responsible for financial reporting** **89**



Introduction

I

(this page intentionally left blank)

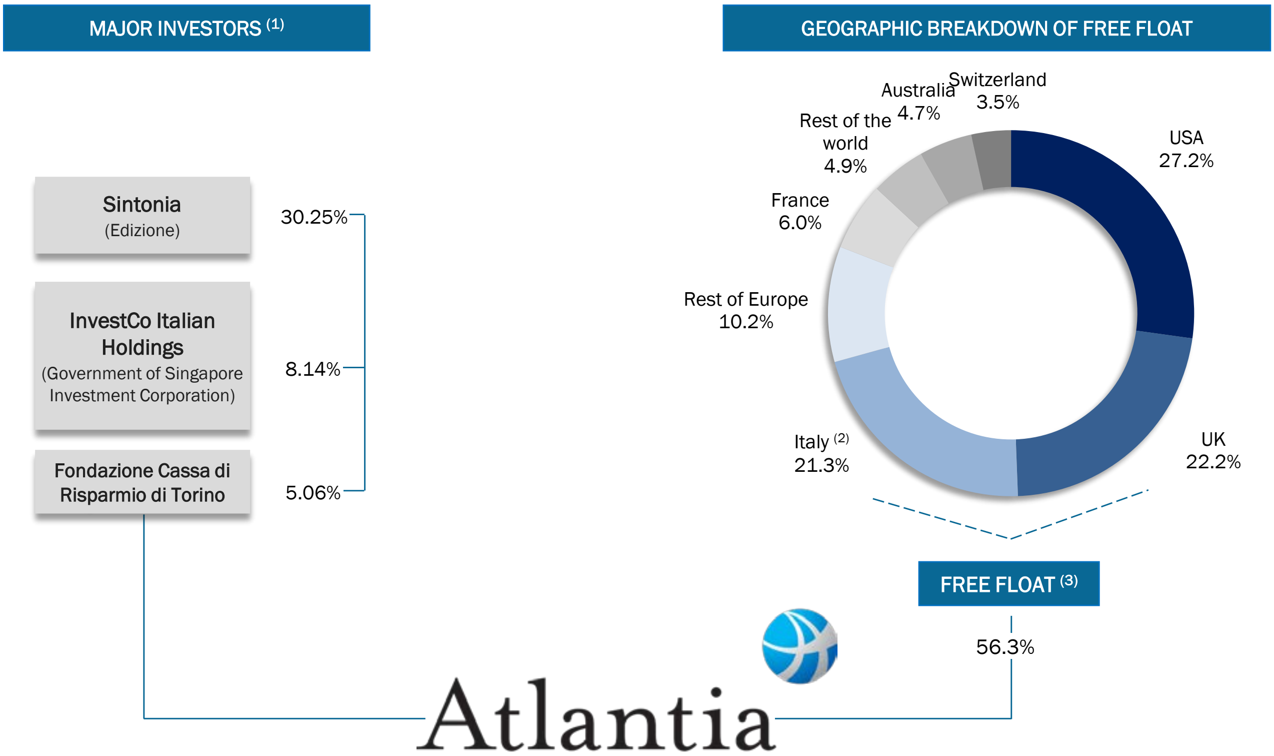
Consolidated financial highlights

€M	9M 2016	9M 2015
Operating revenue	4,129	4,007
Toll revenue	3,037	2,907
Aviation revenue	483	431
Other operating income and contract revenue	609	669
Gross operating profit (EBITDA)	2,640	2,488
Adjusted gross operating profit (EBITDA)	2,707	2,554
Operating profit (EBIT)	1,722	1,804
Profit/(Loss) from continuing operations	1,342	1,220
Profit for the period	900	838
Profit attributable to owners of the parent	813	754
Operating cash flow	1,836	1,610
Adjusted operating cash flow	1,865	1,634
Capital expenditure	998	999

€M	30 September 2016	31 December 2015
Equity	9,023	8,483
Equity attributable to owners of the parent	7,170	6,800
Net debt	10,189	10,387
Adjusted net debt	11,315	11,490

(*) *The amounts shown in the table have been extracted from the reclassified consolidated financial statements included in the "Group financial review ", which also includes the reconciliation of the reclassified and reported amounts included in the above review. Some of the amounts shown in the table refer to alternative performance indicators, definitions of which are provided in a specific section of this Interim Report.*

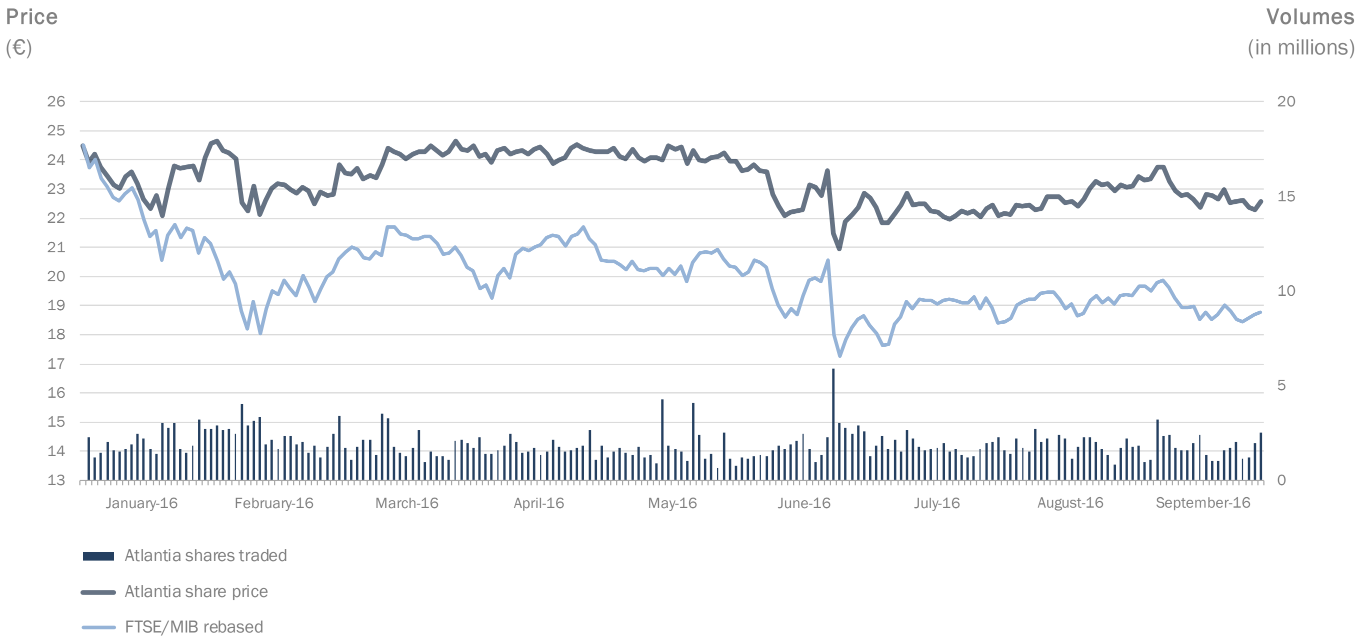
Ownership structure



(1) Source: CONSOB (as at 30 September 2016).
(2) Includes retail investors.
(3) Source: Nasdaq (as at 30 September 2016). Excludes treasury shares held by Atlantia SpA, equal to 0.25% of the issued capital.

Share price performance

Atlantia share price – first nine months of 2016



Structure of the Atlantia Group [*]

Atlantia

- 100% autostrade per l'italia
- 95.92% Aeroporti di Roma (ADR)

Italian motorways

Tangenziale di Napoli 100%
Autostrade Meridionali 58.98%
Traforo del Monte Bianco 51.00%
- Raccordo Autostradale Valle d'Aosta 47.97% [1]

Autostrada Tirrenica 99.99% [2]
Telepass 100%
Autostrade dell'Atlantico 100%
AD Moving 100%
EsseDiEsse 100%

Overseas motorways

Brazil
Autostrade Brasil 100% [3]
- AB Concessões 50.00% + 1 share
  - Triangulo do Sol Auto-Estradas 100%
  - Rodovia das Colinas 100%
  - Concessionária da Rodovia MG050 100%
  - Concessionária Rodovias do Tietê 50.00% [4]
  - Soluciona Conservaçao Rodoviaria 100%

Chile
Grupo Costanera 50.01%
- Costanera Norte 100%
- AMB 100%
- Litoral Central 100%
- Autopista Nororiente 100%
- Vespucio Sur 100%

Autostrade Holding do Sur 100%
- Los Lagos 100%

Poland
Stalexport Autostrady 61.20%
- Stalexport Autostrada Małopolska 100%

India
Pune Solapur Expressways Private 50.00% [4][5]

Italian airports

ADR Sviluppo 100%
ADR TEL 100%
ADR Assistance 100%
ADR Security 100%
ADR Mobility 100%
Airport Cleaning 100%
Fiumicino Energia 87.14% [5]
- Leonardo Energia 90.00%

Other activities

Pavimental 99.40% [6]
Spea Engineering 100% [7]
ETC 64.46% [8]
Autostrade Tech 100% [9]
Infoblu 75.00% [9]

(*) *The above chart shows interests in the principal Atlantia Group companies as at 30 September 2016.*

(1) *The percentage shown refers to the interest in terms of the total number of shares in issue, whilst the interest in ordinary voting shares is 58.00%.*
(2) *The percentage shown refers to the interest in terms of the total number of shares in issue.*
(3) *The company is 41.14% owned by Autostrade dell'Atlantico, 33.86% by Autostrade Holding do Sur and 25.00% by Autostrade Portugal (a wholly owned subsidiary of Autostrade dell'Atlantico).*
(4) *An unconsolidated company.*
(5) *This company is a direct subsidiary of Atlantia.*
(6) *This company is 59.40% owned by Atlantia, 20.00% by Autostrade per l'Italia and 20.00% by Aeroporti di Roma.*
(7) *This company is 60.00% owned by Atlantia, 20.00% by Autostrade per l'Italia and 20.00% by Aeroporti di Roma.*
(8) *A subsidiary of Autostrade dell'Atlantico.*
(9) *A subsidiary of Autostrade per l'Italia.*

The Group around the world

MOTORWAY NETWORKS OPERATED UNDER CONCESSION	KM	CONCESSION EXPIRY
Italy	**3,020**	
Autostrade per l'Italia	2,855	2038
Società Italiana per il Traforo del Monte Bianco	6	2050
Raccordo Autostradale Valle d'Aosta	32	2032
Tangenziale di Napoli	20	2037
Autostrade Meridionali (1)	52	2012
Autostrada Tirrenica (2)	55	2046
Brazil	**1,538**	
AB Concessões		
Rodovias das Colinas	307	2028
Concessionária da Rodovia MG050	372	2032
Triangulo do Sol Auto Estradas	442	2021
Concessionária Rodovias do Tietê (3)	417	2039
Chile	**313**	
Grupo Costanera		
Costanera Norte	43	2033
AMB (4)	10	2020
Litoral Central	81	2031
Autopista Nororiente (4)	22	2044
Vespucio Sur	24	2032
Los Lagos	135	2023
India	**110**	
Pune-Solapur Expressway (3)	110	2030
Poland	**61**	
Stalexport Autostrada Malopolska	61	2027

AIRPORTS	NO. OF AIRPORTS	CONCESSION EXPIRY
Aeroporti di Roma	2	2044

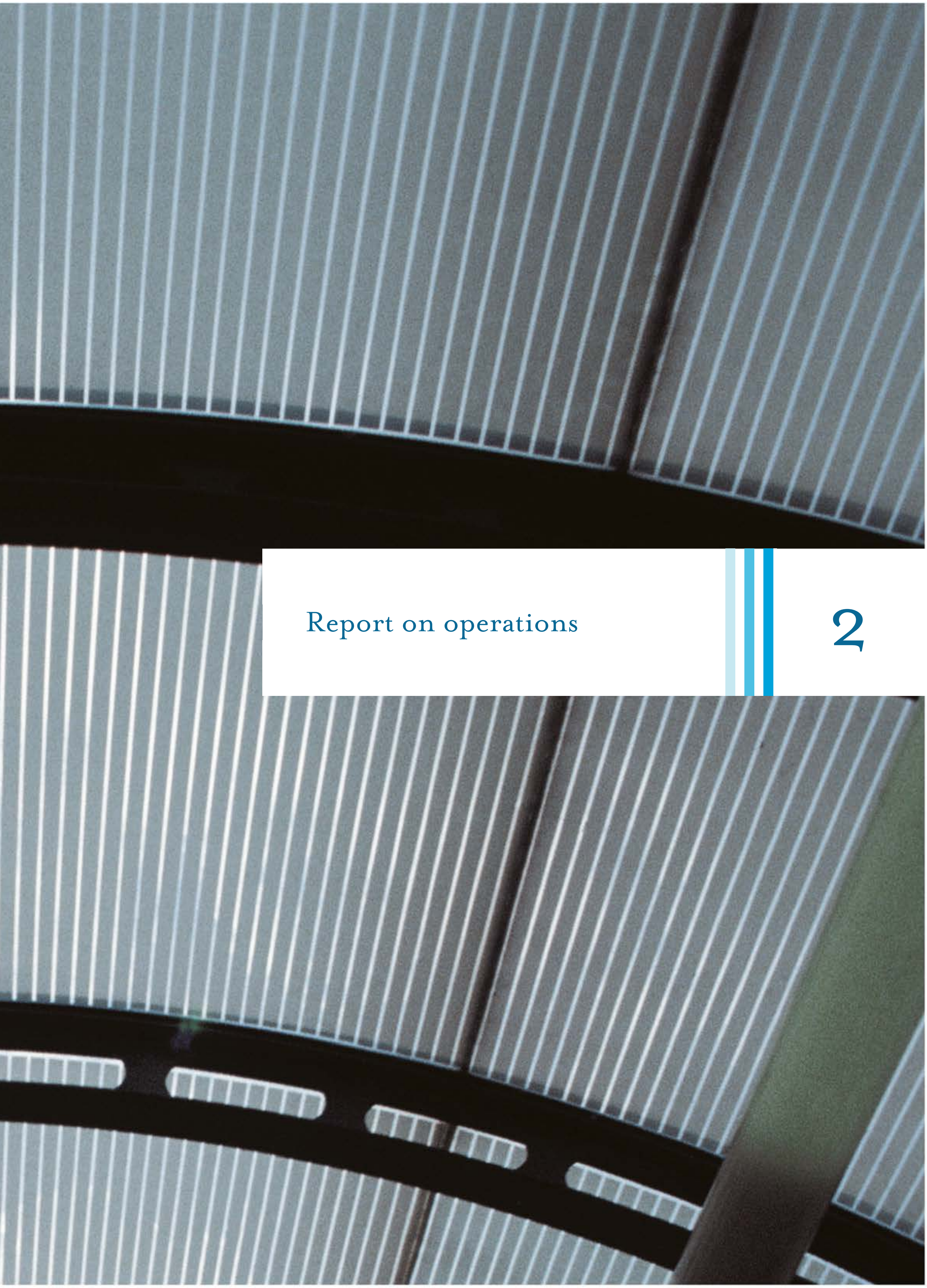
OTHER ACTIVITIES	KM OF NETWORK USING THE SERVICE	SECTOR OF ACTIVITY
Telepass (Italy)	5,989	Electronic tolling systems
Electronic Transaction Consultants (USA)	994	Electronic tolling systems
Pavimental (Italy)	n/a	Motorway and airport infrastructure construction and maintenance
Spea Engineering (Italy)	n/a	Motorway and airport infrastructure engineering services

(1) For information on the process of awarding the new concession, reference should be made to the section, "Significant regulatory aspects and litigation".
(2) A draft addendum to the concession arrangement, to expire in 2040, is currently being negotiated with the Grantor.
(3) An unconsolidated company.
(4) The concession term is estimated on the basis of agreements with the Grantor.

Corporate bodies

Board of Directors in office for the period 2016-2018	Chairman	Fabio Cerchiai
	Chief Executive Officer	Giovanni Castellucci
	Directors	Carla Angela *(independent)* Gilberto Benetton Carlo Bertazzo Bernardo Bertoldi *(independent)* Gianni Coda *(independent)* Elisabetta De Bernardi di Valserra Massimo Lapucci *(independent)* Giuliano Mari *(independent)* Valentina Martinelli Gianni Mion Lucy P. Marcus *(independent)* Monica Mondardini *(independent)* Lynda Tyler-Cagni *(independent)*
	Secretary	Stefano Cusmai
Internal Control, Risk and Corporate Governance Committee	Chairman	Giuliano Mari *(independent)*
	Members	Carla Angela *(independent)* Bernardo Bertoldi *(independent)*
Committee of Independent Directors with responsibility for Related Party Transactions	Chairman	Giuliano Mari *(independent)*
	Members	Bernardo Bertoldi *(independent)* Lynda Tyler-Cagni *(independent)*

Human Resources and Remuneration Committee	Chairwoman	Lynda Tyler-Cagni *(independent)*
	Members	Carlo Bertazzo
		Gianni Coda *(independent)*
		Massimo Lapucci *(independent)*
		Monica Mondardini *(independent)*
Board of Statutory Auditors in office for the period 2015-2017	Chairman	Corrado Gatti
	Auditors	Alberto De Nigro
		Lelio Fornabaio
		Silvia Olivotto
		Livia Salvini
	Alternate Auditors	Laura Castaldi
		Giuseppe Cerati
Independent Auditors for the period 2012-2020	Deloitte & Touche SpA	



Report on operations

2

(this page intentionally left blank)

Alternative performance indicators

In application of the CONSOB Ruling of 3 December 2015, which applies the guidelines for alternative performance indicators ("APIs") issued by the European Securities and Markets Authority (ESMA), and which are mandatory in order to meet regulatory reporting requirements or for accounts published after 3 July 2016, the basis used in preparing the APIs published by the Atlantia Group is described below.
The APIs shown in this Interim Report are deemed relevant to an assessment of the operating performance based on the Group's overall results, the results of its operating segments and the performances of individual Group companies. In addition, the APIs provide an improved basis for comparison of the results over time, even if they are not a replacement for or an alternative to the results published on a reported basis, in accordance with international financial reporting standards (IAS/IFRS), in this Interim Report.
With regard to the APIs, the Atlantia Group presents the following reclassified financial statements, which are different from those required under IAS/IFRS, in the "Group financial review". In addition to amounts from the income statement and statement of financial position prepared under IAS/IFRS, these reclassified financial statements present a number of indicators and items derived from them, even when they are not required by the above standards and are, therefore, identifiable as APIs. In this regard, the section, "Reconciliation of the reclassified and reported financial statements", included in the "Group financial review", presents the reconciliation of the reclassified financial statements with the corresponding reported financial statements (prepared under IAS/IFRS), included in the same section.

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

a) "Gross operating profit (EBITDA)" is the synthetic indicator of gross profit from operations, calculated by deducting operating costs, with the exception of amortisation, depreciation, impairment losses and reversals of impairment losses, the operating change in provisions and other adjustments, from operating revenue;
b) "Operating profit (EBIT)" is the indicator that measures the operating return on invested capital, calculated by deducting amortisation, depreciation, impairment losses and reversals of impairment losses, the operating change in provisions and other adjustments from EBITDA. Like EBITDA, EBIT does not include the capitalised component of financial expenses relating to construction services, which is shown in a specific item under financial income and expenses in the reclassified statement, whilst being included in revenue in the consolidated income statement prepared on a reported basis;
c) "Net invested capital", showing the total value of non-financial assets, after deducting non-financial liabilities;
d) "Net debt", being the indicator of the portion of net invested capital funded by net financial liabilities, calculated by deducting "Current and non-current financial assets" from "Current and non-current financial liabilities";

e) "Capital expenditure", being the indicator of the total amount invested in development of the Group's businesses, calculated as the sum of cash used in investment in property, plant and equipment, in assets held under concession and in other intangible assets, excluding investments in investees;
f) "Operating cash flow", being the indicator of cash generated by or used in operating activities. Operating cash flow is calculated as profit for the period + amortisation/depreciation +/- impairments/reversals of impairments of assets +/- provisions/releases of provisions + other adjustments + financial expenses from discounting of provisions +/- share of profit/(loss) of investees accounted for using equity method +/- (losses)/gains on sale of assets +/- other non-cash items +/- portion of net deferred tax assets/liabilities recognised in profit or loss.

A number of APIs, calculated as above, are also presented after applying certain adjustments in order to provide a consistent basis for comparison over time or in application of a different financial statement presentation deemed to be more effective in describing the financial performance of specific activities of the Group. These adjustments to the AIPs fall within the following two categories:
a) "Like-for-like changes", used in the analysis of changes in gross operating profit (EBITDA), profit for the period, profit for the period attributable to owners of the parent and operating cash flow, and calculated by excluding, where present, the impact of: (i) changes in the scope of consolidation; (ii) changes in exchange rates on the value of assets and liabilities denominated in functional currencies other than the euro; and (iii) events and/or transactions not strictly connected with operating activities that have an appreciable influence on amounts for at least one of the two comparative periods. The reconciliation of the like-for-like indicators and the corresponding amounts in the reclassified financial statements is provided in the section, "Like-for-like changes", in the "Group financial review", in addition to details of the adjustments made;
b) "Adjusted consolidated results of operations and financial position", which present adjusted amounts for consolidated gross operating profit (EBITDA), operating cash flow and net debt. These amounts are adjusted by stripping out, from the reported amounts in the reclassified consolidated financial statements, the impact of application of the "financial model", introduced by IFRIC 12, by certain of the Group's operators. Details of the adjustments made and the reconciliation with the corresponding reported amounts are provided in the section, "Adjusted consolidated results of operations and financial position and reconciliation with reported consolidated amounts", included in the "Group financial review".

Group financial review

Introduction

The financial review contained in this section includes and analyses the Atlantia Group's reclassified consolidated income statement, the consolidated statement of comprehensive income, the statement of changes in consolidated equity and the statement of changes in consolidated net debt for the first nine months of 2016, in which amounts are compared with those for the same period of the previous year. The review also includes the reclassified statement of financial position as at 30 September 2016, compared with the corresponding amounts as at 31 December 2015.
The review also presents the reclassified income statement, statement of comprehensive income and the statement of changes in net debt for the third quarter of 2016, with comparatives for the third quarter of 2015.

The accounting standards applied during preparation of the consolidated accounts for the first nine months of 2016 are consistent with those adopted for the consolidated financial statements for the year ended 31 December 2015, in that the amendments to existing standards that have come into effect from 1 January 2016 have not had a material impact on the consolidated accounts. It should be noted that this document, prepared on a voluntary basis, as indicated in the section, "Other information", does not represent interim financial statements prepared under IAS 34 and has not been audited.

The scope of consolidation at 30 September 2016 is unchanged with respect to 31 December 2015. However, it should be noted that the first nine months of 2016 benefits from the contribution of Autostrada Tirrenica (SAT), consolidated from September 2015.

The Group did not enter into non-recurring, atypical or unusual transactions during the first nine months of 2016, either with third or related parties. A number of non-recurring transactions with a material impact on profit or loss were, however, concluded in the first nine months of 2015, as described in greater detail below.

Like-for-like changes

The term "like-for-like basis", used below in the analysis of changes in certain amounts in the consolidated income statement and statement of financial position, indicates that amounts for comparative periods have been determined by eliminating:

a) from consolidated amounts for the first nine months of 2016:
    1) Autostrada Tirrenica's contribution for the first nine months of 2016, as this represents a change in the scope of consolidation compared with the first nine months of 2015;
    2) the difference between foreign currency amounts for the first nine months of 2016 for companies with functional currencies other than the euro, converted at average exchange rates

for the period, and the matching amounts converted using average exchange rates for the same period of 2015;

3) the after-tax impact of the difference in the discount rates applied to the provisions accounted for among the Group's liabilities;
4) the financial income generated by reversal of the impairment loss on the investment in Lusoponte;
5) the financial expenses, after the related taxation, linked to the partial buyback of certain bonds issued by Atlantia;

b) from consolidated amounts for the first nine months of 2015:
   1) the after-tax impact of the difference in the discount rates applied to the provisions accounted for among the Group's liabilities;
   2) the overall impact, including the related taxation, of the partial buyback of certain bonds issued by Atlantia and Atlantia's purchase of notes issued by Romulus Finance.

The following table shows the reconciliation of like-for-like consolidated amounts for gross operating profit (EBITDA), profit for the period, profit for the period attributable to owners of the parent and operating cash flow for the comparative periods and the corresponding amounts presented in the reclassified consolidated income statement.

€M	GROSS OPERATING PROFIT (EBITDA)	PROFIT FOR THE PERIOD	PROFIT FOR THE PERIOD ATTRIBUTABLE TO OWNERS OF THE PARENT	OPERATING CASH FLOW
Reported amounts for 9M 2016 (A)	2,640	900	813	1,836
Adjustment for non like-for-like items in 9M 2016				
Contribution of SAT	-20	-1	-1	-11
Exchange rate movements	26	13	7	19
Change in discount rate applied to provisions	-	106	106	-
Reversal of impairment losses on investments	-	-25	-25	-
Partial buyback of bonds issued by Atlantia	-	7	7	7
Sub-total (B)	6	100	94	15
Like-for-like amounts for 9M 2016 (C) = (A)+(B)	2,646	1,000	907	1,851
Reported amounts for 9M 2015 (D)	2,488	838	754	1,610
Adjustment for non like-for-like items in 9M 2015				
Change in discount rate applied to provisions	-	-49	-49	-
Partial buyback of bonds issued by Atlantia and purchase of notes issued by Romulus Finance	3	140	138	133
Sub-total (E)	3	91	89	133
Like-for-like amounts for 9M 2015 (F) = (D)+(E)	2,491	929	843	1,743
Like-for-like change (G) = (C)-(F)	155	71	64	108

Consolidated results of operations

"Operating revenue" for the first nine months of 2016 totals €4,129 million and is up €122 million (3%) on the same period of 2015 (€4,007 million).

"Toll revenue" of €3,037 million is up €130 million (4%) compared with the first nine months of 2015 (€2,907 million). After stripping out the negative impact of exchange rate movements, which in the first nine months of 2016 have had a negative impact of €34 million, toll revenue is up €164 million, primarily reflecting a combination of the following:

a) a 3.5% increase in traffic on the Italian network, accounting for an increase in toll revenue of approximately €79 million (including the positive impact of the different traffic mix and the extra day in February 2016);
b) application of annual toll increases (essentially resulting from a rise of 1.09% for Autostrade per l'Italia from 1 January 2016), boosting toll revenue by an estimated €23 million;
c) an improved contribution from overseas operators (up €26 million), primarily reflecting traffic growth in Chile (up 6.2%) and Poland (up 11.3%) and toll increases applied by operators in accordance with their respective concession arrangements, partially offset by a fall in traffic in Brazil (down 2.7%);
d) Autostrada Tirrenica's contribution for the first nine months of 2016, totalling €30 million.

Reclassified consolidated income statement (*)

€M	9M 2016	9M 2015	INCREASE/ (DECREASE) ABSOLUTE	%
Toll revenue	3,037	2,907	130	4
Aviation revenue	483	431	52	12
Contract revenue	42	81	-39	-48
Other operating income	567	588	-21	-4
Total operating revenue	**4,129**	**4,007**	**122**	**3**
Cost of materials and external services [1]	-518	-580	62	-11
Concession fees	-377	-361	-16	4
Staff costs	-666	-639	-27	4
Capitalised staff costs	72	61	11	18
Total net operating costs	**-1,489**	**-1,519**	**30**	**-2**
Gross operating profit (EBITDA)	**2,640**	**2,488**	**152**	**6**
Amortisation, depreciation, impairment losses and reversals of impairment losses	-688	-676	-12	2
Operating change in provisions and other adjustments	-230	-8	-222	n.s.
Operating profit (EBIT)	**1,722**	**1,804**	**-82**	**-5**
Financial income accounted for as an increase in financial assets deriving from concession rights and government grants	49	48	1	2
Financial expenses from discounting of provisions for construction services required by contract and other provisions	-48	-42	-6	14
Other financial income/(expenses)	-380	-595	215	-36
Capitalised financial expenses on intangible assets deriving from comcession rights	5	19	-14	-74
Share of profit/(loss) of investees accounted for using the equity method	-6	-14	8	-57
Profit/(Loss) before tax from continuing operations	**1,342**	**1,220**	**122**	**10**
Income tax (expense)/benefit	-442	-389	-53	14
Profit/(Loss) from continuing operations	**900**	**831**	**69**	**8**
Profit/(Loss) from discontinued operations	-	7	-7	n.s.
Profit for the period	**900**	**838**	**62**	**7**
(Profit)/Loss attributable to non-controlling interests	87	84	3	4
(Profit)/Loss attributable to owners of the parent	**813**	**754**	**59**	**8**

	9M 2016	9M 2015	INCREASE/ (DECREASE)
Basic earnings per share attributable to the owners of the parent (€)	**0.99**	**0.92**	**0.07**
of which:			
- from continuing operations	0.99	0.91	0.08
- from discontinued operations	-	0.01	-0.01
Diluted earnings per share attributable to the owners of the parent (€)	**0.99**	**0.92**	**0.07**
of which:			
- from continuing operations	0.99	0.91	0.08
- from discontinued operations	-	0.01	-0.01

(1) After deducting the margin recognised on construction services provided by the Group's own technical units.
(*) The reconciliation with the consolidated income statement prepared on a reported basis is provided in the section, "Reconciliation of the reclassified and reported financial statements".

"Aviation revenue" of €483 million is up €52 million (12%) compared with the first nine months of 2015 (€431 million), primarily reflecting increases in airport fees applied from 1 March 2015 and 1 March 2016 and growth in passenger numbers (up 1.7%).

"Contract revenue" and "Other operating income", totalling €609 million, is down €60 million on the first nine months of 2015 (€669 million). After stripping out the impact of exchange rate movements, the reduction is €58 million and primarily reflects reduced revenue at Pavimental and Autostrade Tech due to a reduction in turnover, partially offset by an increase in turnover at Telepass and greater external revenue at Spea Engineering. In addition, the figure for the comparative period benefitted from the recognition, by Aeroporti di Roma, of income deriving from insurance proceeds receivable in order to cover the cost of the salvage and safety operations and repairs incurred during the period as a result of the fire in Terminal 3 at Fiumicino airport.

"Net operating costs" of €1,489 million are down €30 million (2%) on the first nine months of 2015 (€1,519 million).

The "Cost of materials and external services" amounts to €518 million, a reduction of €62 million compared with the first nine months of 2015 (€580 million). After stripping out the impact of exchange rate movements, the cost of materials and external services is down €55 million, primarily due to the following:

a) reduced costs incurred by Pavimental and Autostrade Tech, as a result of the reduction in turnover, partially offset by increased costs at Spea Engineering, a reduction in margins earned on the construction services provided by the Group's own technical units and an increase in operating costs at Telepass linked to the increase in turnover;
b) lower corporate advertising costs incurred by Autostrade per l'Italia which, in 2015, related to the issue of bonds to retail investors, and the absence of the termination fee paid by Aeroporti di Roma to AMBAC, in 2015, in order to terminate the guarantee for the notes issued by Romulus;
c) reduced maintenance costs at Autostrade per l'Italia linked to reduced snowfall and a different scheduling of work on the network, only partially offset by an increase in maintenance costs on the Brazilian network as a result of the higher cost of planned resurfacing work carried out in the first nine months of 2016, compared with the same period of 2015;
d) a reduction in the costs incurred by Aeroporti di Roma for safety and salvage operations in the areas affected by the fire in Terminal 3, partially offset by increased spending on improvements to quality;
e) Autostrada Tirrenica's contribution for the first nine months of 2016.

"Concession fees", totalling €377 million, are up €16 million (4%) compared with the first nine months of 2015 (€361 million), primarily in line with the increase in toll revenue at the Italian operators.

"Staff costs", after deducting capitalised expenses, amount to €594 million (€578 million in the first nine months of 2015) and are up €16 million (3%).
"Gross staff costs" of €666 million are up €27 million (4%) on the first nine months of 2015 (€639 million). After stripping out exchange rate movements, staff costs are up €30 million (4.7%) due to:

a) an increase of 463 in the average workforce excluding agency staff (up 3.1%), primarily attributable to the Aeroporti di Roma group as a result of heightened anti-terrorism measures, the recruitment of staff in relation to implementation of the development plan and initiatives designed to improve the quality of passenger assistance. The increase also reflects the decision to insource airport cleaning services and the motorway maintenance carried out by the Brazilian operators, as well as Autostrada Tirrenica's contribution for the first nine months of 2016;

b) an increase in the average unit cost (up 1.8%), primarily due to the cost of contract renewals at the Group's Italian companies, partially offset by the reduced cost of incentive plans for management.

"Gross operating profit" (EBITDA) of €2,640 million is up €152 million (6%) on the first nine months of 2015 (€2,488 million). On a like-for-like basis, gross operating profit is up €155 million (6%).

The "Operating change in provisions and other adjustments" is down €222 million on the figure for the first nine months of 2015. This primarily reflects the different performance of provisions for the repair and replacement of motorway infrastructure, which in the first nine months of 2016 reflect charges of €149 million following an adjustment to the present value of the provisions to reflect the significant decline in the related interest rates. In the first nine months of 2015, discounting of the provisions resulted in income of €72 million due to increases in the matching interest rates.

"Operating profit" (EBIT) of €1,722 million for the first nine months of 2016 is down €82 million (5%) on the first nine months of 2015 (€1,804 million). Compared with the improvement in EBITDA, this reduction essentially reflects the negative impact of the above discounting of provisions for the repair and replacement of motorway infrastructure.

"Financial expenses from discounting of provisions for construction services required by contract and other provisions" amount to €48 million, up €6 million compared with the first nine months of 2015 (€42 million).

"Net other financial expenses" of €380 million are down €215 million compared with the first nine months of 2015 (€595 million).
The difference reflects the impact of the financial expenses incurred, in the comparative periods, in relation to the partial buyback of certain bonds issued by the Company and maturing in 2016, 2017 and 2019 (€10 million in 2016 and €82 million in the comparative period) and Atlantia's buyback, in 2015, of notes issued by Romulus Finance (having a total impact on financial expenses of €113 million, including the termination fee paid by Aeroporti di Roma to AMBAC in order to terminate the guarantee for the notes).
After stripping out the impact of these two transactions in the comparative periods, net financial expenses are down €30 million, primarily due to a combination of the following:

a) reversal of the impairment loss of €25 million on the carrying amount of the investment in the Portuguese operator, Lusoponte;
b) a reduction in net financial expenses, totalling €15 million, incurred by the companies operating in Chile and Brazil, essentially due to a reduction in average net debt during the first nine months of 2016;
c) financial income (€6 million) recognised by the Chilean company, Nororiente, following redetermination of the income resulting from the discounting of non-current provisions;

d) the financial expenses contributed by Autostrade Tirrenica, consolidated from 30 September 2015 (€12 million).

"Capitalised financial expenses" of €5 million are down €14 million compared with the same period of 2015 (€19 million). This primarily reflects substantial completion, by Autostrade per l'Italia, of work on a number of lots on the A14 motorway from Bologna to Taranto.

The "Share of (profit)/loss of associates and joint ventures accounted for using the equity method" amounts to a loss of €6 million (a loss of €14 million in the first nine months of 2015), essentially attributable to the loss reported by the Brazilian operator, Rodovias do Tietè, in the first nine months of 2016.

"Income tax expense" amounts to €442 million, up €53 million on the first nine months of 2015 (€389 million). The tax rate is broadly in line across the two comparative periods.

"Profit from continuing operations" amounts to €900 million, up €69 million on the first nine months of 2015 (€831 million).

"Profit for the period", amounting to €900 million, is up €62 million on the first nine months of 2015 (€838 million). On a like-for-like basis, profit for the period is up €71 million (6%).

"Profit for the period attributable to owners of the parent" (€813 million) is up €59 million on the first nine months of 2015 (€754 million), whilst "Profit attributable to non-controlling interests" amounts to €87 million (€84 million in the first nine months of 2015). On a like-for-like basis, profit for the period attributable to owners of the parent is €907 million, up€ 64 million (8%), whilst the profit attributable to non-controlling interests is €93 million, up €7 million (8%).

Consolidated statement of comprehensive income

€M		9M 2016	9M 2015
Profit for the period	**(A)**	**900**	**838**
Fair value gains/(losses) on cash flow hedges		-213	4
Tax effect of fair value gains/(losses) on cash flow hedges		50	-2
Gains/(losses) from translation of assets and liabilities of consolidated companies denominated in functional currencies other than the euro		227	-352
Gains/(Losses) from translation of investments accounted for using the equity method denominated in functional currencies other than the euro		2	-7
Other comprehensive income/(loss) for the period reclassifiable to profit or loss	**(B)**	**66**	**-357**
Gains/(losses) from actuarial valuations of provisions for employee benefits		-1	1
Other comprehensive income/(loss) for the period not reclassifiable to profit or loss	**(C)**	**-1**	**1**
Reclassifications of other components of comprehensive income to profit or loss for the period	**(D)**	**-2**	**71**
Tax effect of reclassifications of other components of comprehensive income to profit or loss for the period	**(E)**	**-**	**-19**
Total other comprehensive income/(loss) for the period	**(F=B+C+D+E)**	**63**	**-304**
of which attributable to discontinued operations		-	6
Comprehensive income for the period	**(A+F)**	**963**	**534**
Of which attributable to owners of the parent		*764*	*622*
Of which attributable to non-controlling interests		*199*	*-88*

"Total other comprehensive income for the period", after the related taxation, amounts to €63 million for the first nine months of 2016 (a loss of €304 million for the first nine months of 2015), primarily reflecting a combination of the following:

a) gains on the translation of assets and liabilities denominated in functional currencies other than the euro, totalling €227 million (losses of €352 million in the first nine months of 2015), reflecting increases in the value of the Brazilian real and Chilean peso against the euro as at 30 September 2016 compared with 31 December 2015; the matching period of 2015 saw a significant fall in the value of the Brazilian real against the euro;

b) an increase in fair value losses on cash flow hedges, after the related taxation, totalling €163 million, primarily reflecting falls in interest rates.

Reclassified consolidated income statement for the third quarter of the year

€M	Q3 2016	Q3 2015	INCREASE/ (DECREASE) ABSOLUTE	%
Toll revenue	1,162	1,097	65	6
Aviation revenue	191	171	20	12
Contract revenue	6	29	-23	-79
Other operating income	204	215	-11	-5
Total operating revenue	**1,563**	**1,512**	**51**	**3**
Cost of materials and external services (1)	-170	-218	48	-22
Concession fees	-144	-138	-6	4
Staff costs	-213	-206	-7	3
Capitalised staff costs	26	20	6	30
Total net operating costs	**-501**	**-542**	**41**	**-8**
Gross operating profit (EBITDA)	**1,062**	**970**	**92**	**9**
Amortisation, depreciation, impairment losses and reversals of impairment losses	-234	-224	-10	4
Operating change in provisions and other adjustments	-71	-17	-54	n.s.
Operating profit (EBIT)	**757**	**729**	**28**	**4**
Financial income accounted for as an increase in financial assets deriving from concession rights and government grants	17	16	1	6
Financial expenses from discounting of provisions for construction services required by contract and other provisions	-16	-14	-2	14
Other financial income/(expenses)	-129	-149	20	-13
Capitalised financial expenses on intangible assets deriving from comcession rights	-	7	-7	n.s.
Share of profit/(loss) of investees accounted for using the equity method	2	-5	7	n.s.
Profit/(Loss) before tax from continuing operations	**631**	**584**	**47**	**8**
Income tax (expense)/benefit	-196	-173	-23	13
Profit/(Loss) from continuing operations	**435**	**411**	**24**	**6**
Profit/(Loss) from discontinued operations	-	-	-	n.s.
Profit for the period	**435**	**411**	**24**	**6**
(Profit)/Loss attributable to non-controlling interests	35	34	1	3
(Profit)/Loss attributable to owners of the parent	**400**	**377**	**23**	**6**

	Q3 2016	Q3 2015	INCREASE/ (DECREASE)
Basic earnings per share attributable to the owners of the parent (€)	**0.49**	**0.46**	**0.03**
of which:			
- from continuing operations	0.49	0.46	0.03
- from discontinued operations	-	-	-
Diluted earnings per share attributable to the owners of the parent (€)	**0.49**	**0.46**	**0.03**
of which:			
- from continuing operations	0.49	0.46	0.03
- from discontinued operations	-	-	-

(1) After deducting the margin recognised on construction services provided by the Group's own technical units.

"Operating revenue" for the third quarter of 2016 amounts to €1,563 million, up €51 million (3%) on the same quarter of 2015.

"Toll revenue" of €1,162 million is up €65 million (6%) overall on the third quarter of 2015 (€1,097 million). After stripping out the impact of exchange rate movements, which had a positive impact of €6 million in the third quarter of 2016, toll revenue is up €59 million, essentially reflecting:

a) traffic growth on the Italian network, accounting for a €25 million increase in toll revenue (including the impact of the traffic mix);
b) application of annual toll increases by the Group's Italian operators (a rise of 1.09% for Autostrade per l'Italia compared with the comparative period), boosting toll revenue by an estimated €9 million;
c) an increase in toll revenue at overseas operators (up €8 million), primarily reflecting traffic growth in Chile and toll increases applied in accordance with the respective concession arrangements;
d) Autostrada Tirrenica's contribution for the third quarter of 2016, amounting to €15 million.

"Aviation revenue" of €191 million is up €20 million (12%) overall on the third quarter of 2015 (€171 million). This primarily reflects increases in airport fees applied from 1 March 2016.

"Contract revenue" and "Other operating income", totalling €210 million, is down €34 million on the figure for the third quarter of 2015, primarily reflecting recognition, by Aeroporti di Roma, of income deriving from insurance proceeds receivable, in 2015, in order to cover the cost of the salvage and safety operations and repairs incurred during the period as a result of the fire in Terminal 3, and reduced revenue at Pavimental and Autostrade Tech due to a reduction in turnover.

"Net operating costs" of €501 million are down €41 million (8%) compared with the third quarter of 2015. After stripping out the impact of exchange rate movements, net operating costs are down €43 million due to:

a) a reduction of €49 million in the cost of materials and external services, primarily reflecting a reduction in maintenance costs, reduced costs incurred by Pavimental and Autostrade Tech, as a result of the above reduction in turnover, and a decrease in other airport costs in relation to the fire in Terminal 3;
b) an increase in concession fees (up €5 million);
c) an increase in net staff costs (up €1 million).

"Gross operating profit" (EBITDA) for the third quarter of 2016 amounts to €1,062 million, up €92 million (9%) on the same period of 2015 (€970 million).

"Operating profit" (EBIT) of €757 million for the third quarter of 2016 is up €28 million (4%) compared with the same period of 2015 (€729 million). Whilst benefitting from the improvement in EBITDA, the increase in EBIT essentially reflects the increase in provisions and other adjustments, amounting to €71 million, linked to the significant fall in the interest rates used to discount provisions to present value.
"Net other financial expenses" of €129 million are down €20 million compared with the same period of 2015 (€149 million), which included the termination fee paid by Aeroporti di Roma to AMBAC in order to terminate the guarantee for notes issued by Romulus Finance.

“Income tax expense” of €196 million is up €23 million on the same period of 2015 (€173 million).

“Profit from continuing operations” amounts to €435 million, up €24 million on the same period of 2015 (€411 million).

“Profit for the third quarter” totals €435 million (€411 million for the third quarter of 2015), including €400 million attributable to owners of the parent (€377 million for the third quarter of 2015).

Consolidated statement of comprehensive income for the third quarter of the year

€M		Q3 2016	Q3 2015
Profit for the period	**(A)**	**435**	**411**
Fair value gains/(losses) on cash flow hedges		-68	-58
Tax effect of fair value gains/(losses) on cash flow hedges		17	14
Gains/(losses) from translation of assets and liabilities of consolidated companies denominated in functional currencies other than the euro		1	-337
Gains/(Losses) from translation of investments accounted for using the equity method denominated in functional currencies other than the euro		-	-6
Other comprehensive income/(loss) for the period reclassifiable to profit or loss	**(B)**	**-50**	**-387**
Gains/(losses) from actuarial valuations of provisions for employee benefits		-	-
Other comprehensive income/(loss) for the period not reclassifiable to profit or loss	**(C)**	**-**	**-**
Reclassifications of other components of comprehensive income to profit or loss for the period	**(D)**	**-1**	**-4**
Tax effect of reclassifications of other components of comprehensive income to profit or loss for the period	**(E)**	**-**	**2**
Total other comprehensive income/(loss) for the period	**(F=B+C+D+E)**	**-51**	**-389**
of which attributable to discontinued operations		-	-
Comprehensive income for the period	**(A+F)**	**384**	**22**
Of which attributable to owners of the parent		*349*	*157*
Of which attributable to non-controlling interests		*35*	*-135*

The other comprehensive loss for the period, after the related taxation, amounts to €51 million for the third quarter of 2016, compared with a loss of €389 million for the comparative period. The comparative amount reflected the sharp increase in the loss recognised on the translation of assets and liabilities denominated in functional currencies other than the euro, above all linked to the significant fall in the value of the Brazilian real against the euro.

Consolidated financial position

As at 30 September 2016, "Non-current non-financial assets" of €27,438 million are up €677 million on the figure for 31 December 2015 (€26,761 million).

"Property, plant and equipment" of €260 million is up €28 million compared with the figure as at 31 December 2015 (€232 million).

"Intangible assets" total €25,279 million (€24,845 million as at 31 December 2015). These assets essentially relate to the Group's concession rights, amounting to €20,492 million (€20,043 million as at 31 December 2015), and goodwill (€4,383 million) recognised as at 31 December 2003, following acquisition of the majority shareholding in the former Autostrade – Concessioni e Costruzioni Autostrade SpA.
The net increase of €434 million in intangible assets is essentially due to:
a) investment of €393 million during the period in construction services for which additional economic benefits are received;
b) an increase in the present value on completion of investment in construction services for which no additional benefits are received (€393 million), primarily reflecting a decline in the interest rates applied as at 30 September 2016, compared with those used as at 31 December 2015;
c) the effect of currency translation differences recognised at the end of the period on the concession rights of overseas operators (totalling €273 million), essentially due to a strengthening of the Brazilian real and the Chilean peso against the euro;
d) amortisation for the period (€604 million).

"Investments", totalling €290 million, are up €193 million on 31 December 2015 (€97 million). This is essentially due to the acquisition of a 21.3% interest in Save SpA, the company that holds the concession to operate the airports of Venice and Treviso, for a total consideration of €174 million and the reversal of the impairment loss on the carrying amount of the investment in the Portuguese operator, Lusoponte (€25 million) during the period.

"Deferred tax assets" of €1,581 million are in line with the figure as at 31 December 2015 (€1,575 million).

Reclassified consolidated statement of financial position (*)

€M	30 September 2016	31 December 2015	INCREASE/ (DECREASE)
Non-current non-financial assets			
Property, plant and equipment	260	232	28
Intangible assets	25,279	24,845	434
Investments	290	97	193
Deferred tax assets	1,581	1,575	6
Other non-current assets	28	12	16
Total non-current non-financial assets (A)	**27,438**	**26,761**	**677**
Working capital			
Trading assets	1,624	1,469	155
Current tax assets	218	44	174
Other current assets	167	245	-78
Non-financial assets held for sale or related to discontinued operations	4	6	-2
Current portion of provisions for construction services required by contract	-669	-441	-228
Current provisions	-458	-429	-29
Trading liabilities	-1,519	-1,582	63
Current tax liabilities	-396	-30	-366
Other current liabilities	-551	-497	-54
Non-financial liabilities related to discontinued operations	-2	-6	4
Total working capital (B)	**-1,582**	**-1,221**	**-361**
Gross invested capital (C=A+B)	**25,856**	**25,540**	**316**
Non-current non-financial liabilities			
Non-current portion of provisions for construction services required by contract	-3,174	-3,369	195
Non-current provisions	-1,634	-1,501	-133
Deferred tax liabilities	-1,743	-1,701	-42
Other non-current liabilities	-93	-99	6
Total non-current non-financial liabilities (D)	**-6,644**	**-6,670**	**26**
NET INVESTED CAPITAL (E=C+D)	**19,212**	**18,870**	**342**

(*) The reconciliation with the consolidated statement of financial position prepared on a reported basis is provided in the section, "Reconciliation of the reclassified and reported financial statements".

€M	30 September 2016	31 December 2015	INCREASE/ (DECREASE)
Equity			
Equity attributable to owners of the parent	7,170	6,800	370
Equity attributable to non-controlling interests	1,853	1,683	170
Total equity (F)	9,023	8,483	540
Net debt			
Non-current net debt			
Non-current financial liabilities	13,636	14,044	-408
Bond issues	9,677	10,301	-624
Medium/long-term borrowings	3,177	3,256	-79
Non-current derivative liabilities	762	461	301
Other non-current financial liabilities	20	26	-6
Non-current financial assets	-2,107	-1,781	-326
Non-current financial assets deriving from concession rights	-870	-766	-104
Non-current financial assets deriving from government grants	-276	-256	-20
Non-current term deposits	-344	-325	-19
Non-current derivative assets	-43	-	-43
Other non-current financial assets	-574	-434	-140
Total non-current net debt (G)	11,529	12,263	-734
Current net debt			
Current financial liabilities	1,741	1,939	-198
Bank overdrafts repayable on demand	33	37	-4
Short-term borrowings	246	246	-
Current derivative liabilities	37	7	30
Current portion of medium/long-term borrowings	1,415	1,649	-234
Other current financial liabilities	10	-	10
Cash and cash equivalents	-2,271	-2,997	726
Cash in hand	-1,734	-2,251	517
Cash equivalents	-528	-707	179
Cash and cash equivalents related to discontinued operations	-9	-39	30
Current financial assets	-810	-818	8
Current financial assets deriving from concession rights	-439	-435	-4
Current financial assets deriving from government grants	-55	-75	20
Current term deposits	-184	-222	38
Current portion of other medium/long-term financial assets	-87	-69	-18
Other current financial assets	-45	-17	-28
Total current net debt (H)	-1,340	-1,876	536
Total net debt (I=G+H) (1)	10,189	10,387	-198
NET DEBT AND EQUITY (L=F+I)	19,212	18,870	342

"Working capital" reports a negative balance of €1,582 million, compared with a negative balance of €1,221 million as at 31 December 2015, marking an increase of €361 million. The principal changes during the period reflect the following:

a) an increase of €228 million in the current portion of provisions for construction services required by contract, primarily attributable to Autostrade per l'Italia, and linked to expected investment in construction services for which no additional benefits are received in the next twelve months (€602 million), after uses to fund construction services during the first nine months of 2016 (€381 million);
b) an increase of €192 million in net current tax liabilities, essentially due to the recognition of estimated tax expense for the period, partially offset by payment of the balance due for 2015 and payments on account for 2016;
c) a reduction of €78 million in other current assets, primarily attributable to the subsidiary, Autostrade per l'Italia, resulting from recognition as investment, via an agreed settlement, of amounts paid to a number of suppliers, in June 2014, for work on the upgrade of the cross-Apennine section of motorway between Sasso Marconi and Barberino del Mugello;
d) a €155 million increase in trading assets, primarily due to increased turnover and an increase in toll revenue in the first nine months of 2016 compared with the comparative period, in part reflecting positive traffic trends on the Italian motorway network.

"Non-current non-financial liabilities", totalling €6,644 million, are down €26 million compared with 31 December 2015 (€6,670 million). The change essentially reflects the combined effect of the following:

a) a reduction of €195 million in the non-current portion of provisions for construction services required by contract, primarily reflecting reclassification of the current portion, partially offset by an updated estimate of the present value on completion of investment in construction services yet to be carried out and a reduction in current and future interest rates;
b) an increase of €133 million in the non-current portion of other provisions, essentially following the adjustment of provisions for the repair and replacement of motorway infrastructure operated under concession, reflecting a reduction in the discount rates used as at 30 September 2016, compared with the rates used as at 31 December 2015.

As a result, "Net invested capital" totals €19,212 million (€18,870 million as at 31 December 2015).

"Equity attributable to owners of the parent and non-controlling interests" totals €9,023 million (€8,483 million as at 31 December 2015).

"Equity attributable to owners of the parent", totalling €7,170 million, is up €370 million on the figure for 31 December 2015 (€6,800 million), essentially reflecting:

a) comprehensive income for the period of (€764 million);
b) payment of the final dividend for 2015 (€395 million).

"Equity attributable to non-controlling interests" of €1,853 million is up €170 million on 31 December 2015 (€1,683 million). This is due to comprehensive income for the period attributable to non-controlling interests (€199 million), partially offset by dividends paid by a number of Group companies to non-controlling shareholders, totalling €24 million.

Statement of changes in consolidated equity

€M	ISSUED CAPITAL	CASH FLOW HEDGE RESERVE	NET INVESTMENT HEDGE RESERVE	RESERVE FOR TRANSLATION DIFFERENCES ON TRANSLATION OF ASSETS AND LIABILITIES OF CONSOLIDATED COMPANIES DENOMINATED IN FUNCTIONAL CURRENCIES OTHER THAN THE EURO	RESERVE FOR TRANSLATION OF INVESTMENTS ACCOUNTED FOR USING THE EQUITY METHOD DENOMINATED IN FUNCTIONAL CURRENCIES OTHER THAN THE EURO	OTHER RESERVES AND RETAINED EARNINGS	TREASURY SHARES	PROFIT/(LOSS) FOR PERIOD	TOTAL	EQUITY ATTRIBUTABLE TO NON-CONTROLLING INTERESTS	TOTAL EQUITY ATTRIBUTABLE TO OWNERS OF THE PARENT AND TO NON-CONTROLLING INTERESTS
	EQUITY ATTRIBUTABLE TO OWNERS OF THE PARENT										
Balance as at 31 December 2014	826	-75	-36	-214	-4	5,776	-205	451	6,519	1,744	8,263
Comprehensive income for the period	-	50	-	-180	-3	1	-	754	622	-88	534
Owner transactions and other changes											
Atlantia SpA's final dividend (€0.445 per share)	-	-	-	-	-	-	-	-366	-366	-	-366
Transfer of profit/(loss) for previous period to retained earnings	-	-	-	-	-	85	-	-85	-	-	-
Dividends paid by other Group companies to non-controlling shareholders	-	-	-	-	-	-	-	-	-	-29	-29
Sale of treasury shares	-	-	-	-	-	70	158	-	228	-	228
Share-based incentive plans	-	-	-	-	-	-3	8	-	5	-	5
Other minor changes	-	-	-	-	-	1	-	-	1	-1	-
Balance as at 30 September 2015	826	-25	-36	-394	-7	5,930	-39	754	7,009	1,626	8,635
Balance as at 31 December 2015	826	-28	-36	-374	-7	5,934	-39	524	6,800	1,683	8,483
Comprehensive income for the period	-	-165	-	116	1	-1	-	813	764	199	963
Owner transactions and other changes											
Atlantia SpA's final dividend (€0.480 per share)	-	-	-	-	-	-	-	-395	-395	-	-395
Transfer of profit/(loss) for previous period to retained earnings	-	-	-	-	-	129	-	-129	-	-	-
Dividends paid by other Group companies to non-controlling shareholders	-	-	-	-	-	-	-	-	-	-24	-24
Share-based incentive plans	-	-	-	-	-	-5	6	-	1	-	1
Returns of capital to non-controlling shareholders and other minor changes	-	-	-	-	-	-	-	-	-	-5	-5
Balance as at 30 September 2016	826	-193	-36	-258	-6	6,057	-33	813	7,170	1,853	9,023

The Group's net debt as at 30 September 2016 amounts to €10,189 million (€10,387 million as at 31 December 2015).

Non-current net debt, amounting to €11,529 million, is down €734 million compared with 31 December 2015 (€12,263 million) and consists of:

a) "Non-current financial liabilities" of €13,636 million, down €408 million on the figure at 31 December 2015 (€14,044 million), essentially due to a combination of the following changes:
   1) the reclassification to short-term of medium/long-term bond issues and borrowings totalling €755 million;
   2) an increase in fair value losses on non-current derivatives, amounting to €301 million, due to the reduction in interest rates used as at 30 September 2016, compared with those used as at 31 December 2015 (€180 million) and foreign exchange losses (€121 million);
   3) the negative impact of exchange rate movements on non-current financial liabilities, excluding derivatives, totalling €42 million;
b) "Non-current financial assets" of €2,107 million, up €326 million on the figure for 31 December 2015 (€1,781 million). This is essentially due to:
   1) an increase of €140 million in other non-current financial assets, primarily linked to the non-current portion of the medium/long-term receivable due to AB Concessões from Infra Bertin Empreendimentos, essentially as a result of a rise in the value of the Brazilian real against the euro in the first nine months of 2016 (€78 million) and the capitalisation of interest income for the period (€49 million);
   2) an increase in financial assets deriving from concession rights (€104 million), essentially reflecting a rise in the value of the Chilean peso against the euro (€42 million) and investment in motorway infrastructure by Costanera Norte under the Santiago Centro Oriente ("CC7") investment programme (€57 million);
   3) an increase of €43 million in fair value gains on the Cross Currency Swaps entered into by Atlantia to hedge the purchase, in 2015, of notes issued by Romulus Finance, now attributable to Aeroporti di Roma.

"Current net funds" of €1,340 million are down €536 million on 31 December 2015 (€1,876 million) and consist of:

a) "Current financial liabilities" of €1,741 million, down €198 million primarily due to a combination of the following:
   1) repayments during the period, totalling €1,014 million, including the redemption, on 9 May 2016, of bonds with a par value of €880 million issued by Atlantia;
   2) the reclassification from non-current liabilities of medium/long-term bond issues and borrowings totalling €755 million;
   3) an increase in fair value losses on current derivatives (€30 million), including Aeroporti di Roma's Forward-Starting Interest Rate Swaps with a notional value of €300 million, varying durations of 8 and 10 years and a weighted average rate of 1.29%. These are associated with highly likely future financial liabilities to be entered into over the next twelve months in order to meet funding requirements;

b) "Cash and cash equivalents" of €2,271 million, down €726 million on 31 December 2015 (€2,997 million). The reduction essentially reflects the above repayment, in May 2016, of bonds issued by Atlantia;
c) "Current financial assets" of €810 million as at 30 September 2016, broadly in line with the figure for 31 December 2015 (€818 million). These assets primarily regard current financial assets deriving from concession rights and current term deposits.

The residual weighted average term to maturity of the Group's interest bearing debt is 6 years and 2 months as at 30 September 2016. 91% of the Group's debt is fixed rate.
The average cost of the Group's medium/long-term borrowings in the first nine months of 2016 was approximately 4.5% (reflecting the combined effect of 3.8% for the companies operating in Italy, 7% for the Chilean companies and 15.8% for the Brazilian companies).
As at 30 September 2016, project debt attributable to specific overseas companies amounts to €1,710 million. At the same date, the Group has cash reserves of €4,927 million, consisting of:
a) €2,271 million in cash and/or in investments maturing in the short term;
b) €528 million in term deposits allocated primarily to part finance the execution of specific construction services and to service the debt of the Chilean companies;
c) €2,128 million in undrawn committed lines of credit.

As at 30 September 2016, the Group has lines of credit with a weighted average residual term to maturity of approximately seven years and nine months and a weighted average residual drawdown period of approximately three years and five months.

The Group's net debt, as defined in the European Securities and Market Authority – ESMA (formerly CESR) Recommendation of 20 March 2013 (which does not permit the deduction of non-current financial assets from debt), amounts to €12,296 million as at 30 September 2016, compared with €12,168 million as at 31 December 2015.

Consolidated cash flow

"Net cash from operating activities" amounts to €1,901 million for the first nine months of 2016, marking an increase of €127 million on the first nine months of 2015 (€1,774 million). This reflects a combination of the following:

a) an increase of €226 million in operating cash flow, due partly to the fact that the figure for the first nine months of 2015 was impacted by the financial expenses incurred on the partial buyback of bonds issued by Atlantia and the purchase of notes issued by Romulus. On a like-for-like basis, operating cash flow amounts to €1,851 million, marking an increase of €108 million (6%) on the first nine months of 2015, primarily due to an increase in cash from operating activities (EBITDA), after the related current tax expense;
b) the reduction of €65 million in cash generated by the change in operating capital and other changes in non-financial assets and liabilities in the first nine months of 2016, compared with the €164 million generated in the comparative period, which benefitted from the collection of compensation paid by the French government in March 2015, following early termination of the "EcoTaxe" project.

"Cash used for investment in non-financial assets" amounts to €1,127 million, up €44 million on the figure for the comparative period (€1,171 million). This essentially reflects the following changes:

a) capital expenditure of €998 million;
b) purchases of investments, totalling €179 million, above all the acquisition of a 21.3% interest in Save SpA, the company that holds the concession to operate the airports of Venice and Treviso, for a total consideration of €174 million.

It should be noted that cash of €274 million was used in the comparative period to acquire a controlling interest in SAT, completed in September 2015.

"Net equity cash outflows" amount to €424 million, primarily reflecting the final dividend payable to owners of the parent and non-controlling shareholders, totalling €419 million. The figure for the comparative period benefitted from the proceeds of €228 million resulting from Atlantia's sale of treasury shares in the market.

There was also an increase of €152 million in net debt in the first nine months of 2016, reflecting other changes and essentially an increase in fair value losses (€215 million) on derivative financial instruments as a result of falling interest rates.

The overall impact of the above cash flows has resulted in a reduction in net debt of €198 million, compared with a decrease of €484 million in the comparative period.

Statement of changes in consolidated net debt (*)

€M	9M 2016	9M 2015	Q3 2016	Q3 2015
CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES				
Profit for the period	900	838	435	411
Adjusted by:				
Amortisation and depreciation	688	676	234	224
Operating change in provisions, after use of provisions for refurbishment of airport infrastructure	228	5	72	14
Financial expenses from discounting of provisions for construction services required by contract and other provisions	48	42	16	14
Impairment losses/(Reversal of impairment losses) on financial assets and investments accounted for at cost or fair value	-21	-	-	-
Share of (profit)/loss of investees accounted for using the equity method	6	14	-2	5
Impairment losses/(Reversal of impairment losses) and adjustments of current and non-current assets	2	-	-	-
(Gains)/Losses on sale of non-current assets	-	-1	-	-
Net change in deferred tax (assets)/liabilities through profit or loss	32	22	14	-2
Other non-cash costs (income)	-47	14	-28	-11
Operating cash flow	1,836	1,610	741	655
Change in operating capital	-219	-46	-54	-46
Other changes in non-financial assets and liabilities	284	210	249	145
Net cash generated from/(used in) operating activities (A)	1,901	1,774	936	754
NET CASH FROM/(USED IN) INVESTMENT IN NON-FINANCIAL ASSETS				
Investment in assets held under concession	-904	-936	-395	-314
Purchases of property, plant and equipment	-68	-38	-25	-15
Purchases of other intangible assets	-26	-25	-12	-11
Capital expenditure	-998	-999	-432	-340
Government grants related to assets held under concession	6	40	4	10
Increase in financial assets deriving from concession rights (related to capital expenditure)	54	78	17	21
Purchase of investments	-179	-14	-173	1
Purchases of consolidated companies, including net debt assumed	-	-274	-	-274
Proceeds from sales of property, plant and equipment, intangible assets and unconsolidated investments	4	1	-	-
Net change in other non-current assets	-14	-3	-	-
Net cash from/(used in) investment in non-financial assets (B)	-1,127	-1,171	-584	-582
NET EQUITY CASH INFLOWS/(OUTFLOWS)				
Dividends declared by Group companies	-419	-396	-	1
Proceeds from sale of treasury shares and exercise of rights under share-based incentive plans	1	231	1	1
Return of capital to non-controlling shareholders	-6	-	-6	-
Net equity cash inflows/(outflows) (C)	-424	-165	-5	2
Increase/(Decrease) in cash and cash equivalents during period (A+B+C)	350	438	347	174
Change in fair value of hedging derivatives	-215	8	-68	-63
Financial income/(expenses) accounted for as an increase in financial assets/(liabilities)	41	57	18	11
Effect of foreign exchange rate movements on net debt and other changes	22	-19	5	-17
Other changes in net debt (D)	-152	46	-45	-69
Decrease/(Increase) in net debt for period (A+B+C+D)	198	484	302	105
Net debt at beginning of period	-10,387	-10,528	-10,491	-10,149
Net debt at end of period	-10,189	-10,044	-10,189	-10,044

(*) The reconciliation with the consolidated statement of cash flows prepared on a reported basis is provided in the section, "Reconciliation of the reclassified and reported financial statements".

Reconciliation of the reclassified and reported financial statements

The consolidated income statement, consolidated statement of financial position and consolidated statement of cash flows, prepared under international financial reporting standards (IAS/IFRS), and reconciliations of these statements with the matching reclassified accounts presented above are included below.

Consolidated income statement

€M	9M 2016	9M 2015
REVENUE		
Toll revenue	3,037	2,907
Aviation revenue	483	431
Revenue from construction services	450	486
Contract revenue	42	81
Other operating income	567	588
TOTAL REVENUE	**4,579**	**4,493**
COSTS		
Raw and consumable materials	**-194**	**-271**
Service costs	**-1,102**	**-1,116**
Gain/(Loss) on sale of elements of property, plant and equipment	**-**	**1**
Staff costs	**-662**	**-637**
Other operating costs	**-431**	**-432**
Concession fees	-377	-361
Lease expense	-12	-12
Other	-42	-59
Operating change in provisions	**-153**	**107**
Provisions/ (Uses of provisions) for repair and replacement of motorway infrastructure	-173	39
Provisions/ (Uses of provisions) for refurbishment of airport infrastructure	28	62
Provisions	-8	6
Use of provisions for construction services required by contract	**381**	**362**
Amortisation and depreciation	**-688**	**-676**
Depreciation of property, plant and equipment	-39	-38
Amortisation of intangible assets deriving from concession rights	-604	-591
Amortisation of other intangible assets	-45	-47
(Impairment losses)/Reversals of impairment losses	**-3**	**-8**
TOTAL COSTS	**-2,852**	**-2,670**
OPERATING PROFIT/(LOSS)	**1,727**	**1,823**
Financial income	**288**	**248**
Financial income accounted for as an increase in financial assets deriving from concession rights and government grants	49	48
Dividends received from investees	8	1
Other financial income	231	199
Financial expenses	**-674**	**-851**
Financial expenses from discounting of provisions for construction services required by contract and other provisions	-48	-42
Other financial expenses	-626	-809
of which non-recurring	*-*	*-183*
Foreign exchange gains/(losses)	**7**	**14**
FINANCIAL INCOME/(EXPENSES)	**-379**	**-589**
Share of (profit)/loss of investees accounted for using the equity method	**-6**	**-14**
PROFIT/(LOSS) BEFORE TAX FROM CONTINUING OPERATIONS	**1,342**	**1,220**
Income tax (expense)/benefit	**-442**	**-389**
Current tax expense	-420	-376
Differences on tax expense for previous years	10	9
Deferred tax income and expense	-32	-22
PROFIT/(LOSS) FROM CONTINUING OPERATIONS	**900**	**831**
Profit/(Loss) from discontinued operations	**-**	**7**
PROFIT FOR THE PERIOD	**900**	**838**
of which:		
Profit attributable to owners of the parent	**813**	**754**
Profit attributable to non-controlling interests	**87**	**84**

€	9M 2016	9M 2015
Basic earnings per share attributable to owners of the parent	**0.99**	**0.92**
of which:		
- from continuing operations	0.99	0.91
- from discontinued operations	-	0.01
Diluted earnings per share attributable to owners of the parent	**0.99**	**0.92**
of which:		
- from continuing operations	0.99	0.91
- from discontinued operations	-	0.01

Consolidated statement of financial position

€M	30 September 2016	31 December 2015
ASSETS		
NON-CURRENT ASSETS		
Property, plant and equipment	**260**	**232**
Property, plant and equipment	256	228
Property, plant and equipment held under finance leases	3	3
Investment property	1	1
Intangible assets	**25,279**	**24,845**
Intangible assets deriving from concession rights	20,492	20,043
Goodwill and other intangible assets with indefinite lives	4,383	4,383
Other intangible assets	404	419
Investments	**290**	**97**
Investments accounted for at cost or fair value	89	62
Investments accounted for using the equity method	201	35
Other non-current financial assets	**2,107**	**1,781**
Non-current financial assets deriving from concession rights	870	766
Non-current financial assets deriving from government grants	276	256
Non-current term deposits	344	325
Non-current derivative assets	43	1
Other non-current financial assets	574	433
Deferred tax assets	**1,581**	**1,575**
Other non-current assets	**28**	**12**
TOTAL NON-CURRENT ASSETS	29,545	28,542
CURRENT ASSETS		
Trading assets	**1,624**	**1,469**
Inventories	64	57
Contract work in progress	1	17
Trade receivables	1,559	1,395
Cash and cash equivalents	**2,262**	**2,958**
Cash	1,734	2,251
Cash equivalents	528	707
Current financial assets	**810**	**818**
Current financial assets deriving from concession rights	439	435
Current financial assets deriving from government grants	55	75
Current term deposits	184	222
Current portion of other medium/long-term financial assets	87	69
Other current financial assets	45	17
Current tax assets	**218**	**44**
Other current assets	**167**	**245**
Assets held for sale and related to discontinued operations	**13**	**45**
TOTAL CURRENT ASSETS	5,094	5,579
TOTAL ASSETS	34,639	34,121

€M	30 September 2016	31 December 2015
EQUITY AND LIABILITIES		
EQUITY		
Equity attributable to owners of the parent	**7,170**	**6,800**
Issued capital	826	826
Reserves and retained earnings	5,564	5,490
Treasury shares	-33	-39
Profit/(Loss) for the period	813	523
Equity attributable to non-controlling interests	**1,853**	**1,683**
Issued capital and reserves	1,766	1,562
Profit/(Loss) for the period	87	121
TOTAL EQUITY	9,023	8,483
NON-CURRENT LIABILITIES		
Non-current portion of provisions for construction services required by contract	**3,174**	**3,369**
Non-current provisions	**1,634**	**1,501**
Non-current provisions for employee benefits	144	152
Non-current provisions for repair and replacement of motorway infrastructure	1,319	1,115
Non-current provisions for refurbishment of airport infrastructure	111	161
Other non-current provisions	60	73
Non-current financial liabilities	**13,636**	**14,044**
Bond issues	9,677	10,301
Medium/long-term borrowings	3,177	3,256
Non-current derivative liabilities	762	461
Other non-current financial liabilities	20	26
Deferred tax liabilities	**1,743**	**1,701**
Other non-current liabilities	**93**	**99**
TOTAL NON-CURRENT LIABILITIES	20,280	20,714
CURRENT LIABILITIES		
Trading liabilities	**1,519**	**1,582**
Liabilities deriving from contract work in progress	2	4
Trade payables	1,517	1,578
Current portion of provisions for construction services required by contract	**669**	**441**
Current provisions	**458**	**429**
Current provisions for employee benefits	25	23
Current provisions for repair and replacement of motorway infrastructure	221	217
Current provisions for refurbishment of airport infrastructure	126	101
Other current provisions	86	88
Current financial liabilities	**1,741**	**1,939**
Bank overdrafts repayable on demand	33	37
Short-term borrowings	246	246
Current derivative liabilities	37	7
Current portion of medium/long-term financial liabilities	1,415	1,649
Other current financial liabilities	10	-
Current tax liabilities	**396**	**30**
Other current liabilities	**551**	**497**
Liablities related to discontinued operations	**2**	**6**
TOTAL CURRENT LIABILITIES	5,336	4,924
TOTAL LIABILITIES	25,616	25,638
TOTAL EQUITY AND LIABILITIES	34,639	34,121

Consolidated statement of cash flows

€M	9M 2016	9M 2015	Q3 2016	Q3 2015
CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES				
Profit for the period	900	838	435	411
Adjusted by:				
Amortisation and depreciation	688	676	234	224
Operating change in provisions, after use of provisions for refurbishment of airport infrastructure	228	5	72	14
Financial expenses from discounting of provisions for construction services required by contract and other provisions	48	42	16	14
Impairment losses/(Reversal of impairment losses) on financial assets and investments accounted for at cost or fair value	-21	-	-	-
Share of (profit)/loss of investees accounted for using the equity method	6	14	-2	5
Impairment losses/(Reversal of impairment losses) and adjustments of current and non-current assets	2	-	-	-
(Gains)/Losses on sale of non-current assets	-	-1	-	-
Net change in deferred tax (assets)/liabilities through profit or loss	32	22	14	-2
Other non-cash costs (income)	-47	14	-28	-11
Change in working capital and other changes	65	164	195	99
Net cash generated from/(used in) operating activities [a]	**1,901**	**1,774**	**936**	**754**
CASH FLOWS FROM (USED IN) INVESTING ACTIVITIES				
Investment in assets held under concession	-904	-936	-395	-314
Purchases of property, plant and equipment	-68	-38	-25	-15
Purchases of other intangible assets	-26	-25	-11	-11
Government grants related to assets held under concession	6	40	4	10
Increase in financial assets deriving from concession rights (related to capital expenditure)	54	78	16	21
Purchase of investments	-179	-14	-173	1
Purchases of consolidated companies, after net cash acquired	-	-72	-	-72
Proceeds from sales of property, plant and equipment, intangible assets and unconsolidated investments	4	1	-	-
Net change in other non-current assets	-14	-3	-	-
Net change in current and non-current financial assets	-115	161	-30	-36
Net cash generated from/(used in) investing activities [b]	**-1,242**	**-808**	**-614**	**-416**
CASH FLOWS FROM (USED IN) FINANCING ACTIVITIES				
Dividends paid	-410	-396	-	1
Return of capital to non-controlling shareholders	-6	-	-6	-
Proceeds from sale of treasury shares and exercise of rights under share-based incentive plans	1	231	1	1
Issuance of bonds	25	880	1	-10
Increase in medium/long term borrowings (excluding finance lease liabilities)	21	1	9	-
Bond redemptions	-911	-109	-1	6
Buyback of bonds issued by Atlantia and of notes issued by Romulus Finance	-72	-1,307	-	-
Repayments of medium/long term borrowings (excluding finance lease liabilities)	-110	-267	-54	-51
Payment of finance lease liabilities	-2	-2	-1	-1
Net change in other current and non-current financial liabilities	57	-480	104	-76
Net cash generated from/(used in) financing activities [c]	**-1,407**	**-1,449**	**53**	**-130**
Net effect of foreign exchange rate movements on net cash and cash equivalents [d]	26	-44	5	-38
Increase/(Decrease) in cash and cash equivalents for period [a+b+c+d]	**-722**	**-527**	**380**	**170**
NET CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	**2,960**	**1,953**	**1,858**	**1,256**
NET CASH AND CASH EQUIVALENTS AT END OF PERIOD	**2,238**	**1,426**	**2,238**	**1,426**

Additional information on the consolidated statement of cash flows

€M	9M 2016	9M 2015	Q3 2016	Q3 2015
Income taxes paid	216	212	12	19
Interest and other financial income collected	71	106	9	9
Interest and other financial expenses paid	563	696	112	118
Dividends received	8	1	-	-
Foreign exchange gains collected	1	204	-	204
Foreign exchange losses incurred	1	204	-	204

Reconciliation of net cash and cash equivalents

€M	9M 2016	9M 2015	Q3 2016	Q3 2015
NET CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD	**2,960**	**1,953**	**1,858**	**1,256**
Cash and cash equivalents	2,958	1,905	1,852	1,241
Bank overdrafts repayable on demand	-37	-1	-25	-37
Intercompany current account payables due to related parties	-	-	-	-2
Cash and cash equivalents related to discontinued operations	39	49	31	54
NET CASH AND CASH EQUIVALENTS AT END OF PERIOD	**2,238**	**1,426**	**2,238**	**1,426**
Cash and cash equivalents	2,262	1,408	2,262	1,408
Bank overdrafts repayable on demand	-33	-28	-33	-28
Intercompany current account payables due to related parties	-	-	-	-
Cash and cash equivalents related to discontinued operations	9	46	9	46

Reconciliation of the consolidated income statement and the reclassified consolidated income statement

€000	9M 2016					
Reconciliation of items	Reported basis			Reclassified basis		
	Ref.	Sub-items	Main entries	Ref.	Sub-items	Main entries
Toll revenue			3,037			3,037
Aviation revenue			483			483
Revenue from construction services			450			
Revenue from construction services - government grants and cost of materials and external services	(a)	417				
Capitalised staff costs - construction services for which additional economic benefits are received	(b)	28				
Revenue from construction services: capitalised financial expenses	(c)	5				
Revenue from construction services provided by sub-operators	(d)	-				
Contract revenue			42			42
Other revenue	(e)		567			
Other operating income				(e+d)		567
Total revenue			4,579			
TOTAL OPERATING REVENUE						4,129
Raw and consumable materials			-194		-194	
Service costs			-1,102		-1,102	
Gain/(Loss) on sale of elements of property, plant and equipment			-		-	
Other operating costs			-431			
Concession fees	(r)		-377			
Lease expense			-12		-12	
Other			-42		-42	
Use of provisions for construction services required by contract				(i)	341	
Revenue from construction services: government grants and capitalised cost of materials and external services				(a)	417	
Use of provisions for refurbishment of airport infrastructure				(h)	74	
COST OF MATERIALS AND EXTERNAL SERVICES						-518
CONCESSION FEES				(r)		-377
Staff costs	(f+g)		-662			
GROSS STAFF COSTS				(f)		-666
Capitalised staff costs for non-concession-related activities				(g)	4	
Capitalised staff costs - construction services for which no additional economic benefits are received				(j)	40	
Capitalised staff costs - construction services for which additional economic benefits are received				(b)	28	
CAPITALISED STAFF COSTS						72
TOTAL NET OPERATING COSTS						-1,489
GROSS OPERATING PROFIT (EBITDA)						2,640
OPERATING CHANGE IN PROVISIONS AND OTHER ADJUSTMENTS						-230
Operating change in provisions			-153			
(Provisions)/ Uses of provisions for repair and replacement of motorway infrastructure			-173		-173	
(Provisions)/ Uses of provisions for refurbishment of airport infrastructure			28			
Provisions for refurbishment of airport infrastructure		-46			-46	
Use of provisions for refurbishment of airport infrastructure	(h)	74				
Other provisions			-8		-8	
(Impairment losses)/Reversals of impairment losses on current assets				(m)	-3	
Use of provisions for construction services required by contract			381			
Use of provisions for construction services required by contract	(i)	341				
Capitalised staff costs - construction services for which no additional economic benefits are received	(j)	40				
Amortisation and depreciation	(k)		-688			
Depreciation of property, plant and equipment			-39			
Amortisation of intangible assets deriving from concession rights			-604			
Amortisation of other intangible assets			-45			
(Impairment losses)/Reversals of impairment losses			-3			
(Impairment losses)/Reversals of impairment losses on property, plant and equipment and intangible assets	(l)	-				
(Impairment losses)/Reversals of impairment losses on current assets	(m)	-3				
AMORTISATION, DEPRECIATION, IMPAIRMENT LOSSES AND REVERSALS OF IMPAIRMENT LOSSES				(k+l)		-688
TOTAL COSTS			-2,852			
OPERATING PROFIT/(LOSS)			1,727			
OPERATING PROFIT/(LOSS) (EBIT)						1,722
Financial income			288			
Financial income accounted for as an increase in financial assets deriving from concession rights and government grants			49			49
Dividends received from investees	(n)		8			
Other financial income	(o)		231			
Financial expenses			-674			
Financial expenses from discounting of provisions for construction services required by contract and other provisions			-48			-48
Other financial expenses	(p)		-626			
Foreign exchange gains/(losses)	(q)		7			
Other financial expenses, after other financial income				(n+o+p+q)		-380
Capitalised financial expenses on intangible assets deriving from concession rights				(c)		5
FINANCIAL INCOME/(EXPENSES)			-379			
Share of (profit)/loss of investees accounted for using the equity method			-6			-6
PROFIT/(LOSS) BEFORE TAX FROM CONTINUING OPERATIONS			1,342			1,342
Income tax (expense)/benefit			-442			-442
Current tax expense			-420			
Differences on tax expense for previous years			10			
Deferred tax income and expense			-32			
PROFIT/(LOSS) FROM CONTINUING OPERATIONS			900			900
Profit/(Loss) from discontinued operations			-			-
PROFIT FOR THE PERIOD			900			900
of which:						
Profit attributable to owners of the parent			813			813
Profit attributable to non-controlling interests			87			87

€000	9M 2015					
Reconciliation of items	**Reported basis**			**Reclassified basis**		
	Ref.	**Sub-items**	**Main entries**	**Ref.**	**Sub-items**	**Main entries**
Toll revenue			2,907			2,907
Aviation revenue			431			431
Revenue from construction services			486			
Revenue from construction services - government grants and cost of materials and external services	*(a)*	*441*				
Capitalised staff costs - construction services for which additional economic benefits are received	*(b)*	*26*				
Revenue from construction services: capitalised financial expenses	*(c)*	*19*				
Revenue from construction services provided by sub-operators	*(d)*	*-*				
Contract revenue			81			81
Other revenue	*(e)*		588			
Other operating income				*(e+d)*		588
Total revenue			**4,493**			
TOTAL OPERATING REVENUE						**4,007**
Raw and consumable materials			**-271**		-271	
Service costs			**-1,116**		-1,116	
Gain/(Loss) on sale of elements of property, plant and equipment			**1**		1	
Other operating costs			**-432**			
Concession fees	*(r)*		-361			
Lease expense			-12		-12	
Other			-59		-59	
Use of provisions for construction services required by contract				*(i)*	*329*	
Revenue from construction services: government grants and capitalised cost of materials and external services				*(a)*	*441*	
Use of provisions for refurbishment of airport infrastructure				*(h)*	*107*	
COST OF MATERIALS AND EXTERNAL SERVICES						**-580**
CONCESSION FEES				*(r)*		**-361**
Staff costs	*(f+g)*		**-637**			
GROSS STAFF COSTS				*(f)*		**-639**
Capitalised staff costs for non-concession-related activities				*(g)*	*2*	
Capitalised staff costs - construction services for which no additional economic benefits are received				*(j)*	*33*	
Capitalised staff costs - construction services for which additional economic benefits are received				*(b)*	*26*	
CAPITALISED STAFF COSTS						**61**
TOTAL NET OPERATING COSTS						**-1,519**
GROSS OPERATING PROFIT (EBITDA)						**2,488**
OPERATING CHANGE IN PROVISIONS AND OTHER ADJUSTMENTS						**-8**
Operating change in provisions			**107**			
(Provisions)/ Uses of provisions for repair and replacement of motorway infrastructure			39		39	
(Provisions)/ Uses of provisions for refurbishment of airport infrastructure			62			
Provisions for refurbishment of airport infrastructure		*-45*			*-45*	
Use of provisions for refurbishment of airport infrastructure	*(h)*	*107*				
Other provisions			6		6	
(Impairment losses)/Reversals of impairment losses on current assets				*(m)*	*-8*	
Use of provisions for construction services required by contract			**362**			
Use of provisions for construction services required by contract	*(i)*	*329*				
Capitalised staff costs - construction services for which no additional economic benefits are received	*(j)*	*33*				
Amortisation and depreciation	*(k)*		**-676**			
Depreciation of property, plant and equipment			-38			
Amortisation of intangible assets deriving from concession rights			-591			
Amortisation of other intangible assets			-47			
(Impairment losses)/Reversals of impairment losses			**-8**			
(Impairment losses)/Reversals of impairment losses on property, plant and equipment and intangible assets	*(l)*	*-*				
(Impairment losses)/Reversals of impairment losses on current assets	*(m)*	*-8*				
AMORTISATION, DEPRECIATION, IMPAIRMENT LOSSES AND REVERSALS OF IMPAIRMENT LOSSES				*(k+l)*		**-676**
TOTAL COSTS			**-2,670**			
OPERATING PROFIT/(LOSS)			**1,823**			
OPERATING PROFIT/(LOSS) (EBIT)						**1,804**
Financial income			**248**			
Financial income accounted for as an increase in financial assets deriving from concession rights and government grants			48			**48**
Dividends received from investees	*(n)*		1			
Other financial income	*(o)*		199			
Financial expenses			**-851**			
Financial expenses from discounting of provisions for construction services required by contract and other provisions			-42			**-42**
Other financial expenses	*(p)*		-809			
Foreign exchange gains/(losses)	*(q)*		**14**			
Other financial expenses, after other financial income				*(n+o+p+q)*		**-595**
Capitalised financial expenses on intangible assets deriving from concession rights				*(c)*		**19**
FINANCIAL INCOME/(EXPENSES)			**-589**			
Share of (profit)/loss of investees accounted for using the equity method			**-14**			**-14**
PROFIT/(LOSS) BEFORE TAX FROM CONTINUING OPERATIONS			**1,220**			**1,220**
Income tax (expense)/benefit			**-389**			**-389**
Current tax expense			-376			
Differences on tax expense for previous years			9			
Deferred tax income and expense			-22			
PROFIT/(LOSS) FROM CONTINUING OPERATIONS			**831**			**831**
Profit/(Loss) from discontinued operations			**7**			**7**
PROFIT FOR THE PERIOD			**838**			**838**
of which:						
Profit attributable to owners of the parent			**754**			**754**
Profit attributable to non-controlling interests			**84**			**84**

Reconciliation of the consolidated statement of financial position and the reclassified consolidated statement of financial position

€M	30 September 2016				31 December 2015			
Reconciliation of items	Reported basis		Reclassified basis		Reported basis		Reclassified basis	
	Ref.	Main entries	Ref.	Main entries	Ref.	Main entries	Ref.	Main entries
Property, plant and equipment	(a)	260		260	(a)	232		232
Intangible assets	(b)	25,279		25,279	(b)	24,845		24,845
Investments	(c)	290		290	(c)	97		97
Deferred tax assets	(d)	1,581		1,581	(d)	1,575		1,575
Other non-current assets	(e)	28		28	(e)	12		12
Total non-current non-financial assets (A)				**27,438**				**26,761**
Working capital								
Trading assets	(f)	1,624		1,624	(f)	1,469		1,469
Current tax assets	(g)	218		218	(g)	44		44
Other current assets	(h)	167		167	(h)	245		245
Non-financial assets held for sale or related to discontinued operations			(w)	4			(w)	6
Current portion of provisions for construction services required by contract	(i)	-669		-669	(i)	-441		-441
Current provisions	(j)	-458		-458	(j)	-429		-429
Trading liabilities	(k)	-1,519		-1,519	(k)	-1,582		-1,582
Current tax liabilities	(l)	-396		-396	(l)	-30		-30
Other current liabilities	(m)	-551		-551	(m)	-497		-497
Non-financial liabilities related to discontinued operations			(x)	-2			(x)	-6
Total working capital (B)				**-1,582**				**-1,221**
Gross invested capital (C=A+B)				**25,856**				**25,540**
Non-current non-financial liabilities								
Non-current portion of provisions for construction services required by contract	(n)	-3,174		-3,174	(n)	-3,369		-3,369
Non-current provisions	(o)	-1,634		-1,634	(o)	-1,501		-1,501
Deferred tax liabilities	(p)	-1,743		-1,743	(p)	-1,701		-1,701
Other non-current liabilities	(q)	-93		-93	(q)	-99		-99
Total non-current non-financial liabilities (D)				**-6,644**				**-6,670**
Net invested capital (E=C+D)				**19,212**				**18,870**
Total equity (F)		**9,023**		**9,023**		**8,483**		**8,483**
Net debt								
Non-current net debt								
Non-current financial liabilities	(r)	13,636		13,636	(r)	14,044		14,044
Non-current financial assets	(s)	-2,107		-2,107	(s)	-1,781		-1,781
Total non-current net debt (G)				**11,529**				**12,263**
Current net debt								
Current financial liabilities	(t)	1,741		1,741	(t)	1,939		1,939
Bank overdrafts repayable on demand		*33*		*33*		*37*		*37*
Short-term borrowings		*246*		*246*		*246*		*246*
Current derivative liabilities		*37*		*37*		*7*		*7*
Current portion of medium/long-term borrowings		*1,415*		*1,415*		*1,649*		*1,649*
Other current financial liabilities		*10*		*10*		*-*		*-*
Current financial liabilities related to discontinued operations			(aa)	-			(aa)	-
Cash and cash equivalents	(u)	-2,262		-2,271	(u)	-2,958		-2,997
Cash in hand		*-1,734*		*-1,734*		*-2,251*		*-2,251*
Cash equivalents		*-528*		*-528*		*-707*		*-707*
Cash and cash equivalents related to discontinued operations			(y)	*-9*			(y)	*-39*
Current financial assets	(v)	-810		-810	(v)	-818		-818
Current financial assets deriving from concession rights		*-439*		*-439*		*-435*		*-435*
Current financial assets deriving from government grants		*-55*		*-55*		*-75*		*-75*
Current term deposits		*-184*		*-184*		*-222*		*-222*
Current derivative assets		*-*		*-*		*-*		*-*
Current portion of other medium/long-term financial assets		*-87*		*-87*		*-69*		*-69*
Other current financial assets		*-45*		*-45*		*-17*		*-17*
Financial assets held for sale or related to discontinued operations			(z)	-			(z)	-
Total current net debt (H)				**-1,340**				**-1,876**
Total net debt (I=G+H)				**10,189**				**10,387**
Net debt and equity (L=F+I)				**19,212**				**18,870**
Assets held for sale or related to discontinued operations	(-y-z+w)	13			(-y-z+w)	45		
Liabilities related to discontinued operations	(-x+aa)	2			(-x+aa)	6		
TOTAL NON-CURRENT ASSETS	(a+b+c+d+e-s)	29,545			(a+b+c+d+e-s)	28,542		
TOTAL CURRENT ASSETS	(f+g+h-u-v-y-z+w)	5,094			(f+g+h-u-v-y-z+w)	5,579		
TOTAL NON-CURRENT LIABILITIES	(-n-o-p-q+r)	20,280			(-n-o-p-q+r)	20,714		
TOTAL CURRENT LIABILITIES	(-i-j-k-l-m+t-x+aa)	5,336			(-i-j-k-l-m+t-x+aa)	4,924		

Reconciliation of the statement of changes in consolidated net debt and the consolidated statement of cash flows

€000		9M 2016			9M 2015		
Reconciliation of items	**Note**	**Consolidated statement of cash flows**	**Changes in consolidated net debt**		**Consolidated statement of cash flows**	**Changes in consolidated net debt**	
CASH FLOWS FROM (USED IN) OPERATING ACTIVITIES							
Profit for the period		900	900		838	838	
Adjusted by:							
Amortisation and depreciation		688	688		676	676	
Operating change in provisions, after use of provisions for refurbishment of airport infrastructure		228	228		5	5	
Financial expenses from discounting of provisions for construction services required by contract and other provisions		48	48		42	42	
Impairment losses/(Reversal of impairment losses) on financial assets and investments accounted for at cost or fair value		-21	-21		-	-	
Share of (profit)/loss of investees accounted for using the equity method		6	6		14	14	
Impairment losses/(Reversal of impairment losses) and adjustments of current and non-current assets		2	2		-	-	
(Gains)/Losses on sale of non-current assets		-	-		-1	-1	
Net change in deferred tax (assets)/liabilities through profit or loss		32	32		22	22	
Other non-cash costs (income)		-47	-47		14	14	
Operating cash flow				1,836			1,610
Change in operating capital	(a)			-219			-46
Other changes in non-financial assets and liabilities	(b)			284			210
Change in working capital and other changes	(a+b)	65			164		
Net cash generated from/(used in) operating activities (A)		1,901		1,901	1,774		1,774
NET CASH FROM/(USED IN) INVESTMENT IN NON-FINANCIAL ASSETS							
Investment in assets held under concession		-904	-904		-936	-936	
Purchases of property, plant and equipment		-68	-68		-38	-38	
Purchases of other intangible assets		-26	-26		-25	-25	
Capital expenditure				-998			-999
Government grants related to assets held under concession		6		6	40		40
Increase in financial assets deriving from concession rights (related to capital expenditure)		54		54	78		78
Purchase of investments		-179		-179	-14		-14
Purchases of consolidated companies, including net debt assumed		-		-	-72		-274
Proceeds from sales of property, plant and equipment, intangible assets and unconsolidated investments		4		4	1		1
Net change in other non-current assets		-14		-14	-3		-3
Net change in current and non-current financial assets	(c)	-115			161		
Net cash from/(used in) investment in non-financial assets (B)	(d)			-1,127			-1,171
Net cash generated from/(used in) investing activities (C)	(c+d)	-1,242			-808		
NET EQUITY CASH INFLOWS/(OUTFLOWS)							
Dividends declared by Group companies	(e)			-419			-396
Dividends paid	(f)	-410			-396		
Proceeds from sale of treasury shares and exercise of rights under share-based incentive plans		1		1	231		231
Return of capital to non-controlling shareholders		-6		-6	-		-
Net equity cash inflows/(outflows) (D)				-424			-165
Net cash generated during the period (A+B+D)				350			438
Issuance of bonds		25			880		
Increase in medium/long term borrowings (excluding finance lease liabilities)		21			1		
Bond redemptions		-911			-109		
Buyback of bonds issued by Atlantia and purchase of notes issued by Romulus Finance		-72			-1,307		
Repayments of medium/long term borrowings (excluding finance lease liabilities)		-110			-267		
Payment of finance lease liabilities		-2			-2		
Net change in other current and non-current financial liabilities		57			-480		
Net cash generated from/(used in) financing activities (E)		-1,407			-1,449		
Change in fair value of hedging derivatives	(g)			-215			8
Financial income/(expenses) accounted for as an increase in financial assets/(liabilities)	(h)			41			57
Effect of foreign exchange rate movements on net debt and other changes	(i)			22			-19
Other changes in net debt (F)				-152			46
Net effect of foreign exchange rate movements on net cash and cash equivalents (G)		26			-44		
Decrease in net debt for period (A+B+D+F)				198			484
Net debt at beginning of period				-10,387			-10,528
Net debt at end of period				-10,189			-10,044
Increase/(Decrease) in cash and cash equivalents during period (A+C+E+G)		-722			-527		
NET CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD		2,960			1,953		
NET CASH AND CASH EQUIVALENTS AT END OF PERIOD		2,238			1,426		

Notes:

a) The “Change in operating capital” shows the change in trade-related items directly linked to the Group’s ordinary activities (in particular: inventories, trading assets and trading liabilities);

b) the "Change in other non-financial assets and liabilities" shows the change in items of a non-trading nature (in particular: current tax assets and liabilities, other current assets and liabilities, current provisions for construction services required by contract and other provisions);
c) the "Net change in current and non-current financial assets" is not shown in the "Statement of changes in consolidated net debt", as it does not have an impact on net debt;
d) "Net cash from/(used in) investment in non-financial assets" excludes changes in the financial assets and liabilities referred to in note c) that do not have an impact on net debt;
e) "Dividends declared by Group companies" regard the portion of dividends declared by the Parent Company and other Group companies attributable to non-controlling interests, regardless of the period of payment;
f) "Dividends paid" refer to amounts effectively paid during the reporting period;
g) the amount represents the change in the fair value of cash flow hedges, before the related taxation, as shown in "Fair value gains/(losses) on cash flow hedges" in the consolidated statement of comprehensive income;
h) this item essentially includes financial income and expenses in the form of interest linked to loans requiring the repayment of principal and interest accrued at maturity; the financial assets are described in note 7.4 and the financial liabilities are described in note 7.15 in the condensed consolidated interim financial statements as at and for the six months ended 30 June 2016;
i) this item essentially includes the impact of exchange rate movements on financial assets (including cash and cash equivalents) and financial liabilities denominated in currencies other than the euro held by Group companies.

Adjusted consolidated results of operations and financial position and reconciliation with reported consolidated amounts

The following section presents a number of ("adjusted") alternative performance indicators, calculated by stripping out, from the corresponding reported amounts in the reclassified consolidated income statement and the reclassified consolidated statement of financial position, the impact of application of the "financial model", introduced by IFRIC 12, by the Group's operators who have adopted this model. The following statement presents adjustments to gross operating profit (EBITDA), operating cash flow and net debt deriving from the specific nature of concession arrangements entered into with the grantors of the concessions held by certain Chilean operators, under which the operators have an unconditional right to receive contractually guaranteed cash payments regardless of the extent to which the public uses the service. This right is accounted for in "financial assets deriving from concession rights" in the statement of financial position.

The adjusted alternative performance indicators are presented with the sole aim of enabling analysts and the rating agencies to assess the Group's results of operations and financial position using the basis of presentation normally adopted by them.

The adjustments applied to the alternative performance indicators based on reported amounts regard:

a) an increase in revenue to take account of the reduction (following collection) in financial assets accounted for in the statement of financial position, as a result of guaranteed minimum toll revenue;
b) an increase in revenue, corresponding to the portion of government grants accrued in relation to motorway maintenance and accounted for, in the statement of financial position, as a reduction in financial assets deriving from grants for investment in motorway infrastructure and attributable to the Chilean operator, Los Lagos;
c) an increase in revenue, corresponding to the accrued portion of government grants collected (in previous years) in relation to investment in motorway infrastructure and accounted for, in the statement of financial position, as a reduction in financial assets deriving from grants for investment in motorway infrastructure;
d) the reversal of financial income deriving from the discounting to present value of financial assets deriving from concession rights (relating to guaranteed minimum revenue) and government grants for motorway maintenance, accounted for in financial income in the income statement;
e) the elimination of financial assets recognised, in the statement of financial position, in application of the "financial model" introduced by IFRIC 12 (takeover rights, guaranteed minimum revenue and government grants for motorway maintenance).

Reconciliation of adjusted and reported consolidated amounts

€M	9M 2016		9M 2015	
	EBITDA	Operating cash flow	EBITDA	Operating cash flow
Reported amounts	2,640	1,836	2,488	1,610
Increase in revenue for guaranteed minimum revenue	54	54	54	54
Grants for motorway maintenance	12	12	11	11
Grants for investment in motorway infrastructure	1	1	1	1
Reversal of financial income deriving from discounting of financial assets deriving from concession rights (guaranteed minimums)		-33		-36
Reversal of financial income deriving from discounting of financial assets deriving from government grants for motorway maintenance		-5		-6
Total adjustments	67	29	66	24
Adjusted amounts	2,707	1,865	2,554	1,634

€M	NET DEBT AS AT 30 SEPTEMBER 2016	NET DEBT AS AT 31 DECEMBER 2015
Reported amounts	10,189	10,387
Reversal of financial assets deriving from takeover rights	400	403
Reversal of financial assets deriving from guaranteed minimum revenue	636	610
Reversal of financial assets deriving from grants for motorway maintenance	90	90
Total adjustments	1,126	1,103
Adjusted amounts	11,315	11,490

Key performance indicators by operating segment

The Atlantia Group's operating segments are identified based on the information provided to and analysed by Atlantia's Board of Directors, which represents the Group's chief operating decision maker, when taking decisions regarding the allocation of resources and assessing performance. In particular, the Board of Directors assesses the performance of the business in terms of geographical area and business segment.

Details of the composition of the Atlantia Group's operating segments are as follows:

a) Italian motorways: this includes the Italian motorway operators (Autostrade per l'Italia, Autostrade Meridionali, Tangenziale di Napoli, Società italiana per azioni per il Traforo del Monte Bianco, Raccordo Autostradale Valle d'Aosta and Autostrada Tirrenica), whose core business consists of the management, maintenance, construction and widening of the related motorways operated under concession. In addition, this segment also includes Telepass, the companies that provide support for the motorway business in Italy, and the Italian holding company, Autostrade dell'Atlantico, which holds investments in South America;
b) overseas motorways: this operating segment includes the activities of the holders of motorway concessions in Brazil, Chile and Poland, and the companies that provide operational support for these operators and the related foreign-registered holding companies;
c) Italian airports: this includes the airports business of Aeroporti di Roma, which holds the concession to operate and expand the airports of Rome Fiumicino and Rome Ciampino, and the companies responsible for supporting and developing the airports business;
d) Atlantia and other activities: this segment includes:
    1) the Parent Company, Atlantia, which operates as a holding company for its subsidiaries and associates whose business is the construction and operation of motorways, airports and transport infrastructure, parking areas and intermodal systems, or who engage in activities related to the management of motorway or airport traffic;
    2) a number of subsidiaries that produce and operate free-flow tolling systems, traffic and transport management systems, and public information and electronic payment systems. The most important companies in this segment are Autostrade Tech and Electronic Transaction Consultants.
    3) infrastructure design, construction and maintenance, essentially carried out by Pavimental and Spea Engineering.

Key performance indicators for each of the Group's operating segments in the two comparative periods are shown below.

	ITALIAN MOTORWAYS		OVERSEAS MOTORWAYS		ITALIAN AIRPORTS		ATLANTIA AND OTHER		CONSOLIDATION ADJUSTMENTS		TOTAL ATLANTIA GROUP(1)	
	9M 2016	9M 2015	9M 2016	9M 2015	9M 2016	9M 2015	9M 2016	9M 2015	9M 2016	9M 2015	9M 2016	9M 2015
REPORTED AMOUNTS												
External revenue	2,979	2,833	405	415	656	620	89	139	-	-	4,129	4,007
Intersegment revenue	8	9	-	-	-	1	343	414	-351	-424	-	-
Total operating revenue	2,987	2,842	405	415	656	621	432	553	-351	-424	4,129	4,007
EBITDA	1,918	1,782	306	314	397	359	19	33	-	-	2,640	2,488
Operating cash flow	1,271	1,136	247	253	291	245	27	-24	-	-	1,836	1,610
Capital expenditure	564	658	118	128	272	196	35	18	9	-1	998	999
ADJUSTED AMOUNTS												
Adjusted EBITDA	1,918	1,782	373	380	397	359	19	33	-	-	2,707	2,554
Adjusted operating cash flow	1,271	1,136	276	277	291	245	27	-24	-	-	1,865	1,634

(1) A description of the principal amounts in the consolidated income statement and statement of financial position and the related changes is provided in the section, "Group financial review".

Segment information for Group companies (*)

€M	OPERATING REVENUE				EBITDA				CAPITAL EXPENDITURE			
	9M 2016	9M 2015	INCREASE/(DECREASE)		9M 2016	9M 2015	INCREASE/(DECREASE)		9M 2016	9M 2015	INCREASE/(DECREASE)	
			ABSOLUTE	%			ABSOLUTE	%			ABSOLUTE	%
Italian motorways												
Autostrade per l'Italia	2,678	2,574	104	4%	1,741	1,631	110	7%	512	630	-118	-19%
Telepass	117	111	6	5%	72	70	2	3%	15	9	6	67%
Autostrade Meridionali	64	63	1	n.s.	24	22	2	9%	1	9	-8	-89%
Tangenziale di Napoli	53	52	1	2%	22	22	-	n.s.	12	9	3	33%
Società Italiana per il Traforo del Monte Bianco	44	44	-	n.s.	30	30	-	n.s.	2	-	2	n.s.
Autostrada Tirrenica [(a)]	32	-	32	n.s.	20	-	20	n.s.	22	-	22	n.s.
EsseDiEsse	20	20	-	n.s.	2	1	1	n.s.	-	-	-	n.s.
Raccordo Autostradale Valle d'Aosta	15	15	-	n.s.	6	6	-	n.s.	-	1	-1	n.s.
Giove Clear	9	8	1	13%	1	-	1	n.s.	-	-	-	n.s.
Ad Moving	5	6	-1	-17%	-	-	-	n.s.	-	-	-	n.s.
Intersegment adjustments	*-50*	*-51*	*1*	*-2%*	-	-	-	*n.s.*	-	-	-	*n.s.*
Total Italian motorways	**2,987**	**2,842**	**145**	**5%**	**1,918**	**1,782**	**136**	**8%**	**564**	**658**	**-94**	**-14%**
Overseas motorways												
Rodovia das Colinas	87	97	-10	-10%	64	76	-12	-16%	14	11	3	27%
Triangulo do Sol	78	88	-10	-11%	59	68	-9	-13%	6	11	-5	-45%
Rodovia MG050 (Nascentes das Gerais)	21	21	-	n.s.	7	14	-7	-50%	23	33	-10	-30%
AB Concessões	4	5	-1	-20%	-1	-1	-	n.s.	-	-	-	n.s.
Soluciona Concervacao Rodoviaria	3	2	1	50%	-	-	-	n.s.	-	-	-	n.s.
Total Brazil	**193**	**213**	**-20**	**-9%**	**129**	**157**	**-28**	**-18%**	**43**	**55**	**-12**	**-22%**
Costanera Norte	74	71	3	4%	58	54	4	7%	57	70	-13	-19%
Vespucio Sur	67	63	4	6%	57	49	8	16%	4	-	4	n.s.
Gestion Vial	29	20	9	45%	9	5	4	80%	3	-	3	n.s.
Los Lagos	19	19	-	n.s.	13	12	1	8%	-	-	-	n.s.
Autopista Nororiente	4	4	-	n.s.	1	-	1	n.s.	6	-	6	n.s.
Grupo Costanera	2	2	-	n.s.	-1	-1	-	n.s.	-	-	-	n.s.
Litoral Central	2	2	-	n.s.	-	-1	1	n.s.	-	-	-	n.s.
AMB	1	1	-	n.s.	-	-	-	n.s.	-	-	-	n.s.
Total Chile	**198**	**182**	**16**	**9%**	**137**	**118**	**19**	**16%**	**70**	**70**	**-**	***n.s.***
Stalexport Autostrady group	51	48	3	6%	40	39	1	3%	5	3	2	67%
Autostrade Indian Infrastructure	-	1	-1	n.s.	-	-	-	n.s.	-	-	-	n.s.
Total Poland and other	**51**	**49**	**2**	**4%**	**40**	**39**	**1**	**3%**	**5**	**3**	**2**	**67%**
Intersegment adjustments	*-37*	*-29*	*-8*	28%	-	-	-	*n.s.*	-	-	-	*n.s.*
Total overseas motorways	**405**	**415**	**-10**	**-2%**	**306**	**314**	**-8**	**-3%**	**118**	**128**	**-10**	**-8%**
Italian airports												
Aeroporti di Roma group	655	620	35	6%	394	356	38	11%	272	196	76	39%
Fiumicino Energia	4	5	-1	-20%	3	3	-	n.s.	-	-	-	n.s.
Leonardo Energia	16	17	-1	-6%	-	-	-	n.s.	-	-	-	n.s.
Intersegment adjustments	*-19*	*-21*	*2*	*-10%*	-	-	-	*n.s.*	-	-	-	*n.s.*
Total Italian airports	**656**	**621**	**35**	**6%**	**397**	**359**	**38**	**11%**	**272**	**196**	**76**	**39%**
Atlantia and other activities												
Pavimental	249	373	-124	-33%	9	17	-8	-47%	25	8	17	n.s.
Spea Engineering	90	79	11	14%	21	21	-	n.s.	2	2	-	n.s.
ETC	45	52	-7	-13%	3	7	-4	-57%	7	7	-	n.s.
Autostrade Tech	41	43	-2	-5%	6	9	-3	-33%	1	1	-	n.s.
Pavimental Polska	7	4	3	75%	1	-	1	n.s.	-	-	-	n.s.
Atlantia	2	1	1	n.s.	-22	-22	-	n.s.	-	-	-	n.s.
Infoblu	3	4	-1	-25%	1	1	-	n.s.	-	-	-	n.s.
Spea do Brasil	-	1	-1	n.s.	-	-	-	n.s.	-	-	-	n.s.
Intersegment adjustments	*-5*	*-4*	*-1*	*n.s.*	-	-	-	*n.s.*	-	-	-	*n.s.*
Total Atlantia and other activities	**432**	**553**	**-121**	**-22%**	**19**	**33**	**-14**	**-42%**	**35**	**18**	**17**	**94%**
Consolidation adjustments	*-351*	*-424*	*73*	*-17%*	-	-	-	*n.s.*	*9*	*-1*	*10*	*n.s.*
Total Atlantia Group	**4,129**	**4,007**	**122**	**3%**	**2,640**	**2,488**	**152**	**6%**	**998**	**999**	**-1**	**n.s.**

(*) The alternative performance indicators presented above are defined in the section, "Alternative performance indicators".

(a) This company has been consolidated by the Group from September 2015.

Italian motorways

The Group's Italian motorway operations generated operating revenue of €2,987 million in the first nine months of 2016, an increase of €145 million on the same period of 2015 (up 5%).
The Group's Italian motorway operators report net toll revenue of €2,655 million, marking an increase of €138 million on the first nine months of 2015, primarily due to the following:

- a 3.5% increase in traffic (including the positive impact of the different traffic mix, the increase in toll revenue is approximately €79 million). The performance also reflects the fact that there was an extra day in February 2016, a leap year, accounting for an increase in traffic of around 0.4%;
- application of annual toll increases for 2016 (a rise of 1.09% for Autostrade per l'Italia from 1 January 2016), boosting toll revenue by €23 million;
- the change in the scope of consolidation resulting from the consolidation of Autostrada Tirrenica from September 2015 (up €30 million).

Other operating income of €332 million is up €7 million on the figure for the first nine months of 2015, primarily reflecting increased turnover at Telepass and the change in the scope of consolidation resulting from the consolidation of Autostrada Tirrenica.

EBITDA for the Italian motorway operations in the first nine months of 2016 amounts to €1,918 million, up €136 million (8%) on the same period of 2015.

This result partly reflects an increase in net operating costs of approximately €9 million, after the impact of the consolidation of Autostrada Tirrenica (€11 million), primarily due to the combined effect of the following:

- an increase in concession fees linked to the rise in toll revenue;
- an increase in operating costs at Telepass linked to the increase in turnover;
- lower maintenance costs, above all at Autostrade per l'Italia, linked to a different scheduling of work on the network in the comparative periods and reduced snowfall in 2016;
- a reduction in corporate advertising costs incurred by Autostrade per l'Italia, in 2015 linked to the issue of bonds to retail investors;
- an increase in staff costs which, before deducting capitalised expenses, stable across the two comparative periods, are up 2.5%. This reflects:
    - an increase in the average unit cost (up 1.6%), primarily due to the cost of contract renewals, partially offset by the reduced cost of incentive plans for management and early retirement incentives;
    - an increase of 66 (0.9%) in the average workforce, primarily attributable to the consolidation of Autostrada Tirrenica from September 2015 (an increase of 78 on average), an increase in Giove Clear's workforce, reflected an expansion of the company's operations and service quality targets, and recruitment for certain specific units at Autostrade per l'Italia, partially offset by a slowdown

in the recruitment of toll collectors at Autostrade per l'Italia, Tangenziale di Napoli and Autostrade Meridionali.

Traffic

Traffic on the Group's Italian network in the first nine months of 2016 (measured in kilometres travelled) is up 3.5% on the same period of the previous year.
The number of kilometres travelled by vehicles with 2 axles is up 3.4%, with the figure for those with 3 or more axles up 4.4%.
After adjusting for the leap-year effect, the increase in kilometres travelled in the first nine months of 2016 is 3.1%.

Traffic performance

MOTORWAY SECTION	KM TRAVELLED (MILLIONS) *				ATVD **
	VEHICLES WITH 2 AXLES	VEHICLES WITH 3+ AXLES	TOTAL VEHICLES	% INC./(DEC.) ON 9M 2015	9M 2016
Autostrade per l'Italia	31,308	4,565	35,873	3.4	45,864
Autostrade Meridionali	1,213	26	1,239	4.9	87,651
Tangenziale di Napoli	636	58	695	2.4	125,488
Raccordo Autostradale Valle d'Aosta	73	14	87	4.2	9,913
Società Italiana per il Traforo del Monte Bianco	6	2	9	0.3	5,485
Autostrada Tirrenica	224	19	243	9.7	20,345
Total Italian operators	**33,462**	**4,684**	**38,145**	**3.5**	**46,285**

** The data for September 2016 is provisional.*
*** Average theoretical vehicles per day, equal to number of kilometres travelled/journey length/number of days.*
**** This company has been consolidated from 30 September 2015. The 15-km Civitavecchia –Tarquinia section was opened to traffic at the end of March 2016 (the increase on a like-for-like kilometre basis is approximately 3.0%).*
Exclusing SAT, the increase in kilometres travelled in 2016 versus 2015 is, in any event, 3.5%.

Toll increases

Autostrade per l'Italia, the Group's principal motorway operator, applied an annual toll increase of 1.09% from 1 January 2016[1].

Traforo del Monte Bianco applied an increase of 0.02% to take account of inflation (the average rate for Italy and France). Information on the toll increases applied by the Group's other Italian motorway operators is provided in the section, "Significant regulatory aspects and litigation".

1 The increase for 2016 includes: 0.0% for inflation; 0.97% to provide a return capital expenditure via the "X" tariff component; and 0.12% to provide a return on investment via the "K" tariff component.

Capital expenditure

Autostrade per l'Italia and the Group's other Italian operators invested a total of €564 million in the first nine months of 2016, marking a decrease of €94 million (14%) on the same period of 2015.

The reduction primarily reflects the completion of works in the area of Milan that hosted Expo 2015, and the progress of work on the A14 between Rimini and Porto Sant'Elpidio.

€M	9M 2016	9M 2015	% INCREASE/ (DECREASE)
Autostrade per l'Italia -projects in Agreement of 1997	272	244	11%
Autostrade per l'Italia - projects in IV Addendum of 2002	116	216	-46%
Investment in major works by other operators	20	9	122%
Other capital expenditure and capitalised costs (staff, maintenance and other)	124	167	-26%
Total investment in infrastructure operated under concession	**532**	**636**	**-16%**
Investment in other intangible assets	13	8	63%
Investment in property, plant and equipment	19	14	36%
Total capital expenditure on motorways in Italy	**564**	**658**	**-14%**

With regard to the works envisaged in Autostrade per l'Italia's Agreement of 1997, work on completion of the *Variante di Valico*, opened to traffic on 23 December 2015, continued in the first nine months of 2016, with the construction of works not having an impact on operation of the new infrastructure.
In terms of the Florence Interchange, work proceeded on widening the A1 between Barberino and Florence North to three lanes and on completion of off carriageway works on the Florence North-Florence South section.
The increase in capital expenditure in the first nine months of 2016, compared with the same period of the previous year, is largely due to the settlements reached with contractors working on the *Variante di Valico* in the third quarter of 2016.

Expenditure on the works envisaged in Autostrade per l'Italia's IV Addendum of 2002 in the first nine months of 2016 primarily regarded work on the A14 Rimini-Porto Sant'Elpidio, on the sections between Senigallia and Ancona North, 16 km of which was opened to traffic in December 2015 (now completed with the opening of a further 3 km) and on the section between Ancona North and Ancona South, with approximately 17 km opened to traffic in July 2016. Investment also focused, through to a lesser extent, on the section of the A8/A9 in Lombardy.

Investment in major works by the Group's other Italian operators almost entirely relates to works carried out by Autostrada Tirrenica (consolidated from September 2015) on approximately 15 km of the Civitavecchia-Tarquinia South section, opened to traffic at the end of March 2016.

Other investment focused on continuing the planned upgrade and expansion of the existing network. The reduction of approximately €43 million compared with the first nine months of 2015 largely reflects completion of the upgraded Rho-Monza section of motorway, which has replaced the old provincial highway. The new section of road was opened to traffic in April 2015.

Telepass

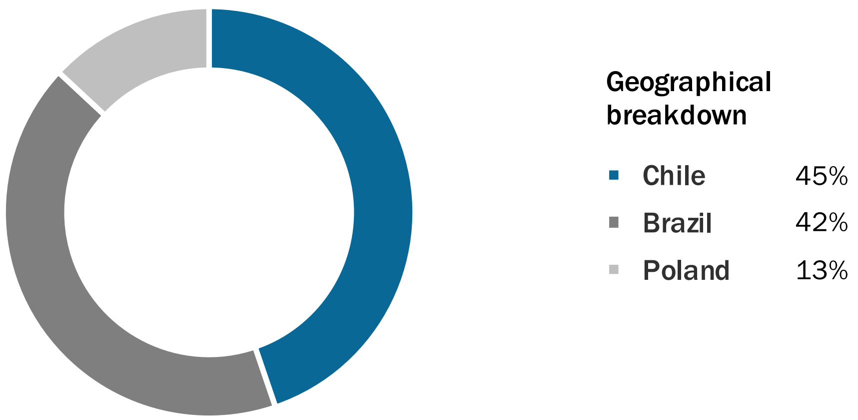
As at 30 September 2016, 9,139,838 Telepass devices are in circulation (up approximately 375,000 compared with 30 September 2015), whilst the number of subscribers of the Premium Option total 1,977,254 (up around 82,000 compared with 30 September 2015).
Telepass generated operating revenue of €117 million in the first nine months of 2016, up €6 million on the same period of 2015. This primarily consists of Telepass fees of €75 million, Viacard subscription fees of €16 million and payments for Premium services of €13 million. The company's EBITDA for the first nine months of 2016 is €72 million, marking an increase of €2 million compared with the same period of the previous year.

Overseas motorways

The Group's overseas motorway operators generated operating revenue of €405 million in the first nine months of 2016, down €10 million (2%) on the first nine months of 2015 and reflecting the negative impact of exchange rate movements. At constant exchange rates, operating revenue is up €26 million (6%).
The growth was driven by toll increases applied by operators in accordance with the terms of their concession arrangements, and by increases in traffic (measured in terms of kilometres travelled) comparerd with the first nine months of 2015. Traffic growth was particularly evident in Chile (6.2%) and Poland (11.3%), compared with a decline in Brazil (down 2.7%), linked to the continuing weakness of the Brazilian economy.

EBITDA for the overseas companies, amounting to €306 million in the first nine months of 2016, is down €8 million (3%) on the same period of 2015. Among other factors, the reduction reflects increased costs linked to planned maintenance and resurfacing work carried out in Brazil and the negative impact of exchange rate movements. At constant exchange rates, EBITDA is up €18 million (6%).

EBITDA for the overseas motorway segment



Chile

The Chilean operators' operating revenue for the first nine months of 2016 amounts to a total of €198 million, up €16 million (9%) on the same period of 2015. At constant exchange rates, operating revenue is up €27 million (15%).
EBITDA of €137 million is up approximately €19 million (16%) on the first nine months of 2015. The increase in EBITDA for the first nine months of 2016 reflects lower maintenance costs, primarily at Vespucio Sur which, in 2015, incurred higher maintenance costs due to the replacement of tollgates and increased margins on the work carried out by the in-house construction company, Gesvial, mainly work on widening the Santiago Centro Oriente motorway on the sections operated by Costanera Norte.
At constant exchange rates, EBITDA is up €27 million (23%). Adjusted EBITDA[1] is €204 million, an increase of around €20 million on the first nine months of 2015 (up 11%).

Traffic performance

MILLIONS OF KM TRAVELLED	TRAFFIC		
	9M 2016	9M 2015	% INCREASE/ (DECREASE)
Grupo Costanera			
Costanera Norte	878	841	4.4%
Nororiente	65	56	15.4%
Vespucio Sur	688	655	4.9%
Litoral Central	91	85	7.0%
AMB	18	17	7.0%
Los Lagos	548	500	9.5%
Total	**2,288**	**2,155**	**6.2%**

Traffic on the motorways operated by the Group's Chilean operators in the first nine months of 2016, measured in terms of kilometres travelled, rose by a total of 6.2%. After adjusting for the leap-year effect, the increase in traffic is 5.8%.
From January 2016, the operators controlled by Grupo Costanera applied the following annual toll increases, calculated under the terms of the related concession arrangements:

- 7.6% for Costanera Norte, Vespucio Sur and Nororiente, reflecting a combination of the increase linked to inflation in 2015 (+3.9%) and a further increase of 3.5%;
- 5.5% for AMB, reflecting a combination of the increase linked to inflation in 2015 (+3.9%) and a further increase of 1.5%;
- 3.9% for Litoral Central, linked to inflation in 2015 (+3.9%).

From January 2016, the tolls applied by Los Lagos have risen 2.3%, reflecting a combination of the increase linked to inflation in 2015 (+3.9%) and a further increase in the form of a bonus relating to

[1] *Adjusted EBITDA is calculated by adding, to the Chilean companies' total reported EBITDA, the impact of application of the "financial model", introduced by IFRIC 12, by the Chilean operators who have adopted this model, amounting to €67 million for the first nine months of 2016. Details of the adjustments made and the reconciliation with the corresponding reported amounts are provided in the section, "Adjusted consolidated results of operations and financial position and reconciliation with reported consolidated amounts", included in the "Group financial review".*

safety improvements in 2016 (up 2.4%), less the bonus for safety improvements awarded in 2015, equal to 4.0%.

Capital expenditure amounts to a total of €70 million for the first nine months of 2016. Around 68% of the works to be carried out as part of the *Santiago Centro Oriente* upgrade programme has been completed. The programme involves investment of approximately €256bn pesos (equal to approximately €345 million) in the section of motorway operated by Costanera Norte.

Brazil

The Brazilian operators' operating revenue for the first nine months of 2016 amounts to a total of €193 million, down €20 million (9%) on the same period of 2015. At constant exchange rates, operating revenue is up €3 million (1%).

EBITDA of €129 million is down approximately €28 million (18%) on the first nine months of 2015. The reduction is primarily due to an increase in routine maintenance and resurfacing work carried out in the first nine months of 2016, compared with the same period of 2015, and the negative impact of exchange rate movements. At constant exchange rates, EBITDA is down €12 million (-8%).

Traffic performance

MILLIONS OF KM TRAVELLED	TRAFFIC		
	9M 2016	9M 2015	% INCREASE/ (DECREASE)
Triangulo do Sol	1,046	1,086	-3.8%
Rodovias das Colinas	1,469	1,525	-3.7%
Rodovia MG050	597	588	1.6%
Total	**3,112**	**3,200**	**-2.7%**

Traffic on the network operated by the Brazilian operators consolidated by the Group fell 2.7% in terms of kilometres travelled in the first nine months of 2016. This reflects a combination of declines in traffic recorded by operators in the State of Sao Paulo, Triangulo do Sol and Rodovias das Colinas, partially offset by growth recorded by Rodovia MG050 in the State of Minas Gerais, reflecting an increase in traffic linked to the mining and steel industries. After adjusting for the leap-year effect, the decrease in total traffic in Brazil in the first nine months of 2016 is 3.1%.

Toll revenue for the first nine months of 2016 benefitted from the annual toll increases applied by the operators in the State of Sao Paulo from July 2015 and by the operator, Rodovia MG050, in the State of Minas Gerais from June 2015, as well as from a further adjustment for 2016 applied in the State of Sao Paulo from 1 July 2016.

Triangulo do Sol and Colinas increased their tolls by 4.11% from 1 July 2015, based on the rate of general price inflation in the period between June 2014 and May 2015, as provided for in the respective concession arrangements.

Triangulo do Sol and Colinas increased their tolls by 9.32% from 1 July 2016, based on the rate of consumer price inflation in the period between June 2015 and May 2016, as provided for in the respective concession arrangements. This reflects the fact that this figure was lower than the rate of general price

inflation in the period between June 2015 and May 2016 (11.09%). The difference will be compensated for in accordance with the related concession arrangements.
From 24 June 2015, the tolls applied by the operator, Rodovia MG050, rose by 8.17%, based on the rate of consumer price inflation in the period between May 2014 and April 2015, as provided for in the related concession arrangement.
The operator, Rodovia MG050, is still awaiting publication of the new tolls for 2016. The delay in authorising the toll increase, with respect to the contractually established date of 13 June 2016, will be subject to compensation in accordance with the concession arrangement.
Rodovia MG050's toll revenue was negatively affected by the suspension of charges for the suspended axles of heavy vehicles introduced by federal law 13103/2015, which came into effect on 17 April 2015. The loss of revenue resulting from the entry into effect of above legislation will be subject to compensation in accordance with the concession arrangement.
During the first nine months of 2016, a total of €43 million was invested in upgrading the network operated under concession in Brazil.
With the opening to traffic of the last 5.5 km of the Rodoanel (Sao Paulo's orbital motorway), the entire stretch of this road, covering 105 km, is now operational with a provisional layout[2]. This road is operated under concession by SPMAR, on whose shares Atlantia Bertin Concessoes has a call option exercisable in accordance with the terms of agreements with the Bertin group, currently SPMAR's controlling shareholder.

Poland

The Stalexport Autostrady group's operating revenue for the first nine months of 2016 amounts to €51 million, up €3 million (6%) on the same period of 2015. At constant exchange rates, revenue is up €5 million (10%).
EBITDA of €40 million is up €1 million (3%) on the first nine months of 2015. At constant exchange rates, EBITDA is up €3 million (8%).

Traffic performance

MILLIONS OF KM TRAVELLED	TRAFFIC		
	9M 2016	9M 2015	% INCREASE/ (DECREASE)
Stalexport Autostrada Malopolska	686	616	11.3%

The operator, Stalexport Autostrada Malopolska, registered an 11.3% increase in traffic, in terms of kilometres travelled, in the first nine months of 2016, compared with the first nine months of 2015. The number of light vehicles is up 11.3%, whilst heavy vehicles are up 11.5%. After adjusting for the leap-year effect, the increase in traffic is 10.9%.

[2] *The regulator for the State of Sao Paulo (ARTESP) also authorised collection of tolls from 2 July 2015, despite the fact that a number of construction works still have to be carried out to complete the section of motorway.*

Tolls were increased by 10.7%[3] from 1 March 2015, rising from 9.0 to 10.0 zlotys for light vehicles, from 15.0 to 16.5 zlotys for vehicles with up to 3 axles and from 24.5 to 26.5 zlotys for those with more than 3 axles. There have not been any further increases for 2016.

[3] *The weighted average increase based on the distribution of traffic in the first quarter of 2015 (in terms of km travelled) over the three classes of vehicle.*

Italian airports

The Italian airports business generated operating revenue of €656 million in the first nine months of 2016, an increase of €35 million (6%) compared with the same period of the previous year.

Aviation revenue of €483 million is up by a total of €52 million (12%) compared with the first nine months of 2015, reflecting traffic growth (passengers up 1.7%) and the increases in airport fees applied from 1 March (2016 and 2015). The average fees[1] for operating Fiumicino and Ciampino airports rose by 10.4% and 5.9%, respectively, from 1 March 2016.

Other operating income of €173 million is down €17 million compared with the first nine months of 2015, which included the estimated insurance proceeds receivable in order to cover the cost of the salvage and safety operations and repairs incurred during the period as a result of the fire in Terminal 3.

EBITDA of €397 million is up €38 million (11%) on the same period of 2015. In addition to the increase in revenue, the performance of EBITDA reflects the following:

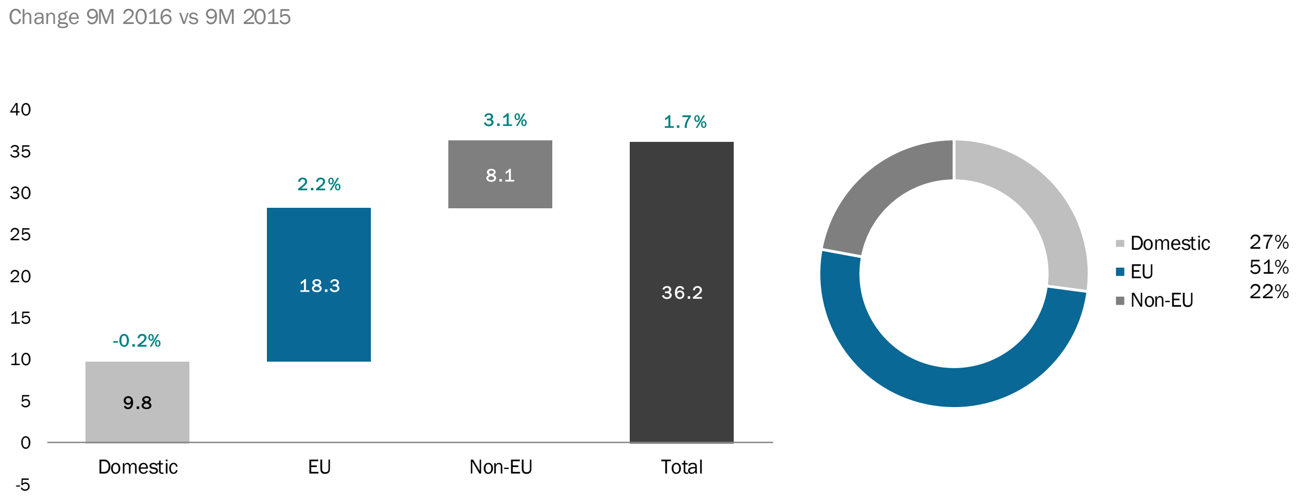
- a reduction in the cost of materials and external services, primarily influenced by a decrease in the costs linked to the fire at Terminal 3 which, in the first nine months of 2015, included the cost of safety and salvage operations in the areas affected by the incident, whilst the figure for the period under review includes the costs resulting from the disruption to operations caused by the fire. In addition, external cleaning costs are down, reflecting the progressive expansion of Airport Cleaning Srl's operations. This reduction is partially offset by increased expenditure on improvements to quality (routine maintenance and policing and security services) and on commercial initiatives (promotions);
- an increase in concession fees due to traffic growth;
- an 11% increase in net staff costs, primarily due to an increase in the ADR group's average workforce, reflecting the decision to insource airport cleaning services. These costs also rose due to heightened anti-terrorism measures, initiatives designed to improve the quality of passenger assistance and staff hired in relation to implementation of the infrastructure development plan envisaged in the Planning Agreement.

[1] *In terms of the ratio between the maximum permitted revenue for regulated services and fee-paying passengers.*

Traffic performance

The Roman airport system handled 36 million passengers in the first nine months of 2016, marking an increase of 1.7% on the same period of the previous year. After stripping out calendar-related effects (the leap-year effect), the increase is approximately 1.4%.
In terms of the airport system as a whole, the EU segment is up 2.2% on the first nine months of 2015 (accounting for 51% of total traffic). The non-EU segment is up 3.1%, whilst domestic traffic is broadly stable (down 0.2%). In particular, passenger traffic at Fiumicino airport is up 2.7%, whilst Ciampino registered a fall of 5.4%. The latter decline is entirely due to the exceptional transfer, in May, June and July 2015, of flights that could no longer operate from Fiumicino as a result of the above fire. Capacity at the Roman airport system is also up, with the number of available seats rising 1.3% and aircraft tonnage up 2.1%, whilst movements are substantially in line (a decline of 1.0%).

Breakdown of traffic using the Roman airport system in the first nine months of 2016 (millions of pax)



Capital expenditure

Capital expenditure totalled €272 million in the first nine months of 2016 (up €58 million compared with the first nine months of 2015).
The principal works underway on terminals and piers regard construction of the new departure areas E/F and the avant-corps for Terminal 3 at Fiumicino. Construction of the avant-corps is practically complete, whilst work on departure area F (known as “Pier C”) is expected to be completed at the end of December. The process of fitting out the retail units located in the avant-corps, by the various concession holders, is also under way.
In terms of work on airport equipment, the process of rolling out the new baggage handling system for Terminal 1 is proceeding. The sections of the system included in the first and second phases, relating to outbound baggage at check-in island 3, have been successfully tested and are now in service. Work on the third phase of the system for outbound baggage (check-in islands 1 and 2) and baggage in transit is proceeding to plan. Work on the makeover of the new electricity network serving the runways also continued, with completion of the MV ring main for Runway 3.

Work on the final design for Lot 2 of the Eastern Terminal System at Fiumicino airport is in progress, with this project covering the enlargement of Terminal 1, reconfiguration of Boarding Area C and construction of the interchange for Boarding Area D. Work on Terminal 3, involving restoration of the facade to reflect its original appearance, as required by MiBACT (the Ministry of Cultural Heritage and Tourism), is ongoing.
Renovation of the Immigration Area in the Station E arrivals area in Terminal 3 is nearing completion. The upgrade and restyling of part of Boarding Area B in Terminal 1 has also been completed.
With regard to work on runways and aprons, work on extension of the aprons included in the *Piazzali 200* ("200 Aprons") project has been completed, including the installation of pre-conditioning systems for aircraft.
Work on the first phase of construction of the Western Aprons is in progress. Other works include the reconstruction of the portion of Terminal 3 damaged by the fire.

€M	9M 2016	9M 2015	% INCREASE/ (DECREASE)
E/F departure area (Avant-corps and third BHS)	106	52	104%
Work on baggage handling sub-systems and airport equipment	42	22	90%
Work on terminals and piers	44	40	10%
Work on technical systems and networks	24	8	195%
Work on runways and aprons	12	58	-79%
Other	44	34	28%
Total capital expenditure by ADR	**272**	**214** (*)	**27%**

(*) Including capital expenditure funded by ENAC, totalling €18 million.

Other activities

Autostrade Tech

Autostrade Tech is a provider of Intelligent Transportation Systems, operating in Italy and overseas. It supplies systems used for tolling, traffic management and information, urban access controls, car parks and speed checks. Operating revenue of €41 million in the first nine months of 2016 is down €2 million compared with the same period of 2015. The reduction reflects a decline in sales of tolling and Tutor speed check systems. EBITDA of €6 million for the first nine months of 2016 is down €3 million on the same period of 2015.

Electronic Transaction Consultants

Electronic Transaction Consultants (ETC) is the leading US provider of systems integration, hardware and software maintenance, customer services and consultancy in the field of free-flow electronic tolling systems. ETC generated operating revenue of €45 million in the first nine months of 2016, down €7 million compared with the same period of 2015. EBITDA of approxiumately €3 million is down approximately €4 million on the figure for the same period of 2015.

Pavimental

The company provides the Group with motorway and airport maintenance services and carries out major infrastructure works for the Group and external customers. Operating revenue for the first nine months of 2016 amounts to €249 million, down €124 million on the first nine months of 2015. This primarily reflects the completion of work on existing contracts with other Group companies. EBITDA of €9 million is down €8 million compared with the first nione months of 2015, primarily reflecting the above reduction in construction and maintenance services and the impact of receipt of an early completion bonus for the Rho-Monza contract in the first three months of 2015.

Spea Engineering

Spea Engineering supplies engineering services involved in the design, project management and controls connected to the upgrade and maintenance of the Group's motorway and airport infrastructure. Operating revenue in the first nine months of 2016 amounts to €90 million, an increase of €11 million on the same period of the previous year. This primarily reflects the design of new motorway infrastructure, which has offset the reduction in project management following the closure of construction sites and the production of final statements, and the progress of work on overseas contracts. 90% of the company's total revenue during the period was earned on services provided to the Group. EBITDA for the first nine months of 2016 amounts to €21 million, which is not significantly different from the figure for the same period of the previous year.

Workforce

As at 30 September 2016, the Group employs 14,508 staff on permanent contracts and 1,706 temporary staff, resulting in a total workforce of 16,214, including 12,898 in Italy and 3,316 at overseas companies. This is up 555 on the 15,659 of 31 December 2015, primarily linked to the increase in temporary staff. The change in permanent staff as at 30 September 2016, compared with the end of 2015 (up 102), primarily reflects events at the following Group companies:

- the Chilean companies (up 126) following the recruitment of personnel engaged in implementing the *Santiago Centro Oriente* upgrade programme;
- the Brazilian companies (up 45), due to implementation of the plan to insource maintenance services;
- Aeroporti di Roma group (up 17), primarily linked to the recruitment of staff to work on implementation of the development plan and initiatives to improve the quality of passenger services;
- Italian motorway operators (down 61), primarily due to a slowdown in the recruitment of toll collectors at Autostrade per l'Italia, Tangenziale di Napoli and Autostrade Meridionali, partly offset by the hiring of staff to fill specific roles within certain organisational units at Autostrade per l'Italia;
- Pavimental (down 28), primarily due to efficiency improvements in response to a reduction in the volume of maintenance work carried out.

The change in temporary staff as at 30 September 2016, compared with 31 December 2015 (up 453), primarily reflects events at the following Group companies:

- Aeroporti di Roma group (up 436), primarily due to the usual increase in staff in response to seasonal peaks in passenger traffic and initiatives designed to improve the quality of passenger services;
- Pavimental (up 31), primarily due to the continuation of work on infrastructure contracts;
- Stalexport Autostrady group (up 21), due to recruitment in response to traffic trends;
- Giove Clear (up 27), reflecting the addition of staff linked to the expansion of operations and improved levels of service;
- Spea Engineering (up 8), primarily due to the recruitment of additional project management and airport design staff;
- Italian motorway operators (down 73), essentially reflecting differing requirements for seasonal toll collection staff.

The average workforce (including agency staff) is up from 14,563 in the first nine months of 2015 to 15,024 in the same period of 2016, marking an increase of 461 on average (up 3%). This increase primarily reflects:

- Aeroporti di Roma group (up 285 on average), primarily linked to insourcing at Airport Cleaning, heightened anti-terrorism measures and security checks, initiatives designed to improve the quality of

passenger assistance and staff hired in relation to implementation of the development plan for Fiumicino;
- the Brazilian companies (up 84 on average), primarily due to implementation of the plan to insource maintenance services;
- Autostrada Tirrenica (up 78 on average), following the company's consolidation from 30 September 2015;
- Spea Engineering (up 16 on average), reflecting the impact of personnel recruited in 2015 in response to an increase in the volume of design and project management work in relation to airport contracts and completion of the *Variante di Valico*;
- the Chilean companies (up 14 on average), following the recruitment of personnel engaged in implementing the *Santiago Centro Oriente* upgrade programme;
- Giove Clear (up 12 on average), reflecting the addition of staff linked to the expansion of operations and improved levels of service;
- Stalexport Autostrady group (up 10 on average), primarily due to recruitment in response to traffic trends;
- Pavimental (down 33 on average), reflecting improvements to the efficiency of maintenance operations, partially offset by staff hired in relation to the start of work on infrastructure contracts;
- Italian motorway operators (down 18 on average), primarily due to a slowdown in the recruitment of toll collectors at Autostrade per l'Italia, Tangenziale di Napoli and Autostrade Meridionali, partly offset by the hiring of staff to fill specific roles within certain organisational units at Autostrade per l'Italia.

Information on the performance of staff costs is provided in the "Group financial review".

Permanent staff

CATEGORY	30 September 2016	31 December 2015	INCREASE/(DECREASE) ABSOLUTE	%
Senior managers	247	238	9	4%
Middle managers	1,007	989	18	2%
Administrative staff	6,364	6,328	36	1%
Manual workers	3,701	3,618	83	2%
Toll collectors	3,189	3,233	(44)	-1%
Total	**14,508**	**14,406**	**102**	**1%**

Temporary staff

CATEGORY	30 September 2016	31 December 2015	INCREASE/(DECREASE) ABSOLUTE	%
Senior managers	5	5	-	0%
Middle managers	1	-	1	n/s
Administrative staff	713	604	109	18%
Manual workers	863	457	406	89%
Toll collectors	124	187	(63)	-34%
Total	**1,706**	**1,253**	**453**	**36%**

Average workforce(*)

CATEGORY	9M 2016	9M 2015	INCREASE/(DECREASE) ABSOLUTE	%
Senior managers	251	242	9	4%
Middle managers	982	966	16	2%
Administrative staff	6,690	6,471	219	3%
Manual workers	3,854	3,647	207	6%
Toll collectors	3,247	3,237	10	0%
Total	**15,024**	**14,563**	**461**	**3%**

(*) Includes agency staff.

Significant regulatory aspects and litigation

In addition to the information already provided in the Annual Report for the year ended 31 December 2015, this section provides details of updates or new developments relating to the principal ongoing disputes and significant regulatory events affecting Group companies and occurring through to the date of approval of this Interim Report for the nine months ended 30 September 2016. Current disputes are unlikely to give rise to significant charges for Group companies in addition to the provisions already accounted for in the consolidated financial statements as at and for the nine months ended 30 September 2016.

Italian motorways

Toll increases with effect from 1 January 2016

The Minister of Infrastructure and Transport and Minister of the Economy and Finance issued the related decrees dated 31 December 2015.
The decrees granted Autostrade per l'Italia the right, in accordance with its request to the Grantor, to apply an increase of 1.09% with effect from 1 January 2016, corresponding to the sum of the following components:

1) 0.00% for inflation;
2) 0.97% to provide a return capital expenditure via the "X" tariff component;
3) 0.12% to provide a return on investment via the "K" tariff component;

The decrees provided for the provisional suspension of the toll increases to be applied by Tangenziale di Napoli, Raccordo Autostradale Valle d'Aosta and Autostrada Tirrenica with effect from 1 January 2016, whilst awaiting approval of the operators' revised financial plans. The toll increases will be finalised by the interministerial decree approving the related addenda revising the financial plans, subject to the right of the operators to recoup any toll increases on the basis of the revised financial plans. Revenue lost as a result of suspension of the increases will be taken into account in the toll increases for 2017. The above companies have challenged the legislation suspending the toll increases. As regards Raccordo Autostradale Valle d'Aosta SpA, Valle D'Aosta Regional Administrative Court sentence no. 45, published on 12 October 2016, upheld the company's challenge, cancelling the suspension and requiring the ministries to accede to the toll increase within 60 days of receipt of notification of the sentence, eventually basing the increase on the indicators contained in the existing Economic and Financial Planning document that has yet to be updated. The same sentence also granted the company the right to request appointment of an Acting Commissioner in the event that the ministries should fail to act.
Autostrade Meridionali was denied the right to apply any toll increase, in view of the fact that its concession expired on 31 December 2012. Autostrade Meridionali has brought a legal challenge contesting the above decision, in line with the approach adopted in 2014 (the related legal challenge was upheld) and 2015 (judgement is pending).

Based on bilateral agreements between Italy and France, Traforo del Monte Bianco has applied an increase of 0.2% from 1 January 2016, in compliance with the relevant Intergovernmental Committee resolution. This was determined on the basis of inflation (the average rate for Italy and France).

Agreement on the upgrade of the existing motorway system/ring road interchange for Bologna

On 15 April 2016, Autostrade per l'Italia, the Ministry of Infrastructure and Transport, Emilia-Romagna Regional Authority, the Bologna Metropolitan Authority and the Municipality of Bologna signed an agreement for the upgrade of the existing motorway system/ring road interchange serving the city of Bologna. The agreement governs the various phases of the upgrade of the existing motorways, which will include the widening of the A14 and parallel roads to three lanes, as well as works designed to improve the roads linking with the motorway system/ring road.

Award of the concession for the A3 Naples – Pompei – Salerno motorway

With regard to the call for tenders for the new concession for the A3 Naples – Pompei – Salerno motorway and the final decision to disqualify both bidders from the tender process, in addition to the challenge brought by Autostrade Meridionali before Campania Regional Administrative Court on 1 April 2016, on 20 April 2016 the company lodged a further challenge, citing additional grounds. The Regional Administrative Court has scheduled the hearing to discuss the challenges brought by Autostrade Meridionali and the other bidder for 23 November 2016.

New legislation concerning tenders and concessions

Enabling Act 11 of 28 January 2016 regarding tenders and concessions, designed to apply the relevant EU directives and reform the regulations governing public contracts, was published in the Official Gazette of 29 January 2016. Legislative Decree 50 of 18 April 2016, named "Implementation of directives 2014/23/EU, 2014/24/EU and 2014/25/EU on the award of concessions, public tenders and tender procedures for the providers of water, energy, transport and postal services, and reform of the existing legislation regarding the public procurement of works, services and goods", was published in the Official Gazette of 19 April 2016.
Art. 177 of the new legislation, for which ANAC (the Autorità Nazionale Anti Corruzione, Italy's National Anti-Corruption Authority) is in the process of issuing interpretation guidelines, with regard to the "award of concessions", has confirmed that public or private entities, not operating in the so-called excluded sectors, and who hold an existing concession at the date of entry into force of the legislation not awarded in the form of project financing or by public tender in accordance with EU law, have an obligation to award 80% of the related contracts for works, services or goods, with a value of over €150 thousand, by public tender. The legislation also establishes that the remaining part (equal to 20%) may, in the case of private entities, be contracted out to direct or indirect subsidiaries or associates.
The new legislation came into force on 20 April 2016. There will be a transitional period to enable operators to comply with the new legislation and this will last for 24 months from the date of entry into force.
Annual checks on compliance with the above limit of 80% are to be conducted by the competent authorities and ANAC. Any instances of non-compliance must be rectified within the following year. In the event of repeated failures to comply over a period of two consecutive years, the penalties of 10% of the

total value of the works, services or goods that should have been purchased by public tender may be applied.

Litigation regarding the Ministry of Infrastructure and Transport and the Ministry for Economic Development decree of 7 August 2015 and competitive tenders for oil and food services at service areas

With regard to the legal challenges, in which Autostrade per l'Italia is a party, brought before Lazio Regional Administrative Court by a number of oil and food service providers, and by individual operators, with the aim of contesting the decree issued by the Ministry of Infrastructure and Transport and the Ministry for Economic Development on 7 August 2015 and the competitive tender procedure for the award of concessions at service areas, the following developments have taken place.
The challenges brought before Lazio Regional Administrative Court by Unione Petrolifera (UP) and a number of oil service providers (Total Erg and Kuwait Petroleum Italia), with the aim of obtaining the cancellation of the above decree of 7 August 2015 and all other related or connected acts, were not upheld.
As regards the challenge brought by the oil service provider, API, against the Ministry of Infrastructure and Transport and the Ministry for Economic Development decree of 7 August 2015 2015 and relating to closure of the Angioina East service area, the hearing on the merits has been scheduled for December 2016.
The challenge brought by the operator at the Cantagallo West service area, contesting initial calls for tenders for the oil service concession for the Cantagallo West service area and the decree of 7 August 2015, and the challenge brought by Maglione Srl (a Sarni group company), with the aim of contesting the tender process for the award of an Oil Driven concession called by the Advisor, were not upheld.
The challenges brought before Lazio Regional Administrative Court by TotalErg (fifteen actions) and ENI (five actions), contesting a number of individual awards of oil service concessions, forming part of the first and second tranches, have been adjourned until hearings on the merits to be heard between November 2016 and February 2017.
As regards the various challenges brought before Lazio Regional Administrative Court by individual oil service providers at specific service areas, seeking injunctive relief in respect of the above Ministry of Infrastructure and Transport and the Ministry for Economic Development decree of 7 August 2015 and other related or connected acts, four favourable judgements were published by Lazio Regional Administrative Court in August and September 2016. As a result, the challenges brought by the operators of the Sesia West, Aglio West, San Trifone East and Dolmen West service areas were all ruled inadmissible.

Accident on the Acqualonga viaduct on the A16 Naples-Canosa motorway on 28 July 2013

On 28 July 2013, there was an accident, involving a coach travelling along the Naples-bound carriageway (at km 32+700) of the Acqualonga viaduct on the A16 Naples-Canosa motorway, operated by Autostrade per l'Italia. At the beginning of 2015, all those under investigation, including the Chief Executive Officer, received notice of completion of the preliminary investigation. Including executives, former managers and former employees, twelve of Autostrade per l'Italia's employees are under investigation.
On completion of the investigations, the Public Prosecutors requested the indictment of all the defendants.

During the initial preliminary hearings, the court admitted the entry of appearance of approximately a hundred civil parties and ordered the citation of Autostrade per l'Italia and Reale Mutua (the company that insured the coach) as liable in civil law.
At subsequent hearings, the Public Prosecutors and the remaining civil parties concluded their briefs requesting the indictment of all the defendants, whilst the defence attorneys and the civil parties requested their acquittal.
At the hearing held on 9 May 2016, the judge committed all the accused for trial before a single judge at the Court of Avellino, with the hearing scheduled for 28 September 2016. To date, almost all of the civil parties whose entry of appearance in the criminal trial has been admitted have received compensation and have, therefore, withdrawn their actions following payment of their claims.
At the first full hearing, held on 28 September 2016, the court reserved judgement on the preliminary concerns raised by the defence counsels, regarding the right of the civil parties to be present during the hearing and the Public Prosecutor's request to include the independent experts' report, prepared at the time of the preliminary investigation, in the court records, even before the experts had been heard by the court.
At the hearing of 28 October 2016, the court ruled on the above concerns, allowing inclusion of the independent experts' report previously prepared by the Public Prosecutor's Office, but restricting its use, in this first part of the trial, to the defendants who, at the time of the unrepeatable expert assessments, had received the related notice. The court then refused the right of a further 12 claimants to file claims because too late, and excluded the only association to have brought a civil action in that it had only been established after the event.
At the end of the hearing, the court adjourned the case until 9 November 2016, when the first witnesses to be called by the Public Prosecutor will give their testimony.
In addition to the criminal proceedings, a number of civil actions have been brought and were recently combined by the Civil Court of Avellino. Following the combination of the various proceedings, judgement is thus pending before the Civil Court of Avellino in relation to: (i) the original action brought by Reale Mutua Assicurazioni, the company that insured the coach, in order to make the maximum claim payable available to the damaged parties, including Autostrade per l'Italia (€6 million), (ii) subsequent claims, submitted as counterclaims or on an individual basis, by a number of damaged parties, including claims against Autostrade per l'Italia. Subject to the permission of the court, Autostrade per l'Italia intends to refer claimants to its insurance provider (Swiss Re International), with a view to being indemnified against any claims should it lose the case.
At the latest hearing on 9 June 2016, the court reserved judgement on the defence briefs submitted by the parties.
At the hearing of 20 October 2016, after ruling on the above defence briefs, admitting some of the requests for a preliminary motion set out in the briefs, the court, in accepting the specific requests made by certain parties appearing before the court, appointed an independent expert to assess the psychological trauma caused to the above parties by the loss of close members of their families.
During the same hearing, the court appointed further independent experts to reconstruct, among other things, the dynamics of the accident and to assess both its causes and the number of vehicles involved, identifying the victims and preparing a document showing the family relations between these people and the defendants and plaintiffs.

Autostrade per l'Italia has appointed its own experts. The next hearing in the civil case is scheduled for 20 December 2016, when the dates for future hearings will be set and a decision taken on the request for written testimony from a number of parties.

Investigation by the Public Prosecutor's Office in Prato of a fatal accident to a worker employed by Pavimental

On 27 August 2014, a worker employed by Pavimental SpA – the company contracted by Autostrade per l'Italia to carry out work on the A1 – was involved in a fatal accident whilst at work. In response, the Public Prosecutor's Office in Prato has placed a number of Pavimental personnel under criminal investigation for reckless homicide, alleging violation of occupational health and safety regulations. A similar charge has also been brought against, among others, Autostrade per l'Italia's Project Manager. Both Pavimental and Autostrade per l'Italia have received notification that they are under investigation as juridical persons, pursuant to Legislative Decree 231/2001. During the preliminary investigations, the defence counsel requested the appointment of experts to reconstruct the dynamics of the fatal accident. At the end of the related hearing, during which the companies' Organisational, Management and Control Models were examined, the case against the companies was dismissed. The case will now focus solely on the charges against the natural persons involved, who have all been committed for trial before a single judge at the local court, with the first hearing scheduled for 23 November 2016.

Investigation by the Public Prosecutor's Office in Florence of the state of New Jersey barriers installed on the section of motorway between Barberino and Roncobilaccio

On 23 May 2014, the Public Prosecutor's Office in Florence issued an order requiring Autostrade per l'Italia to hand over certain documentation, following receipt, on 14 May 2015, of a report from Traffic Police investigators in Florence noting the state of disrepair of the New Jersey barriers on the section of motorway between Barberino and Roncobilaccio. The report alleges negligence on the part of unknown persons, as defined by art. 355, paragraph 2.3 of the penal code (breach of public supply contracts concerning "goods or works designed to protect against danger or accidents to the public").
At the same time, the Prosecutor's Office ordered the seizure of the New Jersey barriers located along the right side of the carriageways between Barberino and Roncobilaccio, on ten viaducts, ordering Autostrade per l'Italia to take steps to ensure safety on the relevant sections of motorway. This seizure was executed on 28 May 2014. In June 2014, Autostrade per l'Italia's IV Section Department handed over the requested documents to the Police. The documentation concerns the maintenance work carried out over the years on the safety barriers installed on the above section of motorway. In October 2014, addresses for service were formally nominated for a former General Manager and an executive of Autostrade per l'Italia, both under investigation in relation to the crime defined in art. 355 of the penal code. In addition, at the end of November 2014, experts appointed by the Public Prosecutor's Office, together with experts appointed by Autostrade per l'Italia, carried out a series of sample tests on the barriers installed on the above motorway section to establish their state of repair. Following the experts' tests, the barriers were released from seizure.
At the date of approval of this document, preliminary investigations are still in progress, given that the Public Prosecutor's Office has yet to take a final decision.

Autostrade per l'Italia -Autostrade Tech against Alessandro Patanè and companies linked to him and appeals brought before the Civil Court of Rome and the Court of Latina in accordance with art. 700 of the Code of Civil Procedure

With regard to the writ served on Mr. Alessandro Patanè and the companies linked to him by Autostrade per l'Italia and Autostrade Tech, the hearing originally scheduled for 9 November 2016 has been postponed until 16 November 2016.

As regards the appeal filed before the Civil Court of Latina, notified to the companies on 28 April 2016, contesting the same court's judgement throwing out the appeal brought by Mr. Alessandro Patanè and the companies linked to him in accordance with art. 700 of the Code of Civil Procedure, on 22 July 2016, the court rejected the appeal and ordered the appellants to pay the related legal expenses, amounting to €5 million for each appellee.

Proceedings before the Supreme Court - Autostrade per l'Italia versus Craft Srl (Judgement no. 22563/2015)

On 4 November 2015, the First Civil Section of the Supreme Court handed down judgement no. 22563, rejecting Autostrade per l'Italia's appeal regarding the fact that Craft's patent should be declared null and void and partially annulling the earlier sentence of the Court of Appeal in Rome, referring the case back to this court, to be heard by different judges, following the reinstatement of proceedings by one of the parties. The Court of Appeal was asked to provide logical grounds for finding that Autostrade per l'Italia has not infringed Craft's patent.
On 6 May 2016, Craft notified Autostrade per l'Italia of an application for the reinstatement of proceedings before the Court of Appeal, requesting the court, among other things, to rule that Autostrade per l'Italia has infringed Craft's patent and to order the former to pay Craft compensation for the resulting damage to its moral and economic rights, calculated by the plaintiff to be approximately €3.5 million, with this sum to be reduced or increased by the court depending on the "economic benefits obtained by the defendant". At the first hearing, held on 11 October 2016, the court scheduled a hearing for admission of the facts for 14 March 2017.

Claim for damages from the Ministry of the Environment

A criminal case (initiated in 2007 and relating to events in 2005) pending before the Court of Florence involves two of Autostrade per l'Italia's managers and another 18 people from contractors, who are accused of violating environmental laws relating to the reuse of soil and rocks resulting from excavation work during construction of the *Variante di Valico*. Between February 2016 and May 2016, all the witnesses and experts called to give evidence by the defence were heard. On conclusion, the court declared the hearing of 19 July 2016 to be the last occasion for the submission of documents.
At the previously scheduled hearing in September 2016, the court reserved its decision on a number of questions regarding the summons issued to one of the contractors for civil liability.
The next hearings have been scheduled for 5 and 12 December 2016, when witness testimonies and voluntary statements will be heard. The hearing of 16 January 2017 will examine questions relating to the documents produced, whilst the hearing scheduled for 30 January 2017 will be for the Public Prosecutor to give their closing speech. Final pleadings by the various counsels for the defence will be heard from February 2017 onwards.

Investigation by the Public Prosecutor's Office in Vasto of the fatal motorway accident of 21 September 2013

Following the motorway accident of 21 September 2013 at km 450 of the A14, operated by Autostrade per l'Italia, in which several people were killed, the Public Prosecutor's Office in Vasto has launched a criminal investigation, initially against persons unknown. On 23 March 2015, the Chief Executive Officer and, later, further two executives of the Company received notice of completion of the investigation, containing a formal notification of charges. The charges relate to negligent cooperation resulting in reckless manslaughter. The Public Prosecutor, following initiatives taken by the defence counsel, has requested that the case be brought to court. Due to irregularities in the writs of summons sent to the defendants, the preliminary hearing was adjourned until 1 March 2016. At this hearing, in view of the request for an alternative procedure (an "accelerated trial") from the defence counsel representing the owner of the vehicle, the court adjourned the hearing until 17 May 2016. At the end of the last hearing, the court committed all the defendants for trial on 12 October 2016 before a single judge at the Court of Vasto. This hearing was adjourned until 24 November 2016 in order to for a new judge to be appointed.

Overseas motorways

Brazil

On 13 July 2013, ARTESP launched an investigation with a view to revising the Addenda and Amendments signed and approved by the Regulator and 12 motorway operators in 2006. The changes were designed to extend the concession terms to compensate, among other things, for the expenses incurred as a result of taxes introduced after the concessions were granted. On 24 February 2015, the Public Prosecutor for the State of Sao Paulo provided a non-binding opinion the judge appointed to take charge of the investigation relating to the operator, Colinas. This recommended termination of the proceedings underway, reiterating that legality of the Addenda and Amendments of 2006, which were subject to close examination and endorsed by the relevant Ministry. On 10 March 2015, ARTESP responded to the judge, contesting the Public Prosecutor's opinion and requesting that the investigation continue. On 15 February 2016, the Court of the State of Sao Paulo issued a ruling, granting Rodovias das Colinas the option of submitting a financial assessment to demonstrate its case. The operators concerned, including Colinas and Triangulo do Sol, and industry insiders, including banks, believe that the risk of a negative outcome is remote. This view is backed up by a number of unequivocal legal opinions provided by leading experts in administrative law and regulation.

Chile

On 17 April 2016, heavy rainfall hit central Chile, raising the Mapocho river, which runs through the city of Santiago, to an exceptionally high level. A number of works falling within the scope of the *Santiago Centro Oriente* upgrade programme were, at the time, being carried out in the river bed by the construction company, Sacyr, the contractor selected by Costanera Norte after a public tender, as required under the agreement with the Ministry of Public Works.
Work on the bed of the Mapocho river has required the temporary deviation of the river into a provisional channel built by Sacyr in accordance with statutory requirements and the design approved by the competent departments of the Ministry of Public Works.

The exceptional increase in the volume of water flowing through the Mapocho river caused the partial breakage of the provisional channel.
The water from the river then caused flooding in a part of the municipality of Providencia and in the tunnel section of the Costanera Norte motorway.
The contractor, Sacyr, and Costanera Norte immediately intervened, alongside local and national authorities, to channel the water back to the original course of the river and to re-open the flooded urban roads and the Costanera Norte motorway, which was re-opened to traffic during 18 April.
There were no deaths or injuries. An investigation is currently underway to ascertain responsibility and assess the related insurance claims. Both the contractor, Sacyr, and the operator, Costanera Norte, have insurance cover in place. Sacyr has already requested its insurance provider to assess the damage and any resulting claims.

Italian airports

Tariff proposal for the five-year period 2017-2021

On 9 September 2016, ADR began a consultation process, involving the users of Fiumicino and Ciampino airports, on future airport charges during the second sub-period from 1 March 2017 to 28 February 2021. The procedure meets existing Italian and EU requirements and is in line with the guidelines in the "Procedure for consultation between airport operators and users for ordinary planning agreements and those in derogation", published by the Civil Aviation Authority (*ENAC*) on 31 October 2014. The consultation process came to a conclusion on 7 November 2016.

Guidelines for the disbursement of grants to fund the development of air traffic

On 11 August 2016, the Ministry of Infrastructure and Transport published "Guidelines on incentives for the introduction and development of aviation routes by carriers, in accordance with art. 13, paragraphs 14 and 15 of Law Decree 145/2013, converted into Law 9/2014", which have replaced the previous guidelines dated October 2014. On 8 September 2016, the Transport Regulator (*ART*) published its response to the ministerial document.

Noise Reduction and Abatement Plan for Ciampino airport

The first sitting of the Services Conference convened by Lazio Regional Authority was held on 12 January 2016, in order to discuss the Noise Reduction and Abatement Plan for Ciampino airport submitted by ADR. During the sitting, ADR presented its proposed Plan to the authorities' representatives (the Municipality of Ciampino, Lazio Regional Authority, ARPA and ENAC).
The Conference asked ADR to include further documentation. Later, on 19 February 2016, Lazio Regional Authority sent the Ministry of the Environment a note requesting an opinion on its authority to approve the Plan submitted by ADR. On 17 March 2016, the Ministry of the Environment responded to Lazio Regional Authority's query, asserting its authority to approve the Noise Reduction and Abatement Plan for Ciampino airport submitted by ADR, subject to receipt of the Agreement resulting from the above Unified Conference. This was followed, on 13 July, by the first meeting of representatives from the Ministry, ISPRA (the scientific body charged by the Ministry with conducting a technical assessment of the Plan) and ADR.

On 18 July 2016, the Ministry sent ADR a letter containing all the requests and observations set out by ISPRA in relation to the Plan, and giving ADR sixty days to provide the relevant responses and supplementary information. ADR requested the Ministry to call a meeting with ISPRA to clarify certain points and, on 16 September 2016, submitted its response to ISPRA's requests and observations. At the end of the meeting held on 21 September 2016, the Ministry and ISPRA asked ADR to measure the overall noise in the various areas outside the airport noise zone, and to assess, for each area, what the airport's acoustic "contribution" is to the total figure.

Fire at Fiumicino airport's Terminal 3

With regard to the fire that broke out at Fiumicino airport during the night of 6 May 2015, affecting a large area within Terminal 3, the Public Prosecutor's Office in Civitavecchia has launched two criminal proceedings. The first regards violation of articles 113 and 449 of the criminal code (negligent arson), in relation to which, on 25 November 2015, the investigators issued the order required by art.415-bis of the criminal code giving notice of completion of the preliminary investigation of: (i) five employees of the contractor that was carrying out routine maintenance work on the air conditioning system and two employees of ADR, all also being investigated for the offence referred to in art. 590 of the criminal code (personal injury through negligence), (ii) ADR's Chief Executive Officer in his role as "employer", (iii) the airport fire chief and (iv) the Director of the Lazio Airport System (ENAC). On 4 October 2016, the Court of Civitavecchia notified the persons charged with negligent arson and personal injury through negligence that the date of the preliminary hearing had been fixed for 19 January 2017. The persons charged with the above offences were identified following the preliminary investigation, except for the then Chief Executive Officer of ADR, who has since passed away, and the fire chief for Fiumicino airport. In addition to officers from the *Carabinieri* and Police, who are suing for exposure to toxic materials, ADR has also filed suit with regard to the offence of negligent arson.

Investigation of airport sub-concessions, with particular reference to the contracting out of non-aviation activities on airport premises

On 23 June 2015, the *Autorità Nazionale Anticorruzione* (Italy's National Anti-Corruption Authority or "ANAC"), informed ADR of "the start of an investigation of the sub-concession of non-aviation activities on airport premises". ANAC requested ADR to submit a specific report on the sub-concessions linked to non-aviation activities during the last three years (2012-2013-2014). On 10 March 2016, ANAC thus informed ADR of the outcome of its investigation and the related conclusions.
In brief, in addition to making a number of observations regarding (i) the duration of concessions, (ii) the delay in carrying out investment and (iii) the tariff regime applied (the dual-till method), the Authority, on the one hand, stated that ADR should always award retail sub-concessions within its airports by public tender and, on the other, contested certain specific aspects of the actual procedures used by ADR to grant the above concessions. The Authority also highlighted the fact that the participation of associated companies in the tender procedures managed by ADR gives rise to "a clear issue of information asymmetry to the disadvantage of the other economic entities taking part in the tender procedures".
On 8 April 2016, ADR submitted its response to the Authority's conclusions, observing that: (i) the concessions in question are not only of a retail nature; (ii) ADR is not legally obliged to award the concessions by public tender; and (iii) in any event, the procedures adopted to date by ADR, and agreed

with the AGCM (Italy's National Competition Authority), are such as to guarantee compliance with the principles of transparency, proportionality and non-discrimination.
In Determination 758 dated 13 July 2016, announced on 18 July 2016, ANAC, following the above investigation, states that: (i) "the airport concession does not merely concern the infrastructure used for aviation activities, but also regards the areas and premises used in non-aviation activities and that, as a result, all the activities covered by the concession, for the above reasons, fall within the scope of the concession arrangement"; (ii) "the non-aviation activities referred to, merely by way of example, in recital 25 in directive 2014/23/EU (the concession directive) and, among these, food services, are defined and classifiable as forming part of the service provided to passengers"; (iii) "the award of sub-concessions for premises and areas for retail purposes should be carried out by public tender, in accordance with EU rules and regulations and the relevant national legislation".

On 19 September 2016, ADR, backed by authoritative legal opinion, responded to the determination, confirming the legality of its conduct.

Other activities

Electronic Transaction Consultants (ETC)

Following the withholding of payment by the Miami-Dade Expressway Authority ("MDX") for the on site and office system management and maintenance services provided by ETC, and after a failed attempt at mediation as required by the service contract, on 28 November 2012 ETC petitioned the Miami Dade County Court in Florida to order MDX to settle unpaid claims amounting to over US$30 million and damages for breach of contact. In December 2012, MDX, in turn, notified ETC of its decision to terminate the service contract and sue for compensation for alleged damages of US$26 million for breach of contract by ETC.
In August 2013, ETC and MDX agreed a settlement covering the services rendered by ETC during the "disentanglement" phase, which ended on 22 November 2013. MDX has duly paid the sum due. In December 2015, the court case, during which the parties presented their respective arguments and the various experts and witnesses were heard, came to an end. Since January 2016, the court has asked the parties to make numerous attempts at finding a settlement, none of which has resulted in a positive outcome. Judgement is expected by the end of 2016.

Other information

As at 30 September 2016, Atlantia SpA holds 2,030,676 treasury shares, representing 0.25% of its issued capital. Atlantia SpA does not own, either directly or indirectly through trust companies or proxies, shares or units issued by parent companies. No transactions were carried out during the period involving shares or units issued by parent companies.
During the first nine months of 2016, share grants issued in relation to share-based incentive plans for certain of the Group's managers were converted into a total of 292,302 shares and a total of 109,414 shares were allotted as a result of the exercise of share options.

Atlantia does not operate branch offices. Its administrative headquarters are at Via Bergamini 50, 00159 Rome.

With reference to CONSOB Ruling 2423 of 1993, regarding criminal proceedings or judicial investigations, the Group is not involved in proceedings, other than those described in the section, "Significant regulatory aspects and litigation", that may result in charges or potential liabilities with an impact on the consolidated financial statements.
On 17 January 2013, a meeting of the Board of Directors elected to apply the exemption provided for by article 70, paragraph 8 and article 71, paragraph 1-bis of the CONSOB Regulations for Issuers (Resolution 11971/99, as amended). The Company will therefore exercise the exemption from disclosure requirements provided for by Annex 3B of the above Regulations in respect of significant mergers, spin-offs, capital increases involving contributions in kind, acquisitions and disposals.

Legislative Decree 25 of 15 February 2016, which came into force on 18 March 2016, transposed the EU's new Transparency Directive (Directive 2013/50/EU) into Italian law. The legislation eliminated the obligation to publish interim reports, as previously required by paragraph 5 of art. 154-*ter* of the Consolidated Finance Act, and granted the CONSOB the option of introducing additional interim financial reporting requirements.

Following consultations with the financial market in 2016, the CONSOB issued Resolution 19770 on 26 October 2016. This resolution has amended, with effect from 2 January 2017, the Regulations for Issuers with regard to interim reporting, introducing the new article 82-*ter*, which grants listed companies the option of choosing whether or not to publish additional financial reports with respect to the annual and half-year financial reports, announcing their decision to the market. If a company chooses to publish additional financial reports on a voluntary, long-term basis, it is required to announce this policy to the market, specifying the disclosures it intends to provide and the relevant timing, so as to ensure that the decisions taken are clearly and consistently implemented over time. Any decision to halt publication, or to amend the content of the related disclosures, must be explained and made public. The decision to halt publication alone will be effective from the following annual reporting period.

As things stand, therefore, there is, on the one hand, no obligation to public financial information for the third quarter of 2016, whilst, on the other, the above secondary legislation is not yet applicable as it is due to come into effect from 2 January 2017.

In this context, Atlantia has deemed it preferable to continue reporting to the market, as in the past, maintaining both the content of the disclosures provided and the timing of publication. This means that the Atlantia Group's Interim Report for the nine months ended 30 September 2016 has been prepared and published in line with the quarterly report for the three months ended 31 March 2016 and the interim reports published in previous years.

Given that the regulatory framework has in the meantime been clarified, Atlantia will announce its plans regarding the future publication of additional interim financial reports to the market in due course, as required by the new legislation.

Events after 30 September 2016

New Medium Term Note Programme for Atlantia

Atlantia has launched a new €3 billion Euro Medium Term Note Programme. The Offering Circular was approved by the Irish Central Bank and Irish Stock Exchange, where the securities will be listed after issue, on 27 October 2016.
The new EMTN programme will not be secured by upstream guarantees from Autostrade per l'Italia, unlike the bonds issued under Atlantia's previous EMTN programme and for which the process of issuer substitution is underway, with Autostrade per l'Italia due to replace Atlantia.
The rating agencies, Moody's and Standard and Poor's, have assigned the programme ratings of "Baa2", with a stable outlook, and "BBB", with a stable outlook, respectively. This is one notch below the rating for Atlantia's previous EMTN programme, reflecting the structural subordination of Atlantia's creditors. Fitch has given the programme an "A-" rating on negative watch.

Acquisition of Aéroports de la Côte d'Azur completed

Following fulfilment of all the relevant conditions precedent, on 9 November 2016 the acquisition of a 64% interest in Aéroports de la Côte d'Azur (ACA), the company that controls the airports of Nice, Cannes-Mandelieu and Saint Tropez and the international network of Fixed Base Operators Sky Valet, was completed through the acquisition vehicle, Azzurra Aeroporti Srl. Azzurra Aeroporti is owned by Atlantia and Aeroporti di Roma (with interests of 65% and 10%, respectively) and EDF Invest (with a 25% interest).
The total transaction consideration amounts to approximately €1.3 billion. The acquisition has been financed with a five-year acquisition financing facility of €653 million, obtained by Azzurra Aeroporti from a pool of banks.
The rating agency, Moody's, has assigned Azzurra Aeroporti's debt an investment grade rating of 'Baa3', with a stable outlook, and the operating company, ACA, a 'Baa2' rating with a stable outlook.

Outlook and risks or uncertainties

Despite the continuing instability of the global economy, consolidated gross operating profit is expected to register an improvement.

Italian motorways

Traffic trends on the Group's Italian motorway network continue to show signs of a recovery in the first nine months of the year. Autostrada Tirrenica will contribute to the full-year results and there will be a reduction in the royalties generated by service areas, partly as a result of the award of new sub-concessions.

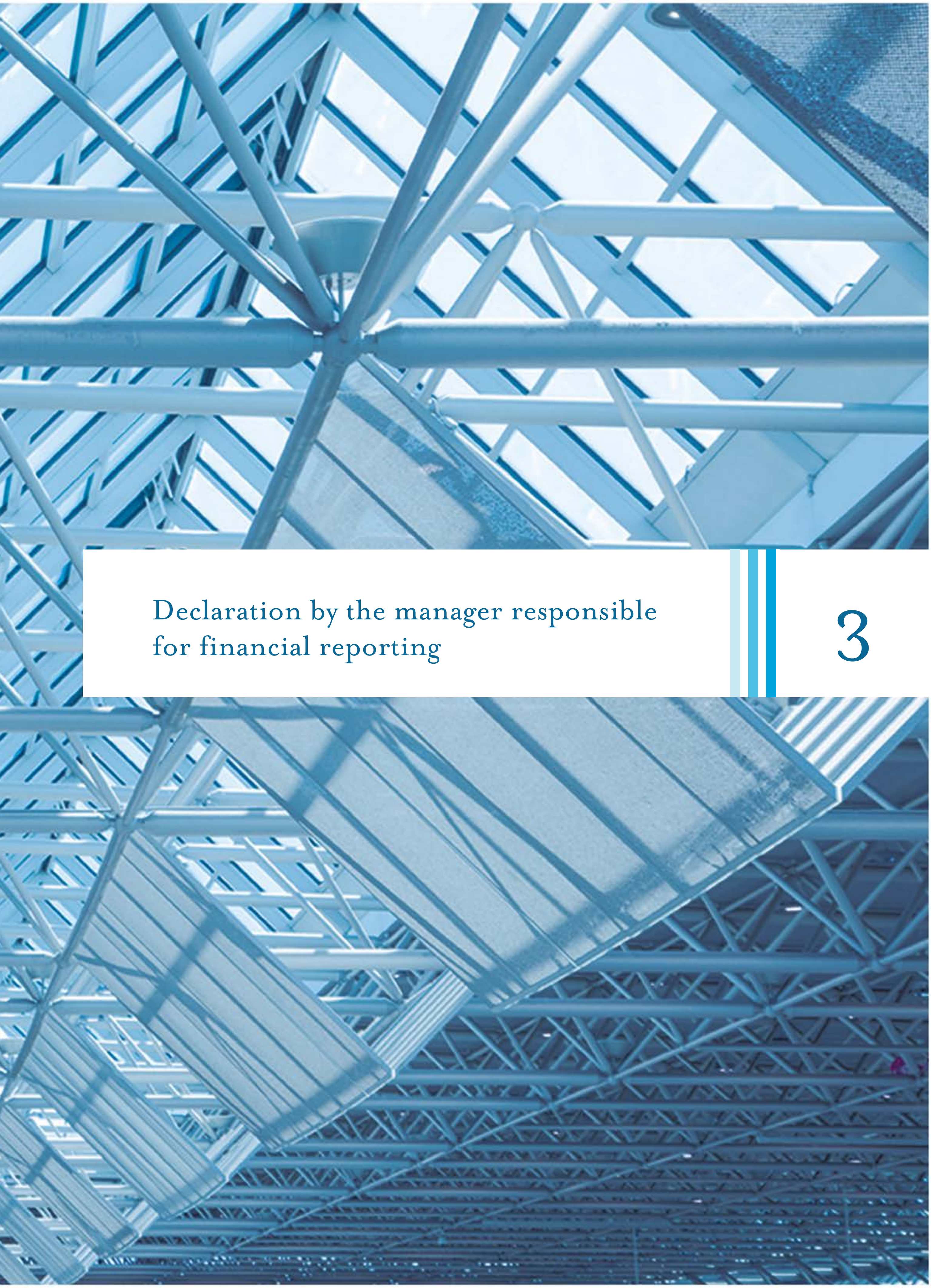
Overseas motorways

Traffic continues to register overall growth, with the exception of Brazil, where the performance of the local economy continues to weigh. The related contribution to the Group's results is, however, subject to movements in the respective currencies.

Italian airports

Aviation revenue is expected to rise, in line with the growth in passenger traffic registered by Aeroporti di Roma in the first nine months of the year and with airlines' forecasts for the coming months.

The Group's results for 2016 will also benefit from line-by-line consolidation of Aéroports de la Côte d'Azur in the last quarter.



Declaration by the manager responsible for financial reporting

3

(this page intentionally left blank)

Declaration by the manager responsible for financial reporting pursuant to section 2 of art. 154 *bis* of Legislative Decree 58/1998

The manager responsible for financial reporting, Giancarlo Guenzi, declares, pursuant to section 2 of article 154 bis of the Consolidated Finance Act, that the accounting information contained in this Interim Report for the nine months ended 30 September 2016 is consistent with the underlying accounting records.

11 November 2016

Giancarlo Guenzi
(Manager responsible for financial reporting)

Legal information and contacts

Registered office

Via Antonio Nibby 20 - 00161 Rome
Tel. +39 06 44172652
www.atlantia.it

Legal information

Issued capital: €825,783,990.00, fully paid-up.
Tax code, VAT number and Rome Companies' Register no. 03731380261
REA no. 1023691

Investor Relations

e-mail: investor.relations@atlantia.it

Media Relations

e-mail: media.relations@atlantia.it

Atlantia

www.atlantia.it