Interim Report on Operations at 30 September 2015

- **Main consolidated results:**
    - Total revenue up to EUR 2.1 billion (+11.6% compared to 30 September 2014)
    - EBITDA margin of 11.7%, with EBITDA of EUR 242.8 million (+11.2%)
    - EBIT margin of 9%, with EBIT of EUR 185 million (+8.2%)
    - Net profit of EUR 76 million (+25.7%)

- **Total order backlog of EUR 27 billion,** of which:
    - Order backlog in execution totalling more than EUR 17.5 billion
    - EUR 9.3 billion of additional projects secured and being finalised
- **New orders of over EUR 5.6 billion** (EUR 3 billion for the whole of FY 2014)

- **Net financial debt of EUR 1,151.8 million** (EUR 1,104.7 million at 30 September 2014 and EUR 798.7 million at 31 December 2014)

ASTALDI Società per Azioni
Registered Office/Head Office: Via Giulio Vincenzo Bona 65 - 00156 Rome (Italy)
Registered with the Companies Register of Rome
Tax code no.: 00398970582
R.E.A. No. 152353
VAT No. 0080281001
Share capital: EUR 196,849,800.00 fully paid in

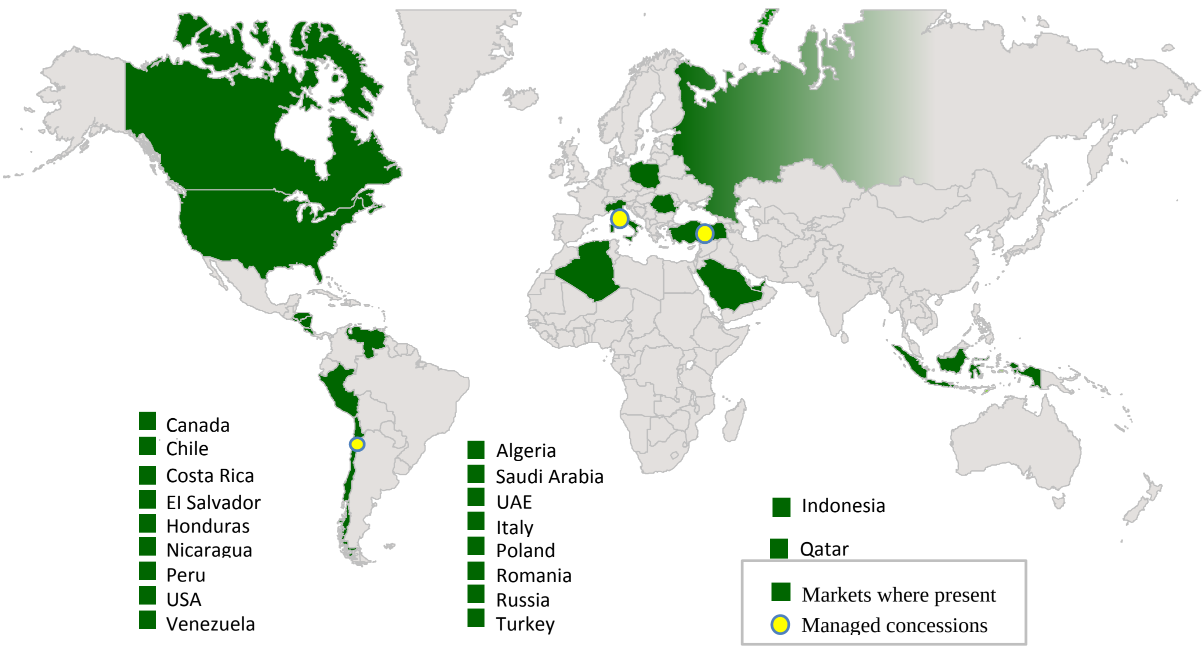
SUMMARISED DATA

Main consolidated results *(EUR/000)*	30.09.2015	% on total revenue	30.09.2014	% on total revenue	YOY change (%)
Total revenue	2,066,747	100%	1,851,858	100%	+11.6%
EBITDA	242,813	11.7%	218,382	11.8%	+11.2%
EBIT	185,038	9.0%	171,011	9.2%	+8.2%
EBT	107,625	5.2%	98,520	5.3%	+9.2%
Profit attributable to owners of the Parent	76,041	3.7%	60,513	3.3%	+25.7%

Main balance sheet items *(EUR/000)*	30.09.2015	31.12.2014	30.09.2014
Total net fixed assets	917,942	790,197	755,197
Working capital	842,700	616,714	972,443
Total provisions	(22,477)	(23,002)	(27,008)
Net invested capital	1,738,165	1,383,910	1,700,632
Total financial payables/receivables *	(1,157,510)	(803,854)	(1,107,778)
Equity attributable to owners of the Parent	574,543	574,058	586,862
Total equity	**580,656**	**580,056**	**592,854**

* Figure shown inclusive of treasury shares on hand totalling EUR 5.7 million at 30 September 2015, and EUR 3.1 million at 30 September 2014 and EUR 5.2 million at 31 December 2014.

GEOGRAPHICAL POSITIONING



COMMENT ON OPERATING PERFORMANCE

KPI – *Key Performance Indicator* (*)	30.09.2015	30.09.2014	YOY change (%)	31.12.2014
New orders	5,614,000	1,733,000	3.2x	3,058,000
Total order backlog	26,787,000	23,034,000	+16.3%	28,390,000
Total revenue	2,066,747	1,851,858	+11.6%	2,652,565
EBITDA	242,813	218,382	+11.2%	306,483
EBITDA margin (%)	11.7%	11.8%	n.a.	11.6%
EBIT	185,038	171,011	+8.2%	234,832
EBIT margin (%)	9.0%	9.2%	n.a.	8.9%
Net profit attributable to owners of the Parent	76,041	60,513	+25.7%	81,559
Total net financial debt	(1,151,807)	(1,104,664)	+4.3%	(798,656)
Corporate Debt-to-equity (x)	1.06x	1.1x	n.a.	0.6x
Total Debt-to-equity (x)	1.98x	1.86x	n.a.	1.38x
ROI (%)	14.5%	14.7%	n.a.	16.9%
ROE (%)	16.7%	12.6%	n.a.	14.1%

(*) For a definition of the individual indicators listed in the table, please refer to the section «Alternative performance indicators ("*Non-GAAP Measures*") herein. The figures are expressed in thousands of Euro unless indicated otherwise.

The results at 30 September 2015 confirmed a **growing improvement of Astaldi Group's economic profile**. The quarterly trends are in line with what was recorded in previous quarters and with the growth targets set down in the business plan. Therefore, a 10% increase in revenue, an EBIT margin of approximately 9% and a 10% increase in net profit can be confirmed as the year-end targets.

Consolidated total revenue at 30 September 2015 **increased by 11.6% to EUR 2,066.7 million** (EUR 1,851.9 million at 30 September 2014). The **EBITDA margin stood at 11.7%** and the **EBIT margin at 9%** in relation to EBITDA totalling EUR 242.8 million (EUR 218.4 million at 30 September 2014) and EBIT amounting to EUR185 million (EUR 171 million for the first nine months of 2014). **EBT increased by 9.2% amounting to EUR 107.6 million** (EUR 98.5 million at 30 September 2014). The quarter ended with a **marked increase in net profit to EUR 76 million** (+25.7%, EUR 60.5 million at 30 September 2014), against an estimated tax rate of approximately 30% and a **net margin of 3.7%.**

The **total order backlog – including contracts pending funding or finalisation – amounts to EUR 27 billion** (40% in Italy and 60% abroad), with an **order backlog in execution up to EUR 17.5 billion (EUR 13.8 billion at the end of 2014)** and **EUR 9.3 billion of additional projects, for which the final outcome and/or funding is expected within the next 12 to 18 months.** These results are thanks to the **acquisition of new orders totalling EUR 5.6 billion** (EUR 3 billion for the whole of FY 2014) which both confirm and strengthen the Group's leadership in its reference sectors and at a global level. Astaldi is currently involved in the **development of 6 macro-areas worldwide**: Italy, Europe (Poland, Romania and Russia) and Turkey, North America (Canada and the USA), Latin America (Chile, Peru, Venezuela and Central America), the Maghreb (Algeria), the Middle East (Saudi Arabia and Qatar) and Indonesia. **Sizewise, it features among the leading 100 Contractors in the world** and its supply capacity is based **on the strategic choice to operate as a "specialist" in sectors/projects characterised by a high technological content.** It plays a leading role in the construction of large infrastructures boasting record features and in many cases it is also responsible (will also be responsible) for management of the works in question. As regards global contractor rankings, it holds the 3rd position for bridges, 7th position for airports, 8th position for hydroelectric works, 12th position for undergrounds and 25th position for healthcare construction[1]. All this allows Astaldi to be present and competitive in the reference market sections with the highest margins. The result is ever-increasing visibility on the competitive scene, which increases its commercial opportunities and results in improvement of the Group's ability to attract qualified partners able to promote access to new markets or geographical areas of renewed interest. This is the case for Indonesia, where Astaldi acquired one of the country's most important hydroelectric projects in October, as part of a joint venture with a Korean company of high international standing.

Total net financial debt amounted to EUR 1,151.8 million (EUR 798.7 million at 31 December 2014), largely in line with June figures and set targets.

INCOME STATEMENT AT 30 SEPTEMBER 2015

Main consolidated financial results *(EUR/000)*	30.09.2015	% on total revenue	30.09.2014	% on total revenue	YOY change (%)
Total revenue	2,066,747	100.0%	1,851,858	100.0%	+11.6%
EBITDA	242,813	11.7%	218,382	11.8%	+11.2%
EBIT	185,038	9.0%	171,011	9.2%	+8.2%
EBT	107,625	5.2%	98,520	5.3%	+9.2%
Profit attributable to owners of the Parent	76,041	3.7%	60,513	3.3%	+25.7%

Total revenue at 30 September 2015 amounted to EUR 2,066.7 million, up by 11.6% compared to EUR 1,851.9 million at 30 September 2014. Operating revenue accounted for 95.6% of said figure, equal to EUR 1,975 million (+11.5%, EUR 1,771.5 million at 30 September 2014) and other operating revenue related to the main contracts for the remaining 4.4%, equal to EUR 91.7 million (+14.1%, EUR 80.3 million at 30 September 2014).

The production of this part of the year was backed up by the achievement of important operating milestones and by full operation of some of the most important contracts in progress to date which, it must be recalled, refer for the most part to projects with a high technological value.

Please find below a brief breakdown of operating revenue by geographical area and segment, followed by a breakdown of the individual projects that made the largest contribution to production figures for the quarter.

Breakdown of operating revenue by geographical area

(EUR/millions)	30.09.2015	%	30.09.2014	%	YOY change (%)
ITALY	335	17.0%	461	26.0%	-27.3%
INTERNATIONAL	1,640	83.0%	1,311	74.0%	+25.1%
Rest of Europe	942	47.7%	804	45.4%	+17.2%
America	587	29.7%	393	22.2%	+49.4%
Asia (Middle East)	34	1.7%	17	1.0%	+100.0%
Africa (Algeria)	77	3.9%	97	5.5%	-20.6%
TOTAL OPERATING REVENUE	1,975	100.0%	1,772	100.0%	+11.5%

[1] Source: *ENR Engineering News Record 2014 Top Global Contractors Lists*, drawn up on the basis of consolidated turnover at 31 December 2013 produced in the reference segments.

The geographical breakdown of revenue shows how the domestic market is continuing to be affected by a none too favourable economic situation, albeit showing signs of a turnaround. It also reflects the virtual completion of some key projects in Italy, positively offset by the ongoing development of the main projects in progress abroad, especially in countries recently entered into (Russia and Canada) and countries where the Group enjoys a consolidated leading role in the Infrastructures segment (Turkey, Poland and Chile).

Italy accounted for EUR 335 million (17% of operating revenue), mostly attributable to the construction of new underground lines in Milan (Lines 4 and 5) and Rome (Line C), as well as the New Hospital in Naples. Specifically, the Milan underground saw commissioning of the whole of Line 5 with opening of the Monumentale and Tre Torri stations in October, and benefits at an overall level from opening of almost all the stations ahead of the contractually-agreed timeframe. Line C of Rome underground saw the progressive completion of works during the first half of the year, which led to the opening of 6 new stations in June and commissioning of the complete section running from Montecompatri/Pantano to Lodi, in the direction of the city centre, for a total of 18 kilometres and 21 stations in operation to date. Road works related to the «Quadrilatero» road network, which benefitted from finalisation of the acquisition procedure, also went ahead as planned. As regards Civil Construction, it must be noted that the project involving the New Hospital in Naples is nearing completion with consignment scheduled by the end of the year, as are construction activities for the New Hospital in Massa Carrara, which will enter the management phase in mid-November 2015. Note must also be made of the contribution from Plant Engineering, Maintenance and Management of Complex Systems thanks to operations performed by NBI and Ge.SAT., the service management company for the Tuscan Hospitals project.

Europe generated 47.7% of operating revenue, amounting to EUR 942 million, showing a marked increase of 17.2%. The quarter's positive performance was backed up by contributions from projects in Turkey (Gebze-Orhangazi-Izmir motorway, Third Bosphorus Bridge), Russia (Western High-Speed Diameter in St. Petersburg) and Poland (John Paul II International Airport Krakow-Balice, Łodz Railway Project, S-8 National Road). Specifically, Turkey was able to confirm the good progress of works to construct the Gebze-Orhangazi-Izmir motorway. The towers (with a height of 252 metres) of Izmit Bay Bridge were completed in May and the Kemalpaşa (near Izmit) link road was opened to traffic in October, with approximately 90% of works completed at the draft date of this report, as regards Phase 1 only which is set for completion by early 2016. Good levels of production were also achieved in Romania thanks to works in the road and railway sector, and especially progress on the Bucharest underground (Lines 4 and 5).

America generated 29.7% of operating revenue, in other words EUR 587 million, recording a decidedly significant increase (49.4% YOY). The trend recorded is thanks to the increased contribution from works in Canada on the Muskrat Falls Hydroelectric Project and operations performed by the Canadian subsidiary, TEQ Construction Enterprise, as well as the results achieved in Peru (Cerro del Águila Hydroelectric Project) and Chile (progress on Chuquicamata Mining Project contracts). As regards Canada, it should be noted that despite the extraordinary cold weather conditions recorded at the start of the year and the complexity of the start-up phase, works on the Muskrat Falls Project are in line with current schedules.

Africa (the Maghreb) generated 3.9% of operating revenue, equivalent to EUR 77 million, thanks to progress on construction of the Saida-Moulay Slissen and Saida-Tiaret railways.

The Middle East accounted for 1.7% of operating revenue, in other words EUR 34 million, to be attributed mainly to railway works in progress in Saudi Arabia (Jeddah and KAEC HS stations).

Breakdown of revenue according to segment (EUR/millions)	30.09.2015	%	30.09.2014	%	YOY change (%)
CONSTRUCTION	1,954	98.9%	1,752	98.9%	11.5%
Transport Infrastructures	1,384	70.1%	1,283	72.4%	7.9%
Railways and undergrounds	*440*	22.3%	*529*	*29.9%*	*-16.8%*
Roads and motorways	*878*	44.5%	*709*	*40.0%*	*23.8%*
Ports and airports	*66*	3.3%	*45*	*2.5%*	*46.7%*
Hydraulic and Energy Production Plants	337	17.1%	217	12.2%	55.3%
Civil and Industrial Construction	120	6.1%	123	6.9%	-2.4%
Facility Management, Plant Engineering and Management of Complex Systems	113	5.7%	129	7.3%	-12.4%
CONCESSIONS	21	1.1%	20	1.1%	*5.0%*
TOTAL OPERATING REVENUE	1,975	100.0%	1,772	100.0%	11.5%

Construction accounted for approximately 99% of operating revenue, equal to EUR 1,954 million, showing a positive 11.5%, increase compared to EUR 1,752 million recorded in the first nine months of 2014. In this phase Transport Infrastructures confirm their position as core business for the Group's activities, generating over 70% of operating revenue, in other words EUR 1,384 million, with road works accounting for two-thirds of the total, amounting to EUR 878 million with a considerable increase (approximately 24%) compared to EUR 709 million in September 2014. Said figures were achieved thanks in particular to the good results of foreign infrastructures under construction, in Turkey (Gebze-Orhangazi-Izmir motorway, Third Bosphorus Bridge), Russia (Western High-Speed Diameter in St. Petersburg), Poland (S-8 National Road) and Algeria (rail works). As regards the domestic market, note must be taken of the good progress achieved for contracts related to construction of the underground lines in Milan (Line 4 and Line 5) and Rome (Line C) and road works related to «Quadrilatero Marche-Umbria» road network. Hydraulic and Energy Production Plants accounted for EUR 337 million (EUR 217 million at 30 September 2014), corresponding to 17% of operating revenue thanks to hydroelectric projects underway in Canada (Muskrat Falls) and Peru (Cerro del Águila) with a more than 55% growth in the quarter. Civil and Industrial Construction generated more than 6% of operating revenue contributing to production with EUR 120 million (EUR 123 million in September 2014), mainly thanks to projects developed in Canada (through the subsidiary T.E.Q. Construction Enterprise), contracts in progress in the healthcare sector in Italy (Four Tuscan Hospitals, New Hospital in Naples) and abroad (preliminary activities related to the Etlik Integrated Health Campus in Ankara in Turkey). Facility Management, Plant Engineering and Management of Complex Systems accounted for approximately 6% of operating revenue, in other words EUR 113 million (EUR 129 million at 30 September 2014). As regards this segment, the quarterly trend can be attributed to the good performance achieved by NBI and the results of contracts in execution in the mining sector in Chile (Chuquicamata).

Concessions generated just over 1% of operating revenue, amounting to EUR 21 million (EUR 20 million at 30 June 2014). The quarterly figure included the results of management activities for Milas-Bodrum International Airport in Turkey (EUR 12.2 million) which concluded its operations at the end of October further to the end of the concession period, as well as the good results achieved by San Luca Hospital in Lucca, San Jacopo Hospital in Pistoia and New Hospital in Prato (EUR 8.4 million in total) in Italy. Concession revenue listed herein does not include EUR 42.7 million of effects arising from the consolidation of other investments in concession projects, entered among "Effects of equity accounting" (EUR 17.9 million at 30 September 2014)

The cost structure showed a less than proportional growth compared to production, thanks to considerable streamlining of expenditure, above all at a corporate level, and centralised management of acquisition and selection procedures for subcontractors. Production costs totalled EUR 1,394.3 million (EUR 1,328.2 million at 30 September 2014), while personnel expenses amounted to EUR 405.7 million (EUR 290 million at 30 September 2014). The latter increased mainly as a result of the rise in the average workforce (which totalled almost 11,000 units from approximately 9,500 in September 2014) as a result of the increased size of contracts in progress as well as greater use of direct production, especially in Canada where the complexity of works requires a more structured organisation.

EBITDA increased by 11.2% to EUR 242.8 million (EUR 218.4 million at 30 September 2014), with an EBITDA margin of 11.7%. EBIT totalled EUR 185 million with an EBIT margin of 9% and showing an 8.2% increase compared to EUR 171 million at 30 September 2014.The quarterly figures benefitted from the structural increase in the quality of the order backlog seen for some years now. It also showed the positive contribution of some contracts, which achieved important milestones ahead of contractual timeframes (Line 5 of Milan underground).

Net financial charges amounted to EUR 119.6 million (EUR 90.4 million at 30 September 2014) and included, among others, EUR 11 million of charges from the fair value evaluation of the conversion option linked to the Group's convertible bond loan, as well as effects connected with exchange rate fluctuation.

EBT amounted to EUR 107.6 million (EUR 98.5 million at 30 September 2014). The quarterly figure benefitted from the equity accounting of some investments, largely attributable to the Concession sector (EUR 42.2 million compared to EUR 17.9 million at 30 September 2014). This resulted in consolidated net profit of EUR 76 million (+25.7%, EUR 60.5 million at 30 September 2014), with an estimated tax rate of 30% and a net margin of 3.7% (3.3% in the same period of the previous year).

CONSOLIDATED BALANCE SHEET ITEMS AT 30 SEPTEMBER 2015

Main balance sheet items *(EUR/000)*	30.09.2015	31.12.2014	30.09.2014
Total net fixed assets	917,942	790,197	755,197
Working capital	842,700	616,714	972,443
Total provisions	(22,477)	(23,002)	(27,008)
Net invested capital	1,738,165	1,383,910	1,700,632
Total financial payables/receivables *	(1,157,510)	(803,854)	(1,107,778)
Equity attributable to owners of the parent	574,543	574,058	586,862
Total Equity	**580,656**	**580,056**	**592,854**

* Figure shown inclusive of treasury shares on hand, equal to EUR 5.7 million at 30 September 2015 and EUR 3.1 million at 30 September 2014 and EUR 5.2 million at 31 December 2014.

At 30 September 2015, net fixed assets amounted to EUR 918 million (EUR 790.2 million at 31 December 2014) with the quarterly trend attributable mainly to:

- additional investments by way of capital increases in concession projects in Turkey (Gebze-Orhangazi-Izmir Motorway), Chile (Santiago Airport) and Italy (Line 4 of Milan Underground), as well as conversion into capital of semi-equity paid into Etlik Integrated Health Campus in Ankara;
- amortisation of intangible assets linked to the Milas-Bodrum International Airport in Turkey (it must be recalled that this concession reached the end of its contractual duration in October 2015);
- technical investments made, especially in Russia, Chile, Canada, Poland and Italy;
- effects of equity accounting of some investments, mainly attributable to the Concessions segment.

Working capital totalled EUR 842.7 million, up on EUR 616.7 million at 31 December 2014. However, it is important to note that the quarterly figure showed a 3% decrease during Q3 compared to EUR 870 million at 30 June 2015, and a more than 13% decrease YOY (EUR 972.4 million at 30 September 2014). More specifically, the working capital trend for the first nine months of the year reflected the joint effect of: (i) the increase in production volumes of some contracts, especially in Europe (Turkey and Poland) and America (Canada), which consequently recorded higher levels of Contract works in progress; (ii) the marked reduction in Amounts due from customers to be linked to payments made in Italy and abroad (especially for Lines 4 and 5 of Milan underground). Lastly, mention must be made of the decrease in the item related to contract advances due to the quarterly trend recorded in Russia for progressive construction of the Western High-Speed Diameter, and in Algeria against the progressive performance of railways works in execution. On the whole, it is considered important to note that, during the year, in order to support the major boost given to production, especially in Turkey, also in light of the aim to bring forward launch of the management phase of some major concessions, the operating efforts of suppliers were favoured, with financial support given. This led to a situation of virtual stability as regards trade payables, even given the significant increase in production.

The trends recorded resulted in net invested capital of EUR 1,738.2 million (EUR 1,383.9 million at 31 December 2014).

Equity attributable to owners of the Parent totalled EUR 574.5 million (EUR 574.1 million at 31 December 2014), and was significantly affected by changes in suspended items entered among equity, both hedging instruments and foreign currency conversion fluctuations (especially the Rouble and the Turkish Lira), as well as by the distribution of dividends amounting to EUR 19.5 million. It is important to note that the effects related to conversion fluctuations must not be taken as definitive since the Rouble and Turkish Lira have experienced exchange rate revaluation as from October. In order to make clearer the accounting nature of the aforementioned changes, a breakdown of the Group's equity items can be found below, making it possible to infer its capacity for capitalisation through holding back of profit.

(EUR/000)	30.09.2015	31.12.2014	30.09.2014
Share capital	195,298	195,057	195,899
Reserves	463,043	399,744	400,646
Profit	76,041	81,559	60,513
Equity pertaining to non-controlling interests	6,112	5,998	5,993
Total equity	**740,494**	**682,358**	**663,051**
Cash-flow hedge reserves	(72,286)	(49,767)	(46,346)
Conversion reserves	(87,553)	(52,535)	(23,850)
Equity	580,656	580,056	592,854

Therefore, equity totalled EUR 580.6 million (EUR 580.1 million at 31 December 2014) against equity attributable to non-controlling interests of EUR 6.1 million (EUR 6 million in December 2014).

CONSOLIDATED NET FINANCIAL DEBT

Net financial debt at 30 September 2015 amounted to EUR 1,151.8 million (EUR 1,104.7 million in September 2014 and EUR 798.7 million at 31 December 2014). The quarterly figure reflects the support given to projects in progress, especially the support guaranteed for supplier system, as mentioned above, but also shows a typical trend of this part of the year linked to the payment cycles of Public Administrations, which represent the Group's reference Customers. The quarterly figure is largely in line with figures at June and set targets. The Debt/Equity ratio, which equalled 1.06x if the share of debt related to concessions is excluded (insofar as self-liquidating), stood at 1.98x. Please find below a summary of the changes in consolidated net financial debt, recorded on a quarterly basis for the last 12 months.

Breakdown of Consolidated Net Financial Debt

		30/09/2015	30/06/2015	31/03/2015	31/12/2014	30/09/2014
A	Cash	464,819	423,917	472,985	530,212	407,330
B	Securities held for trading	1,032	1,026	1,521	1,396	1,430
C	Cash and cash equivalents	465,851	424,943	474,506	531,607	408,760
-	Current loan assets	36,291	48,991	13,252	20,870	23,028
-	Current portion of financial assets from concessions			16,057	17,813	18,800
D	Current loan assets	36,291	48,991	29,309	38,683	41,828
E	Current portion of bank loans and borrowings	(440,734)	(366,305)	(439,060)	(336,636)	(504,999)
F	Current portion of bonds	(16,583)	(4,424)	(16,486)	(4,676)	(16,670)
G	Current portion of non-current debt	(138,780)	(129,586)	(95,530)	(37,472)	(47,993)
H	Other current loans and borrowings	(11,735)	(11,909)	(13,558)	(8,803)	(12,367)
I	Current financial debt	(607,831)	(512,224)	(564,634)	(387,587)	(582,029)
J	Net current financial debt	(105,690)	(38,291)	(60,819)	182,703	(131,441)
K	Non-current portion of bank loans and borrowings	(430,913)	(436,978)	(304,972)	(275,976)	(232,159)
L	Bonds	(871,724)	(871,225)	(870,745)	(870,269)	(869,869)
M	Other non-current financial liabilities	(16,004)	(17,637)	(20,343)	(18,021)	(15,542)
N	Non-current financial debt	(1,318,641)	(1,325,839)	(1,196,060)	(1,164,266)	(1,117,570)
O	Gross financial debt from continuing operations	(1,926,472)	(1,838,064)	(1,760,694)	(1,551,853)	(1,699,598)
P	Net financial debt from continuing operations	(1,424,331)	(1,364,130)	(1,256,878)	(981,563)	(1,249,011)
R	Net financial debt	(1,424,331)	(1,364,130)	(1,256,878)	(981,563)	(1,249,011)
-	Non-current loan assets	39,091	39,805	44,186	37,281	31,381
-	Subordinate loans	197,124	187,058	175,408	133,652	104,694
-	Non-current portion of financial assets from concessions	30,606	23,370	15,188	6,776	5,158
S	Non-current loan assets	266,821	250,233	234,783	177,709	141,233
T	Total financial debt	(1,157,510)	(1,113,897)	(1,022,096)	(803,854)	(1,107,778)
	Treasury shares on hand	5,703	4,579	4,676	5,198	3,114
	Total net financial debt	(1,151,807)	(1,109,318)	(1,017,420)	(798,656)	(1,104,664)

Investments

Net technical investments during the first nine months of 2015 totalled approx. EUR 30 million (1.4% of revenue). They are to be linked to projects in progress in Canada (Muskrat Falls Hydroelectric Project), Russia (Western High-Speed Diameter), Chile (Chuquicamata mine) and Italy (Line 4 of Milan underground), as well as preliminary phases related to new projects in Chile (West Metropolitan Hospital in Santiago) and Poland (road works).

Gross investments made in the Concessions sector for the same period totalled (by way of capital only) approximately EUR 137 million, of which:

— 86 million of equity for projects in Turkey (Gebze-Orhangazi-Izmir motorway, Etlik Integrated Health Campus in Ankara), Italy (Line 4 of Milan underground) and Chile (Arturo Merino Benítez International Airport in Santiago);
— 51 million of semi-equity for projects in Italy (Line 5 of Milan underground, Tuscan hospitals) and Turkey (Third Bosphorus Bridge).

On the whole, concession investments (meaning Astaldi's shares of equity and semi-equity paid into management companies related to the individual projects in progress, as well as the relative working capital) amounted to EUR 734 million. The quarterly figure included EUR 31 million of financial assets from concession activities – meaning the shares of investments covered by guaranteed cash flows, as illustrated in IFRIC-12 – related to the West Metropolitan Hospital in Santiago (Chile).

In order to provide complete information, please find below a table summarising the invested capital items in the Concessions Sector at 30 September 2015.

(EUR / millions)	30.09.2015
Equity	444
Semi-equity	204
Financial assets from concessions	31
Financial leasing	37
Other assets	19
Total invested capital	734

COMMENT ON Q3 2015

Main consolidated results *(EUR/000)*	Q3 2015	% on total revenue	Q3 2014	% on total revenue	YOY change (%)
Total revenue	675,075	100%	650,334	100%	3.80%
EBITDA	62,990	9.3%	69,126	10.6%	-8.9%
EBIT	44,723	6.6%	52,880	8.1%	-15.4%
EBT	18,823	2.8%	43,807	6.7%	-57.0%
Net profit attributable to owners of the Parent	13,654	2.0%	26,180	4.0%	-47.8%

Total revenue of Q3 2015 amounted to EUR 675.1 million (+3.8%, EUR 650.3 million in Q3 2014) with operating revenue accounting for EUR 641.6 million and other operating revenue for EUR 33.4 million (EUR 644.5 million and EUR 5.8 million respectively in Q3 2014).

The cost structure and trend confirmed that seen in the first nine months of the year, reflecting the production trend. Direct production costs totalled EUR 449.8 million, with a drop in the incidence on revenue to 66.6% (EUR 472.2 million and 72.6% respectively in Q3 2014), with a quarterly performance showing the effectiveness of the economies of scale pursued by the Group. Personnel expenses equalled EUR 151.3 million (EUR 110.1 million in Q3 2014) and accounted for 22.4% of total revenue (17% for the same period of 2014).

EBITDA totalled EUR 63 million (-8.9%, EUR 69.1 million in Q3 2014), with an EBITDA margin of 9.3%. EBIT totalled EUR 44.7 million (-15.4%, EUR 52.8 million in Q3 2014), with an EBIT margin of 6.6%. A comparison of margins on a quarterly basis cannot be taken as indicative of the actual progress of contracts. Indeed, it is important to note that the specific characteristics of the sectors Astaldi Group operates in, typically featuring medium-long term multi-year contracts, may generate non-homogeneous quarterly comparisons insofar as alternating of the closure of some contracts and the start-up of others may generate temporary incoherencies which are subsequently brought back into line progressively.

Net financial charges amounted to EUR 34.5 million, equal to 5% of total revenue (EUR 12.9 million and 2% incidence for Q3 2014).

The net profit attributable to the owners of the Parent totalled EUR 13.6 million (EUR 26.2 million in Q3 2014) with a net margin of 2% (from 4% in Q3 2014). For more details regarding the quarter's equity and financial performance, please see the section herein entitled "Income Statement at 30 September 2015".

CONSOLIDATED CASH FLOW STATEMENT

(EUR/000)	30/09/2015	30/09/2014
A) Net cash flow generated (absorbed) by operating activities	(207,020)	(182,010)
B) Cash flow generated (absorbed) by investment activities	(195,658)	(46,181)
C) Cash flow generated (absorbed) by financing activities	337,285	261,688
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (A+B+C)	(65,393)	33,497
CASH AND CASH EQUIVALENTS AT START OF PERIOD	530,212	373,833
CASH AND CASH EQUIVALENTS AT END OF PERIOD	464,819	407,330

Cash flows from operating activities

The financial flow absorbed by operating activities in the first nine months of 2015, equal to EUR 207 million, reflects the increase in production volumes recorded for some contracts in progress, especially in Europe (Turkey and Poland) and America (Canada), even given the goal to bring forward start-up of the management phase for major concessions in progress.

Cash flows from investment activities

The financial flow absorbed by investment activities during the first nine months of 2015 totalled EUR 195.7 million and are mainly attributable to:

- EUR 86.2 million of equity paid for concession projects mainly attributable to the SPVs Otoyol Yatirim Ve Isletme A.S (concessionaire of Gebze-Orhangazi-Izmir motorway), Linea M4 S.p.A. (concessionaire of Line 4 of Milan underground), Sociedad Concesionaria Nuevo Pudahuel S.A. (concessionaire of Arturo Merino Benítez International Airport in Santiago de Chile) and Ankara Etlik Hastante A.S. (concessionaire of Etlik Integrated Health Campus in Ankara);
- approximately EUR 50.8 million of subordinate loans (semi-equity), mostly referring to the SPV in charge of the concession project related to the Third Bosphorus Bridge in Turkey;
- approximately EUR 25.5 million for capital invested in concessions in progress in Chile (West Metropolitan Hospital in Santiago de Chile, Relaves mining project);
- for the remaining share, mainly to the capital invested in technical resources and equipment for construction contracts and to finance some activities performed by the Group with Turkish partners.

Cash flows from financing activities

During the first nine months of 2015, management of financing activities produced cash and cash equivalents totalling EUR 337.3 million. These flows were mainly related to net cash and cash equivalents acquired following partial use (EUR 180 million) of the Revolving Credit Facility (RCF) subscribed in November 2014, as well as additional, existing committed and uncommitted lines of credit. Moreover, this effect was partially offset by the cash and cash equivalents used to pay dividends to Parent Company shareholders, for a total of EUR 19.5 million.

ORDER BACKLOG

The order backlog in execution increased to EUR 17.5 billion (+26% compared to EUR 13.8 billion at 31 December 2014), EUR 9.3 billion of which refers to the Construction sector and EUR 8.2 billion to the Concessions sector. New orders amount to EUR 5.6 billion, more than double the production recorded for the same period, 88% of which can be attributed to international activities (Europe, Chile and Peru, North America and Indonesia) and the remaining 12% to Italy.

The total order backlog, which includes additional projects secured and being finalised (options, first ranked, contracts pending financial closing), amounts to approximately EUR 27 billion, 40% of which refers to projects developed in Italy and the remaining 60% to international projects, with EUR 12.4 billion referring to Construction and EUR 14.4 billion to Concessions.

The structure of the backlog in execution is fairly balanced between Construction (53% of total) and Concessions (47%). Specifically, Construction totals EUR 9.3 billion (EUR 3.9 billion in Italy and EUR 5.4 billion abroad) with orders boasting an average duration of 3.5-4 years. While Concessions amount to EUR 8.2 billion (EUR 6.5 billion of which outside the domestic market). As regards segments, Transport Infrastructures as a whole continues to represent the most important business segment, accounting for 75% of the backlog in execution, but significant contributions are also provided by Civil and Industrial Construction (15%), Hydraulic Works and Energy Production Plants (7%), Facility Management, Plant Engineering and Management of Complex Systems (3%).

Main new orders

ORDERS ACQUIRED DURING QUARTER 3

QUADRILATERO MARCHE-UMBRIA ROAD NETWORK (Maxi-Lot 2) | Italy (general contracting) – a contractual value of over EUR 500 million for the completion of works to improve the Perugia-Ancona road and upgrading of the Pedemontana delle Marche road. The works were acquired further to the agreement finalised with the Extraordinary Commissioner of Impresa, SAF and Dirpa (all of which are under extraordinary management). This agreement was reached upon completion of a complex series of corporate transactions, performed as part of the aforementioned companies' extraordinary management procedures. These were aimed at acquisition by Astaldi of the «Quadrilatero» industrial complex following a single set of negotiations, as well as completion of a strategic infrastructure for the area. Maxi Lot 2 of the Quadrilatero Marche-Umbria road network is a complex project involving the performance, as a general contractor, of works to improve the Perugia-Ancona road, along the Fossato di Vico-Cancelli and Albacina-Valtreara Tunnel-Serra San Quirico sections of the national road SS-76 (Lot 1.1 – Sub Lots 1.1.1, 1.1.2 and 1.1.3) and the Pianello-Valfabbrica section of the national road SS-138 (Lot 1.2), as well as new construction of the Pedemontana delle Marche road along the route between Fabriano and Muccia/Sfercia (Lots 2.1 and 2.2). At the draft date of this report, works are in progress on the Perugia-Ancona road and approval of the final design for the Fabriano-Matelica section of the Pedemontana delle Marche road is pending.

M-11 MOSCOW-ST. PETERSBURG MOTORWAY (Lots No. 7 and No. 8) | Russia (*construction*) – RUB 68 billion, 50% of which refers to Astaldi's stake, for the design and construction of 140 kilometres of the M-11 Moscow-St. Petersburg motorway. The joint venture comprising Astaldi and IC Ictas will build the motorway, in the capacity of General Contractor, on behalf of TWO CAPITALS HIGHWAY – comprising VTB Group and VINCI Concessions – which was awarded the motorway construction and management concession by AVTDOR, the state company for construction and development of the Russian Federation's toll motorway network. The route of the new infrastructure will comprise both 6-lane and 4-lane sections of a traffic route with a speed limit of 150 km/h. The planned duration of works is 35 months. Design and construction activities are already underway at the draft date of this report.

SOUTH WARSAW BYPASS ROAD (Lot A) | Poland (*construction*) – Approximately EUR 240 million for the completion of an important project for development of the city's infrastructures, which will guarantee significant benefits for freeing up traffic within the city centre. The works involve the design and construction of approximately 5 kilometres of expressway with 2 separate carriageways with 3 lanes in each direction, to link Puławska junction to Przyczółkowa junction. The performance of a series of complex works is planned along the route, including 9 bridges, a 2.3-km twin-tube tunnel, 2 road junctions and connected works. The works will last 41 months with the start-up of design activities planned for the coming months. The works have been commissioned by Poland's Road and Motorways Authority (GDDKiA) and are partly funded by the European Union.

WARSAW UNDERGROUND, LINE 2 (Lot 2) | Poland (*construction*) – EUR 209 million for the extension of Line 2 of the Warsaw underground. The contract involves the executive design and construction of the east section of the line from Dworzec Wileński station to the depot tracks behind C-18, for a total of approximately 5 kilometres of tunnels and 3 underground stations. The use of 2 TBMs with an internal minimum diameter of 5.4 metres is envisaged for tunnel excavation. These will allow for the excavation of tunnels and preparation of them for the passage of trains at the same time, with a considerable saving on the construction timeframe. The contract also involves construction of the link with the line's central section, as well as civil and railway plants, superstructure and all related works. Works are to be completed in 36 months with start-up scheduled for early 2016.

UPPER CISOKAN PUMPED STORAGE POWER PLANT PROJECT (*Package* 1 – Lot 1-A) | Indonesia (*construction*) - USD 234 million, 30% of which refers to Astaldi's stake, for performance of the first two phases of the Upper Cisokan Hydroelectric Project on Java in Indonesia. The project is one of the most important in progress in the country to date in the hydroelectric sector and is funded by the World Bank. The customer is PT PLN PERSERO, the public company responsible for management of energy plants in Indonesia. The works will be performed as a joint venture with the Korean company, DAELIM (principal, with a 40% stake) and the local firm, WIKA (30%). The two contracts acquired for this project involve the performance of all civil works related to construction of two dams Lower Dam and Upper Dam (with a height of 75 and 98 metres respectively), for a total volume of 1,000,000 m^3 of RCC (Roller Compacted Concrete) and an installed power of 1,040 MW. Water intake and headrace systems, 6 kilometres of tunnels (diameter of up to 10 metres), underground station (26 metres wide, 51 metres tall and 156 metres long), ventilation works and an electrical substation complete the works. The works are to be completed in 50 months with start-up scheduled for early 2016.

CHUQUICAMATA MINE | Chile (*construction*) – EUR 86 million of various contract addenda to lots already assigned to Astaldi for the underground development project for Chuquicamata mine, currently the largest open-air mine for the extraction of copper at a global level. The contractual increase was recorded in the third quarter and is the result of the excellent relationship established while performing current contracts with the customer CODELCO (Corporación Nacional del Cobre de Chile), the Chilean state company that is currently the number-one copper producer worldwide. This increase brings the overall value of contracts in progress to date for this mine to over EUR 400 million, referring mainly to the construction of access tunnels and tunnels for the transportation of copper above ground, for a total of 37 kilometres of tunnels (from the 28 kilometres prior to the addenda). The project is the most important in progress in the mining sector to date in Chile and Astaldi is the first Italian company to work for CODELCO on a project of this scale. The works to be performed are highly complex insofar as they must be performed in parallel with the mine's everyday surface-level activity.

MAIN ORDERS OF THE FIRST HALF OF THE YEAR

CHILE >> ARTURO MERINO BENÍTEZ INTERNATIONAL AIRPORT, SANTIAGO DE CHILE (*construction and management concession – construction*) – Total investment of USD 1 billion. The contract involves: (i) modernisation and extension of the existing terminal; (ii) funding, design and construction of a new passenger terminal with a surface area of 198,000 m^2 which will increase the airport's capacity to 30 million passengers/year; (iii) 20-year management of all infrastructures (existing and new terminals, car parks and future commercial activities) with start-up of operation of existing structured as from 1 October 2015. The works have been commissioned by Chile's Ministry of Public Works (M.O.P.). Management activities are performed by Consorcio Nuevo Pudahuel comprising Astaldi (with a 15% stake through its investee Astaldi Concessioni) and the French companies, Aéroport de Paris (45%) and Vinci Airports (40%). Design and construction activities will be performed by Astaldi (with a 50% stake), together with the French company, Vinci Construction (50%). Design and preliminary activities prior to construction are underway at the draft date of this report, and management of the existing structure also commenced as from 1 October 2015.

ETLIK INTEGRATED HEALTH CAMPUS - ANKARA | Turkey (*construction and management concession*) – Total investment of EUR 1.1 billion for the construction and subsequent management of one of the largest healthcare facilities in the world for its number of beds. Astaldi holds a 51% stake in the project both as regards construction and management activities. Pro-quota inclusion of the project among the backlog was performed in June subsequent to signing of the EUR 880-million financing agreement. The concession agreement provides for the construction and subsequent operation of a highly specialised healthcare facility that will have a total of over 3,500 beds and occupy a total surface area of 1.1 million m^2. The construction of a hotel, congress centre, various commercial areas and a car park providing 11,000 spaces is also planned along with the supply of furnishings and electromedical equipment. The project has been commissioned by the Turkish Ministry of Health (MOH). The concession is held by the concessionaire Ankara Etlik Hastanesi, which Astaldi Group holds a 51% stake in. Works will be performed by the joint venture comprising Astaldi (51%) and the Turkish company, Türkerler (49%). The duration of the concession is 27.5 years, 3.5 of which for design and construction activities, and 24 for the operation of non-healthcare, clinical commercial services. At the draft date of this report, construction activities are underway and works are scheduled for completion by May 2019, with start-up of management by the first half of that year.

GEBZE-ORHANGAZI-IZMIR MOTORWAY, PHASE 2-B (BURSA-IZMIR SECTION) | Turkey (*construction and management concession*) – Astaldi holds a 17.5% stake in this project as regards construction activities and an 18.86% stake as regards management activities. Pro-quota inclusion of the last phase of this project among the backlog was performed in June subsequent to signing of the non-recourse financing agreement for USD 5 billion by a pool of Italian and Turkish lending banks. The total investment amounts to USD 6.4 billion and will result in the construction and management of one of the most important infrastructure works in progress at a global level, including the 4th longest suspension bridge in the world. The new funding will be used to complete the last part of the route (Phase 2-B) and to refinance the sections already under construction (Phases 1 and 2-A, financed and included among new orders as from 2013 and 2014 respectively). The project as a whole involves the construction of over 400 kilometres of motorway and subsequent operation and maintenance of the infrastructure by Astaldi as part of a JV with Turkish companies. The works are split into separate operational lots: Phase 1 (53 kilometres, Gebze-Orhangazi section including Izmit Bay Bridge), Phase 2-A (25 kilometres, Orhangazi-Bursa section) and Phase 2-B (301 kilometres, Bursa-Izmir section). Upon completion, the motorway will ensure a link between the cities of Gebze (near Istanbul) and Izmir (on the Aegean coast), halving car journey times currently in excess of 8 hours. The contractual duration of the concession is 22 years and 4 months including a maximum of 7 years for construction and approximately 19 years and 4 months for management of Phase 1, including the bridge. At the draft date of this report, 45% of works had been completed (88% of Phase 1, 52% of Phase 2-A and 10% of Phase2-B). Specifically, the towers of Izmit Bay Bridge were completed in May (252 metres tall) and the final phases of prefabrication of the steel deck linking the two shores are currently in progress, as well as works for installation of the stay cable. Works are scheduled for completion by June 2019 as regards the whole project, with commencement of management activities of Phase 1 as from the first half of 2016.

Main options and contracts to be financed to date

WEST METROPOLITAN HOSPITAL - SANTIAGO DE CHILE | Chile (*construction and management concession*) – Non-recourse financial closing, scheduled by the second half of 2015 is pending. The contract involves the construction and subsequent management of a facility that will provide 523 hospital beds. Construction activities related to this project commenced at the end of 2014 and a USD 30-million bridge loan was subscribed at the start of 2015 to support the performance of works pending financial closing.

ANCONA PORT MOTORWAY LINK | Italy (*construction and management concession*) – The relative financial closing is pending. As regards this project, the concession became executive as from February 2015 and approval of the final design is pending further to consignment of the design to the Ministry of Transport and Infrastructures in September. The project involves the construction and management as a concession of approximately 11 kilometres of toll motorway linking the A14 motorway to Ancona Port, as well as other secondary road works.

VERONA-PADUA HS/HC RAILWAY LINE (Vicenza-Padua section) | Italy (*construction*) – The project involves the second phase of the contract for design and construction of the railway line, which Astaldi holds a 37.49% stake in, through Consorzio IRICAV DUE, the General Contractor awarded the contract.

Summary Tables

TOTAL BACKLOG (EUR/millions)	At 01/01/2015	Acquisitions	Decreases for production	At 30/09/2015	Other projects	Potential backlog
Italy	5,206	653	(335)	5,524	5,084	10,608
International	8,634	4,961	(1,640)	11,955	4,234	16,189
Europe	*5,008*	*4,389*	*(942)*	*8,455*	*895*	*9,350*
America	*3,207*	*509*	*(587)*	*3,129*	*3,339*	*6,468*
Africa	*353*	*0*	*(77)*	*276*	*0*	*276*
Asia	*66*	*63*	*(34)*	*95*	*0*	*95*
TOTAL BACKLOG BY GEOGRAPHICAL AREA	*13,840*	*5,614*	*(1,975)*	*17,479*	*9,318*	*26,797*

BACKLOG IN EXECUTION *(EUR/millions)*	*At 01/01/2015*	*Acquisitions*	*Decreases for production*	*At 30/09/2015*
Italy – Construction	*3,511*	*653*	*(326)*	*3,838*
Italy – Concessions	*1,695*	*0*	*(9)*	*1,686*
International – Construction	*4,401*	*2,640*	*(1,628)*	*5,413*
International – Concessions	*4,233*	*2,321*	*(12)*	*6,542*
BACKLOG IN EXECUTION BY GEOGRAPHICAL AREA	*13,840*	*5,614*	*(1,975)*	*17,479*

BACKLOG IN EXECUTION (EUR/millions)	At 01/01/2015	Acquisitions 2015	Decreases for production	At 30/09/2015
Transport infrastructures	*10,905*	*3,657*	*(1,396)*	*13,166*
Hydraulic works and energy plants	*1,476*	*79*	*(337)*	*1,218*
Civil and industrial construction	*928*	*1,778*	*(129)*	*2,577*
Plants and maintenance	*531*	*100*	*(113)*	*518*
BACKLOG IN EXECUTION BY CATEGORY OF WORKS	*13,840*	*5,614*	*(1,975)*	*17,479*

EVENTS AFTER THE REPORTING PERIOD

Management of Arturo Merino Benítez International Airport in Santiago (Chile) commenced on 1st October 2015. Management involves the airport's existing structures which, as we recall, further to the expansion and modernisation currently being performed by Astaldi together with Aéroport de Paris and Vinci Airports, will boast a transportation capacity of 30,000,000 passengers/year (from 16,000,000 passengers/year at the end of 2014). Management activities will have a duration of 20 years and, when fully implemented, will involve all the airport's services (new and existing terminal, car parks and future commercial activities).

Two new stations of Line 5 of the Milan underground (Monumentale and Tre Torri) in Italy were opened to the public in October. As regards the Verona-Padua HS/HC railway line (Verona-Vicenza section), the Customer (RFI) consigned the final design drawn up by Consorzio IRICAV 2 (Astaldi holds a 37.49% stake) to the Ministry of Infrastructures and Transport. This is an important condition for commencement of the relative meetings with local stakeholders. Hence, it is envisaged that sites will commence activities during the second half of 2016.

Parliamentary elections were held in Turkey in November. The result of these political elections allow us to envisage a stable political situation for the duration of this legislature. Further to the resulting general situation, the Turkish lira, which had experienced devaluation during the months prior to the elections, began once again to increase in value against the Euro.

OUTLOOK

The results achieved by the Group during the first nine months of the year confirm that the integrated Construction-Concessions business model adopted in recent years has achieved a level of maturity such as to allow for development of an additional growth cycle, also as a result of valorisation of concession projects currently among the backlog. Additional benefits will arise from the increasingly integrated supply capacity the Group is able to guarantee, with consequent advantages in terms of consolidation of its leadership. This will ensure strengthening of its ability to be present in traditional markets, as well as increase its ability to attract strategic partners in order to access new markets of interest, as recently occurred in Indonesia with acquisition of the contract to construct the Upper Cisokan Hydroelectric Plant.

From an operating viewpoint, efforts will proceed over the coming months to achieve key production and commercial targets. Specifically, it is expected that projects in progress in areas where the Group is currently most present (Russia, Turkey and Canada) will contribute to the growth of the Group's activities, but major focus will also be lent to the milestones of other key contracts in execution in the domestic market.

As regards Italy, which continued to experience a slowdown linked to the market situation during the first nine months of the year, the structural difficulties seen in recent years can be confirmed, but a certain turnaround in production activities can also be glimpsed, thanks to recently acquired projects («Quadrilatero») and progress on approval of the executive design pending for the Verona-Padua HS/HC railway line (Verona-Vicenza section) and Jonica National Road DG-41. The freeing up of these projects, combined with contracts of a lower value secured during 2015, should ensure that Italian production returns to significant levels, able to offset the virtual completion of some key projects (New Hospital in Naples, New Hospital in Massa-Carrara (Tuscany), Line 5 of Milan underground). The commercial developments of some projects in the Transport Infrastructures segment are also pending which could mean additional acquisitions for the Concessions as well as the Construction sectors by the end of the year.

As regards international activities, the benefits of complete performance of activities in Turkey to construct the Third Bosphorus Bridge (start-up of management is scheduled for HY2 2016) and new sections of the Gebze-Orhangazi-Izmir motorway (with start-up of management of Phase 1 as from HY1 2016) will start to be seen, together with the start-up of works on the Etlik Integrated Health Campus in Ankara. As for Russia, the organisation of work sites for the M-11 Moscow-St. Petersburg motorway will benefit from logistic vicinity to the Western High-Speed Diameter in St. Petersburg, under construction to date, with consequent intensification to full production levels in the area. As for the rest of Europe, recent acquisitions in Poland will promote a turnaround of this area which could benefit from additional interesting development opportunities in countries such as Bulgaria which is already planning major investments in the railway and motorway Transport Infrastructures segment and which boasts dedicated European funding .

America will continue to be a continent of major interest for the Group's growth. The Muskrat Falls Hydroelectric Project in Canada will continue to go ahead with positive results also obtained from projects (of a smaller scale) involving the subsidiary TEQ Construction Enterprise. Latin America will benefit from the start-up of works to construct the West Metropolitan Hospital and Arturo Merino Benítez International Airport in Santiago in Chile. As regards Chile, additional benefits at a national level will be obtained following ratification of the Italy-Chile agreement to eliminate dual taxation in October. Indeed, said agreement is of particular commercial importance insofar as it increases the competitiveness of Italian businesses operating at a local level, increasing the development opportunities that may be singled out in the country. As regards Venezuela, extremely limited production levels will be confirmed in the face of the slowdown already experienced for some years now in the Venezuelan government's procedures to pay outstanding sums. As regards collections, it must be noted that they continued to be made during the year, albeit at a slower pace, and at the date of this report, certified, and hence collectable, receivables owed by the Venezuelan government amounted to a sum with a counter value of EUR 282 million, including contractual advances.

As regards Concessions, there will be a progressive increase in contributions from concessions under management, which will benefit from the start-up of management of the New Hospital in Massa-Carrara in Italy in November, and from the start-up of management activities for Arturo Merino Benítez International Airport in Santiago de Chile as from 1st October 2015. As regards Italy, benefits will also arise from final completion of Line 5 of the Milan underground which, inter alia, is seeing higher than expected levels of traffic. Said contributions will be more than able to offset the loss of the contribution from Milas-Bodrum Airport in Turkey, which, as we can recall, saw the end of the contractual concession duration in October 2015. At a financial level, work is going ahead in Chile for financial closing for the West Metropolitan Hospital in Santiago (on a non-recourse base) and the aforementioned international airport (on a limited recourse base).

Valorisation and sale of concession assets are also going ahead and it is felt that the effects of this will start to be seen as from the first half of 2016. To this end, it must be noted that negotiations are at an advanced stage regarding the sale of some individual concession assets.

At a financial level, efforts will continue to increase the Group's liquidity and contract cash flows, with benefits for the endogenous growth process and general levels of debt.

Alternative performance indicators ("Non-GAAP Measures")

Astaldi's management assesses the economic and financial performance of the Group and its business segments on the basis of some indicators not provided for in IFRSs, the specific components of which are listed below.

EBITDA: This is obtained by excluding the following from EBIT, as defined below: (i) amortisation and depreciation; (ii) impairment losses and provisions; (iii) internal costs capitalised.

EBIT: This is equal to the profit (loss) prior to taxation and financial income and charges, without any adjustments. The following are excluded from EBIT: gains or losses of unconsolidated investments and securities and the gains and losses on the sale of consolidated investments, classified as "financial income and expense", or as "gains or losses on equity-accounted investees" for gains or losses on equity-accounted investments.

EBT: This is calculated like EBIT, excluding financial income and expense, as well as gains or losses on equity-accounted investments.

Debt/Equity Ratio: This is calculated as the ratio between the net financial position as the numerator and equity as the denominator, excluding treasury shares in portfolio

Net financial position: This is obtained by subtracting non-current loan assets and financial assets from concession activities, as well as other specific items such as treasury shares, from net financial position (debt), calculated as required under CONSOB Communication DEM/6064293 dated 28 July 2006 that refers to European Securities and Markets Authority (ESMA, formerly CESR) Recommendation dated 10 February 2005.

Total financial debt: This is obtained by subtracting non-current loan assets and financial assets from concession activities from net financial position (debt), calculated as required under CONSOB DEM/6064293 Statement dated 28 July 2006 that refers to European Securities and Markets Authority (ESMA, formerly CESR) Recommendation dated 10 February 2005.

Net non-current assets: These are to be taken as the total of non-current assets; specifically, intangible assets, the Group's property, plant and equipment, investments as well as other non-current assets.

Working capital: This is the result of the total of current loans and receivables and liabilities linked to the core business (trade receivables and payables, inventories, contract work in progress, tax assets, progress payments/billings from customers and other current assets).

Net invested capital: This is the total of net non-current assets, working capital, provisions for risks and employee benefits.

ROI : This is the ratio between EBIT and net invested capital.

ROE : This is the ratio between net profit and equity.

Statement by Manager in Charge of Financial Reporting

(pursuant to Article 154-bis, subsection 2, of Legislative Decree No. 58/1998)

The undersigned, Paolo Citterio, Astaldi's General Manager – Administration and Finance, in the capacity of Manager in charge of Financial Reporting, hereby declares, pursuant to subsection 2 of Article 154-bis of Legislative Decree No. 58/1998 (Finance Consolidation Act), that the accounting information contained herein tallies with accounting documents, ledgers and entries.

Rome, 11 November 2015

Signed - Paolo Citterio

(*Manager in Charge of Financial Reporting)*

Attachments

Consolidated reclassified income statement

EUR/000	30/09/2015		30/09/2014	
Revenue	1,975,050	95.6%	1,771,511	95.7%
Other operating revenue	91,697	4.4%	80,347	4.3%
Total revenue	2,066,747	100.0%	1,851,858	100.0%
Production costs	(1,394,257)	-67.5%	(1,328,253)	-71.7%
Added value	672,490	32.5%	523,604	28.3%
Personnel expenses	(405,669)	-19.6%	(289,757)	-15.6%
Other operating costs	(24,009)	-1.2%	(15,465)	-0.8%
EBITDA	242,813	11.7%	218,382	11.8%
Amortisation and depreciation	(57,102)	-2.8%	(47,347)	-2.6%
Provisions	(554)	0.0%	()	0.0%
Impairment losses	(120)	0.0%	(150)	0.0%
(Internal costs capitalised)		0.0%	127	0.0%
EBIT	185,038	9.0%	171,011	9.2%
Net financial expense	(119,588)	-5.8%	(90,408)	-4.9%
Net gains on equity-accounted investees	42,176	2.0%	17,917	1.0%
Pre-tax profit	107,625	5.2%	98,520	5.3%
Taxes	(32,323)	-1.6%	(36,453)	-2.0%
Profit from continuing operations	75,302	3.6%	62,067	3.4%
Losses from discontinued operations		0.0%	(2,006)	-0.1%
Profit for the year	75,302	3.6%	60,061	3.2%
Profit attributable to non-controlling interests	739	0.0%	452	0.0%
Profit attributable to owners of the Parent	76,041	3.7%	60,513	3.3%

Consolidated Reclassified Statement of Financial Position

	30/09/2015	31/12/2014	30/09/2014
Intangible assets	50,142	32,555	43,144
Property, plant and equipment	216,214	224,165	215,329
Investments	542,650	436,909	417,871
Other net con-current assets	108,936	96,568	78,852
Non-current assets (A)	917,942	790,197	755,197
Inventories	76,457	64,870	62,015
Contract work in progress	1,274,326	1,165,348	1,397,831
Trade receivables	46,177	52,299	61,523
Amounts due from customers	763,092	850,742	901,026
Other assets	224,746	183,793	210,755
Tax receivables	127,669	97,834	102,251
Payments on account from customers	(397,337)	(589,785)	(654,320)
Subtotal	2,115,130	1,825,101	2,081,081
Trade payables	(105,247)	(68,777)	(80,964)
Payables to suppliers	(811,638)	(817,430)	(728,228)
Other liabilities	(355,546)	(322,180)	(299,447)
Subtotal	(1,272,430)	(1,208,387)	(1,108,638)
Working capital (B)	842,700	616,714	972,443
Employee benefits	(8,576)	(9,595)	(8,891)
Non-current portion of provisions for risks and charges	(13,901)	(13,407)	(18,117)
Total Provisions (C)	(22,477)	(23,002)	(27,008)
Net invested capital (D) = (A) + (B) + (C)	1,738,165	1,383,910	1,700,632
Cash and cash equivalents	464,819	530,212	407,330
Current financial receivables	36,291	20,870	23,028
Non-current financial receivables	236,215	170,933	136,075
Securities	1,032	1,396	1,430
Current financial liabilities	(607,831)	(387,587)	(582,029)
Non-current financial liabilities	(1,318,641)	(1,164,266)	(1,117,570)
Net financial liabilities (E)	(1,188,116)	(828,442)	(1,131,736)
Financial assets from concessions	30,606	24,589	23,958
Total financial liabilities (F)	(1,157,510)	(803,854)	(1,107,778)
Equity attributable to owners of the Parent	(574,543)	(574,058)	(586,862)
Equity attributable to non-controlling interests	(6,112)	(5,998)	(5,993)
Equity (G) = (D) - (F)	580,656	580,056	592,854