ASTALDI GROUP

QUARTERLY REPORT AT JUNE 30, 2007

contents

corporate bodies

board of directors

Honorary Chairman	Ernesto Monti
Chairman	Vittorio Di Paola
Deputy Chairman	Paolo Astaldi
Chief Executive Officer	Stefano Cerri
Chief Executive Officer	Giuseppe Cafiero
Directors	Caterina Astaldi
	Pietro Astaldi
	Luigi Guidobono Cavalchini
	Franco Grassini
	Mario Lupo
	Nicola Oliva
	Maurizio Poloni
	Gian Luigi Tosato

board of auditors

Chairman	Pierumberto Spanò
Statutory Auditors	Pierpaolo Singer
	Antonio Sisca
Substitute Auditors	Maurizio Lauri
	Flavio Pizzini
	Massimo Tabellini

general managers

International	Giuseppe Cafiero
Domestic	Nicola Oliva
Administration and Finance	Paolo Citterio

deputy general managers

Domestic	Gianfranco Giannotti
International	Rocco Nenna

auditing firm

Reconta Ernst & Young S.p.A.

consolidation area

	Subsidiaries	%
1	Astaldi Algérie E.U.r.l.	100.00%
2	Astaldi Arabia Limited	100.00%
3	Astaldi Construction Corporation	100.00%
4	Astaldi International Inc.	100.00%
5	Astaldi International Limited	100.00%
6	Astaldi-Astaldi International J.V.	100.00%
7	Astaldi-Burundi Association Momentanée	100.00%
8	Astaldi-Sénégal Association en participation	100.00%
9	Cospe S.C.r.l.	100.00%
10	Diga di Arcichiaro S.C.r.l. in liquidation	100.00%
11	DIP.A. S.C.r.l. in liquidation	100.00%
12	Euroast S.r.l. in liquidation	100.00%
13	Groupement G.R.S.H.	100.00%
14	Linea A S.C.r.l. in liquidation	100.00%
15	Montedil-Astaldi S.p.A. (MONTAST) in liquidation	100.00%
16	Redo-Association Momentanée	100.00%
17	Sartori Sud S.r.l.	100.00%
18	Seac S.p.a.r.l. in liquidation	100.00%
19	Servizi Tecnici Internazionali - I.T.S. S.p.A.	100.00%
20	Todaro S.r.l. in liquidation	100.00%
21	AR.GI S.p.A.	99.99%
22	CO.MERI S.p.A.	99.99%
23	Consorzio Astaldi-C.M.B. Due in liquidation	99.99%
24	I.F.C. Due S.C.a.r.l. in liquidation	99.99%
25	Astaldi Finance S.A.	99.96%
26	Astaldi de Venezuela C.A.	99.8%
27	Romairport S.r.l.	99.26%
28	ASTALROM	99.12%
29	Astur Construction and Trade A.S.	99.00%
30	Palese Park S.r.l.	99.00%
31	Silva S.r.l. in liquidation	99.00%
32	Toledo S.C.r.l.	90.39%
33	Susa Dora Quattro S.C.r.l.	90.00%
34	CO.N.O.C.O. S.C.r.l.	80.00%
35	Eco Po Quattro S.C.r.l. in liquidation	80.00%
36	Portovesme S.C.r.l.	80.00%
37	S.Filippo S.C.r.l. in liquidation	80.00%
38	Tri.Ace. S.C.a.r.l. in liquidation	80.00%
39	Bussentina S.C.r.l. in liquidation	78.8%
40	Mormanno S.C.r.l. in liquidation	74.99%
41	S.P.T. Società Passante Torino S.C.r.l.	74.00%
42	Consorzio Olbia Mare in liquidation	72.5%
43	CO.ME.NA. S.C.r.l.	70.43%
44	Messina Stadio S.C.r.l.	66.67%
45	Astaldi-Max Bogl-CCCF J.V. S.r.l.	66.00%
46	Consorcio Astaldi - C.B.I.	60.00%
47	Ospedale del Mare S.C.r.l.	60.00%
48	Quattro Venti S.C.r.l.	60.00%
49	Forum S.C.r.l.	59.99%
50	Partenopea Finanza di Progetto S.p.A.	59.99%
51	C.O.MES. S.C.r.l.	55.00%
52	Italstrade Somet J.V. Rometro S.r.l.	51.00%
53	Romstrade S.r.l.	51.00%
54	SC Italstrade - CCCF JV Romis S.r.l.	51.00%
55	SCAR Scrl	61.4%
56	Infraflegrea Progetto S.p.A.	51.00%

accounting standards and valuation criteria

In compliance with current legislation, it must be noted that this quarterly report has been drafted in accordance with IASs/IFRSs issued by the IASB and approved by the European Union, as provided for by Article 82 of Issuers' Regulations No. 11971 issued by CONSOB on May 14, 1999 and subsequent amendments and additions. Specifically, this report has been drafted in accordance with Annex 3D of the aforementioned regulations hence the complete disclosure for interim reports provided for by the IASs/IFRSs has not been included.
The income statement and balance sheet for the second quarter of 2007 are shown in a reclassified format and have been drawn up on the strength of account statements prepared on the same date by the Parent Company and companies included in the consolidation area, in compliance with CONSOB Ruling No. 15519 of July 27, 2006. Attached to this report are the model statements adopted by the company in accordance with IAS1, reconciled with the reclassified schedules and integrated in accordance with the provisions of the aforementioned ruling.
The figures provided refer to the quarter in question and the progressive period which coincides with the period between the start of the year and the closing date of the quarter. They are likewise compared with figures for similar periods of last year.
The figures shown in this quarterly report summarize a series of estimated items in order to present corporate operations in a truthful and correct manner. Estimates take into account assessments based on the most recent information made available to company managers when drafting this report, hence without affecting their reliability.
An estimate may need to be adjusted in the event of additional information being obtained that can significantly change the circumstances on which said estimate was previously based.
Estimates are used by the Group to calculate:

1. employee benefits;
2. amortization and depreciation;
3. write-downs and provisions;
4. overall project costs and relative state of progress;
5. taxes.

More specifically, taking into account the Group's specific reference sector, which provides for part payment of individual projects upon awarding of the contracts, it should be noted that the margins on said contracts, charged to the income statement on the basis of systematic calculation criteria, may undergo changes with regard to original estimates. This is in relation to the probable recoverability of the increased costs incurred while carrying out works.

For a detailed description of the accounting standards adopted by the Group, please refer to the consolidated financial statements at December 31, 2006, approved by the Shareholders' Meeting on May 2, 2007, filed at the company's offices and available at www.astaldi.com.

The main exchange rates used to convert financial statements shown in foreign currencies are as follows (Source: I.E.O. - Italian Exchange Office).

Country	*Currency*		*June 30, 2007*	*2007 average*
Algeria	Algerian Dinar	DZD	94.2792	94.5260
Saudi Arabia	Saudi Riyal	SAR	5.0327	4.9856
Bolivia	Bolivian Peso	BOB	10.6520	10.6130
Central African Republic C.F.A	CFA Franc	XOF	655.9570	655.9570
Colombia	Colombian Peso	COP	2,580.6900	2,818.8383
Democratic Republic of Congo	Congolese Franc	CDF	748.0850	733.2523
Costa Rica	Costa Rica Colon	CRC	696.4420	690.4245
Croatia	Croatian Kuna	HRK	7.3313	7.3584
Denmark	Danish Krone	DKK	7.4452	7.4512
El Salvador	Salvadoran Colon	SVC	11.7413	11.6318
Japan	Japanese Yen	JPY	164.5550	159.6437
Guatemala	Guatemalan Quetzal	*GTQ*	10.3075	10.2063
Guinea	Guinean Franc	GNF	4,554.4300	6,362.5017
Honduras	Honduran Lempira	HNL	25.3555	25.1182
Morocco	Moroccan Dirham	MAD	11.1771	11.1605
Nicaragua	Gold Cordoba	NIO	24.7018	24.2253
Norway	Norwegian Krone	NOK	8.0590	8.1362
Panama	Panamanian Balboa	PAB	1.3419	1.3293
Qatar	Qatari Riyal	QAR	4.8845	4.8389
United Kingdom	British Pound	GBP	0.6756	0.6747
Romania	Romanian New Leu	RON	3.2243	3.3309
United States	US Dollar	USD	1.3419	1.3293
South Africa	South African Rand	ZAR	9.6198	9.5299
Switzerland	Swiss Franc	CHF	1.6543	1.6319
Turkey	Turkish Lira	TRY	1.7728	1.8262
European Monetary Union	*Euro*	*EUR*	1.0000	1.0000
Venezuela	Venezuelan Bolivar	VEB	2,881.3700	2,854.5050

Please note that the exchange rate expresses the foreign currency required to buy 1 euro.

reclassified consolidated income statement

€ / 000	Model Statement Reference	June 30, 2007	%	June 30, 2006	%	Q2 2007	%	Q2 2006	%
Revenues	A	565,609	95.4%	481,764	94.4%	313,988	95.6%	257,139	95.7%
Other operating revenues	B	27,153	4.6%	28,465	5.6%	14,457	4.4%	11,693	4.3%
Total revenues		**592,762**	**100.0%**	**510,229**	**100.0%**	**328,445**	**100.0%**	**268,832**	**100.0%**
Production costs	C	(421,107)	(71.0%)	(353,889)	(69.4%)	(236,535)	(72.0%)	(187,859)	(69.9%)
Added value		**171,655**	**29.0%**	**156,341**	**30.6%**	**91,910**	**28.0%**	**80,973**	**30.1%**
Personnel costs	D	(92,071)	(15.5%)	(82,350)	(16.1%)	(47,329)	(14.4%)	(38,923)	(14.5%)
Other operating costs	E	(9,817)	(1.7%)	(10,540)	(2.1%)	(5,115)	(1.6%)	(4,758)	(1.8%)
EBITDA		**69,767**	**11.8%**	**63,451**	**12.4%**	**39,466**	**12.0%**	**37,293**	**13.9%**
Amortization and depreciation	F	(16,534)	(2.8%)	(13,511)	(2.6%)	(8,684)	(2.6%)	(7,148)	(2.7%)
Provisions	E	(5,473)	(0.9%)	(5,815)	(1.1%)	(3,873)	(1.2%)	(3,754)	(1.4%)
Write-downs	F		0.0%	(5,300)	(1.0%)	503	0.2%	(5,300)	(2.0%)
(Capitalization of internal construction costs)	G	270	0.0%	494	0.1%	203	0.1%	279	0.1%
EBIT		**48,031**	**8.1%**	**39,319**	**7.7%**	**27,616**	**8.4%**	**21,370**	**7.9%**
Net financial income and charges	H	(16,746)	(2.8%)	(9,266)	(1.8%)	(9,871)	(3.0%)	(5,280)	(2.0%)
Effects of valuation of equity investments using equity method	I	1,292	0.2%	1,468	0.3%	163	0.0%	2,532	0.9%
Pre-tax profit (loss)		**32,577**	**5.5%**	**31,521**	**6.2%**	**17,908**	**5.5%**	**18,621**	**6.9%**
Taxes	L	(13,705)	(2.3%)	(13,349)	(2.6%)	(7,543)	(2.3%)	(8,061)	(3.0%)
Profit (loss) for the period	M	**18,872**	**3.2%**	**18,171**	**3.6%**	**10,365**	**3.2%**	**10,560**	**3.9%**
(Profit) loss attributable to minority interests	N	432	0.1%	(705)	(0.1%)	206	0.1%	(1,214)	(0.5%)
Group net profit	O	**19,304**	**3.3%**	**17,467**	**3.4%**	**10,571**	**3.2%**	**9,346**	**3.5%**

During the second quarter of 2007, the Group achieved significant increases in terms of revenues and earnings from operations. The economic results achieved during the quarter show an improvement compared to those of the second quarter of 2006. This goes to confirm the gradual improvement in the Group's operating and earning profile, also thanks to the quality of contracts in the orders backlog, which is in line with the content of the 2007-2011 Business Plan. 2007 is set to see a continuation of foreign activities, in line with recent results, with the Group's potential being rewarded with satisfactory economic and equity results, while at the same time maintaining its focus on the projects in Italy which are able to guarantee levels of earnings and revenues in keeping with forecasts. Therefore, on the whole, the quarter just ended offers early positive proof of the soundness of the strategic choices adopted.

Total revenues in the second quarter of 2007 equaled approximately EUR 328 million, up by 22.2% compared to the same period of 2006, while revenues from works amounted to approximately EUR 314 million, showing a 22.1% increase. The geographical breakdown of activities shows a marked prevalence of foreign works in progress in the countries where the Group operates on a continuous basis. To date, foreign activities account for 62.7% of revenues for the quarter, with America accounting for 32.8%, Europe (Romania and Turkey) for 14%, Algeria for 11.1% and Saudi Arabia and Qatar for 4.8%.

Therefore, the figures also offer proof of the strategic aim to streamline and strengthen the Group's foreign presence solely in those countries where it is a well-established player and where there are greater development opportunities in light of the large-scale infrastructure development plans being implemented by local governments. Nevertheless, this does not rule out the possibility, provided for in strategic planning documents, to develop initiatives in new high-potential areas such as the United Arab Emirates, Panama, Chile, Brazil, Bulgaria and Peru.

In Italy, the strategy is geared towards opportunities linked to priority and strategic initiatives for the country such as Line C of the Rome underground, Line 5 of the Milan underground or the new hospitals in Mestre and Naples – projects designed and achieved using general contracting and project financing.

The table below shows a breakdown of revenues by geographical area.

€/millions	June 30, 07	%	June 30, 06	%	Q2 2007	%	Q2 2006	%
Italy	**209**	**36.9%**	**193**	**40.0%**	**117**	**37.3%**	**93**	**36.2%**
Abroad	**357**	**63.1%**	**289**	**60.0%**	**197**	**62.7%**	**164**	**63.8%**
Europe	79	14.0%	110	22.8%	44	14.0%	69	26.8%
America	178	31.4%	134	27.8%	103	32.8%	66	25.7%
Asia	20	3.5%	3	0.6%	15	4.8%	0	0.0%
Africa	80	14.1%	42	8.7%	35	11.1%	29	11.3%
Total	**566**	**100.0%**	**482**	**100.0%**	**314**	**100.0%**	**257**	**100.0%**

The figures show how the contracts secured during the last two years are generating positive effects. Production activities related to contracts secured in Venezuela and Algeria are going ahead as planned. The increase in revenues in America can be attributed to the complete start-up of the new railway contracts in Venezuela, especially the Chaguaramas-Cabruta line for which excavation works are being performed together with site installation, the San Fernando de Apure-San Juan de Los Morros line for which the first two tunnels are being dug as planned and excavation works on the Calabozo lot which have been started up. It is felt that these two projects will continue to make an important contribution to production activities, also over the coming years.
The value of activities in Saudi Arabia and Qatar showed a marked improvement, bringing the incidence of the Asian area on a half-yearly basis extremely close to the 5% set as the target for the area to be achieved by 2008.
The drop in activities in Europe is to be attributed to the end phase of the contract related to construction of the Anatolian Motorway in Turkey which, while fully operational during the previous year, had contributed significantly to the revenues recorded for Europe.
Activities performed in the United States are still affected by some burdens linked to the completion of two contracts secured during 2003 and 2004, offset by the positive performance of two new road transport contracts secured recently.

The following table describes, in greater detail, the Group's overall turnover, split into business areas.

€/millions	June 30, 07	%	June 30, 06	%	Q2 2007	%	Q2 2006	%
Transport infrastructures	427	75.4%	391	81.1%	247	78.7%	209	81.3%
Hydraulic works and energy production plants	69	12.2%	51	10.6%	25	8.0%	26	10.1%
Civil and industrial construction	70	12.4%	40	8.3%	42	13.4%	22	8.6%
Total	**566**	**100.0%**	**482**	**100.0%**	**314**	**100.0%**	**257**	**100.0%**

Transport infrastructures accounting for 75% of turnover are still the most important sector for the Astaldi Group. In this regard, a major contribution came mainly from works underway in Venezuela (railway works) and Italy where construction of major works such as the underground railways in Brescia and Naples, the high speed station in Bologna and the Turin high speed rail link are in progress; at the same time projects acquired during 2006 related to Line C of Rome's underground, which saw the opening of the first sites for the start-up of operations during the quarter, and Line 5 of Milan's underground, are currently being started up.

With regard to civil and industrial construction, works to construct the new hospital in Mestre are nearing completion with over 90% of the civil works having been carried out. The hospital is set to be up and running by early 2008. As regards the new hospital in Naples ("Ospedale del Mare"), building works are now fully underway with 20% of these having been completed so far.

A look at the main items of the income statement shows how the increase in the volume of revenues combined with a reduction in costs thanks also to economies of scale allowed for a marked improvement in the Group's earnings which can be seen in a significant increase in operating margins. This was determined by an ongoing improvement in the structure of costs thanks to greater efficiency which is a fundamental characteristic of the role of General Contractor. EBIT for the second quarter of 2007, equal to approximately EUR 28 million showed a clear improvement on the same period of 2006 (+29.5%), thanks to the higher volume of revenues and earnings achieved on foreign markets. The EBIT margin stood at 8.4% for the quarter compared to 7.9% in Q2 2006.

Net financial charges amounted to EUR 9.9 million compared to EUR 5.3 million in Q2 2006. Indeed, financial operations were affected by the increased burden related to guarantees (Bid Bonds, Performance Bonds), which are normal in the sector in question, furnished in relation to the new, major projects underway and high-value general contracting projects which the Group's commercial attention is focused on in both Italy and abroad. At the same time, the increase in production volumes combined with an increase in invested capital determined a growth in the Group's indebtedness with a knock-on effect on the burden of debt together with the fact that 2006 had benefited from greater exchange rate differences.

Net profits which amounted to EUR 10.6 million with a net margin of 3.2%, showed a 13.6% increase in absolute value compared to the figure of EUR 9.3 million recorded at June 30, 2006.

On a half-yearly basis, the total revenues achieved by Astaldi Group equaled approximately EUR 593 million, up by 16.2% compared to the previous year, while revenues from works totaled approximately EUR 566 million, showing a 17.4% increase. EBIT, amounting to EUR 48 million, showed an improvement compared to the progressive figure at June 30, 2006 (+22.2%) with an EBIT margin of 8.1% (compared to 7.7% for the first half of 2006).

Net profit for the first half-year totaled EUR 19.3 million, up on the figure of EUR 17.4 million recorded for the same period of 2006, with a net margin of 3.3%.

The 42% tax rate was in line with the forecast contained in the business plan.

reclassified consolidated balance sheet and financial position

€/000	Model Statement Reference	June 30, 2007	December 31, 2006	June 30, 2006
Intangible fixed assets	*B*	3,479	3,795	4,380
Tangible fixed assets	*A*	223,904	193,197	158,409
Shareholdings	*C*	102,118	96,492	96,243
Other net fixed assets	*D*	34,683	36,726	31,874
Total fixed assets (A)		**364,184**	**330,210**	**290,906**
Inventories	*E*	56,123	51,600	44,978
Work in progress	*F*	495,913	397,712	401,649
Trade receivables	*G*	430,244	437,877	403,342
Other assets	*I*	190,224	188,094	117,823
Tax receivables	*Z*	77,741	73,275	55,283
Advances from customers	*R*	(212,533)	(209,324)	(112,888)
Subtotal		**1,037,712**	**939,234**	**910,187**
Payables to suppliers	*S*	(470,040)	(474,478)	(396,358)
Other liabilities	*V*	(194,010)	(186,600)	(150,828)
Subtotal		**(664,050)**	**(661,078)**	**(547,186)**
Working capital (B)		**373,662**	**278,156**	**363,001**
Employee benefits	*T*	(11,283)	(12,470)	(11,569)
Provisions for current risks and charges	*U*	(31,692)	(30,035)	(44,928)
Total provisions (C)		**(42,975)**	**(42,505)**	**(56,497)**
Net invested capital (D) = (A) + (B) + (C)		**694,871**	**565,861**	**597,410**
Cash and cash equivalents	*L*	233,443	237,623	145,840
Current financial receivables	*I*	9,306	21,062	59,556
Non-current financial receivables	*D*	461	921	2,285
Securities	*H*	21,189	18,984	25,434
Current financial liabilities	*Q*	(293,462)	(224,192)	(261,707)
Non-current financial liabilities	*P*	(367,959)	(339,199)	(300,594)
Net financial payables/receivables (E)		**(397,022)**	**(284,801)**	**(329,186)**
Group equity	*M*	296,495	279,668	268,391
Minority interests	*N*	947	1,392	(168)
Equity (G) = (D) - (E)	*O*	**297,442**	**281,060**	**268,223**

In keeping with the Group's economic performance during the period, the equity and financial structure reflects the increase in production activities and consequent revenues together with the major investments made in both the traditional and project finance sectors. Specifically, on the basis of the content of the financial-economic plans for concession and general contracting projects, a major boost was given to the launch of new projects thus entailing an increase in invested capital for strategic purposes. Indeed, the first part of 2007 saw both the increase in investments related to the “Ospedale del Mare” project finance initiative in Naples as well as recent investments in specific equipment in Central and South America to be used for the new general contracting projects secured during 2006.

While as far as Italy is concerned, at the present moment, investments related to the first phase of the general contracting projects to construct the Jonica National Road have been completed. While investments related to construction of the new underground railways in Rome (Line C) and Milan (Line 5) are set to be made. Preliminary design activities and archaeological surveys have been completed and the first work sites have been opened.

As regards working capital, mention must be made of the trend of works in progress which showed an increase compared to December 31, 2006 following the speeding up of production activities, especially in Venezuela.

On the other hand, the increase in trade payables was considerably smaller since, from a financial viewpoint, preference was given to the supplier system in order to intensify performance levels. Obviously, this had an effect on net financial indebtedness which, compared to December 31, 2006, recorded an increase of over EUR 100 million. Said phenomenon, which is also linked to the mid-year cash flow dynamics which typically see an increase in investments during the first half of any year was provided for at the level of financial planning, finding coverage in terms of ROI.

Equity, equal to over EUR 297 million, underwent a change during the period which can be attributed to profits achieved, positive change in reserves on transactions to hedge interest and exchange rate risks, distribution of dividends totaling EUR 8.3 million resolved by the Shareholders’ Meeting on May 2, 2007 and a change in treasury shares.

A breakdown of the items comprising the Group’s net financial position can be found below.

	€ / 000	June 30, 2007	March 31, 2007	December 31, 2006	June 30, 2006
A	Cash and cash equivalents	233,443	186,454	237,623	145,840
B	Securities held for trading	21,189	14,270	18,983	25,434
C	**Available Funds (A)+(B)**	**254,632**	**200,724**	**256,607**	**171,274**
D	**Financial receivables**	**9,767**	**28,517**	**21,978**	**61,841**
E	Current bank payables	(290,574)	(187,309)	(210,095)	(248,311)
F	Current share of non-current indebtedness	(955)	(965)	(1,958)	(5,539)
G	Other current financial payables	(1,933)	(1,838)	(12,139)	(7,857)
H	**Current financial indebtedness (E)+(F)+(G)**	**(293,462)**	**(190,112)**	**(224,192)**	**(261,707)**
I	**Net current financial indebtedness (H)+(C)+(D)**	**(29,064)**	**39,130**	**54,393**	**(28,592)**
J	Non-current bank payables	(339,189)	(340,139)	(313,997)	(278,757)
K	Other non-current payables	(28,771)	(33,822)	(25,202)	(21,836)
L	**Non-current financial indebtedness (J)+(K)**	**(367,959)**	**(373,961)**	**(339,199)**	**(300,594)**
M	**Net financial indebtedness (I)+(L)**	**(397,023)**	**(334,831)**	**(284,806)**	**(329,186)**
	Treasury shares in portfolio	3,243	2,741	3,824	3,276
	Total net financial position	**(393,780)**	**(332,090)**	**(280,982)**	**(325,910)**

The net financial position, net of treasury shares, showed an increase compared to the figure recorded at the end of last year, totaling EUR 394 million against EUR 281 million as at the end of 2006.

As mentioned above, said phenomenon is linked to the dynamics of projects currently underway which comprise production phases with high levels of invested capital, both in terms of pressure on investments and operating leverage on suppliers.

As expected, said dynamics continued to produce its effect during the second quarter as well and will be offset during the second half of the year by the positive financial effects mainly resulting from cash flow related to foreign contracts currently being launched.

The debt structure is sound and in keeping with the process of long-term repositioning implemented during the first half of the year in the form of a 6-year stand-by facility, which can be extended to 7 years, that considerably improved the Group's financial profile, making the cash position much more flexible.

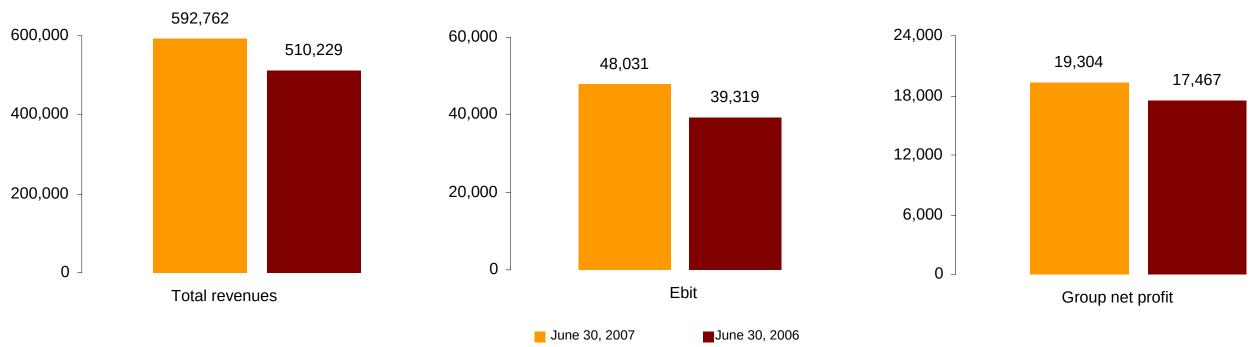
The share of financing for foreign contracts and areas also increased through supply transactions dedicated to individual projects, repayment of which is guaranteed by project financial flows.

comments on operating performance

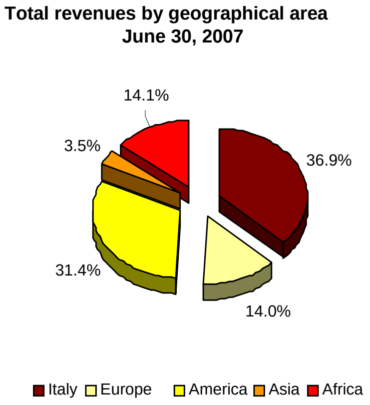
The first six months of 2007 showed signs of an increase in Group earnings compared to the already good levels achieved in the same period of 2006. The guidelines set forth in the 2007-20011 Business Plan are being implemented thanks to important activities carried out aimed at the diversification and repositioning of business, targeting those markets which can currently guarantee better levels of productivity and profitability. Therefore it is not by chance that most of the revenues and new acquisitions achieved during the period can be referred to production and business activities carried out abroad, while not forgetting that the domestic sector still plays an all-important role in the Group's strategies.

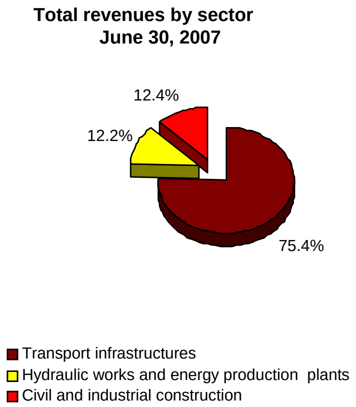
The focus placed on obtaining a significant orders backlog in terms of quality and quantity in past years serves to confirm the projected overall growth of the Group as per the 2007-2011 Business Plan, approved during 2007. The economic and financial performance recorded during the quarter confirms the Group’s ability to achieve its set goals; even more so given that said results were achieved in a market context where only the ability to successfully balance the domestic and international sectors makes it possible to guarantee excellent levels of economic margins and financial and equity stability.

The income statement of the first half of 2007 shows tangible signs of all-round economic growth. Specifically, the increase of over 16% in revenues given the general slowdown in the domestic construction market, highlights the flexibility of the corporate model which has made it possible to reposition industrial and financial resources in international markets in the short-term so as not to loose the growth momentum, as well as to concentrate domestic resources on general contracting and project finance initiatives, the only ones showing signs of life on the domestic scene. Indeed, the income statement shows total revenues of approximately EUR 593 million with EBIT of EUR 48 million (with an EBIT margin of 8.1%) and net profits of approximately EUR 19.3 million.



The domestic sector accounted for 37% of revenues in the quarter while foreign activities (mainly railway and motorway projects) accounted for 63%.





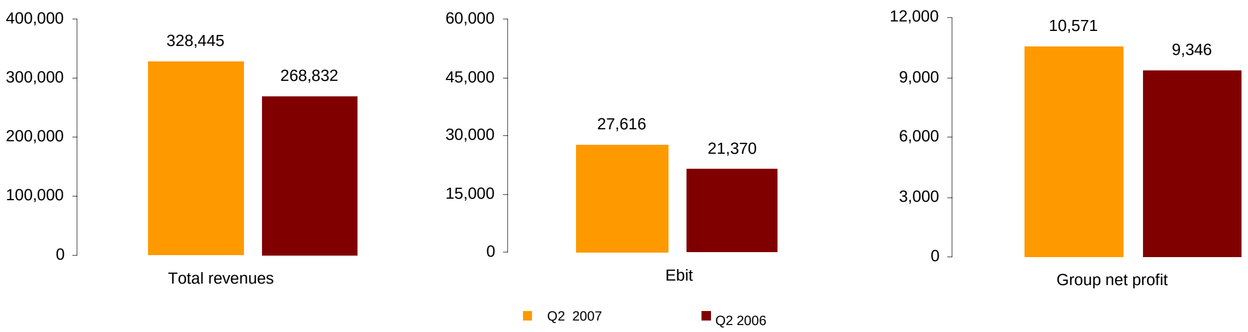
The excellent results achieved by the Group in South America were confirmed. In Venezuela, while works are going ahead to construct the Puerto Cabello-La Encrucijada railway, activities related to new major railway contracts, secured during the previous year, were fully started up.

The Central American area where Astaldi has been present for many years generated levels of activity and profitability in line with historic results. This could represent the cue for additional growth as a result of emerging opportunities, especially in Panama in relation to the project to expand the Panama Canal, doubling its capacity.

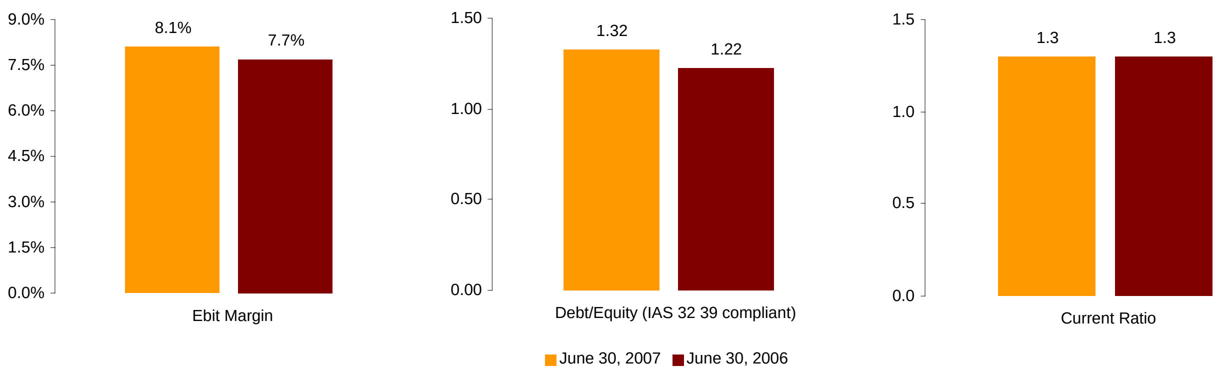
In Saudi Arabia and Qatar, as already mentioned, works related to recently secured projects in the industrial plant engineering sector applied to the oil segment are getting fully underway; this makes achievement of the economic goals set in the business plan tangible. Said goals included a turnover for the area equal to approximately 5% of the consolidated value within the next two years.

Production activities are continuing in Algeria and, for the current year, after the significant growth seen in the two previous years, the Group will work to optimize its presence in the area from a procedural and operating viewpoint.

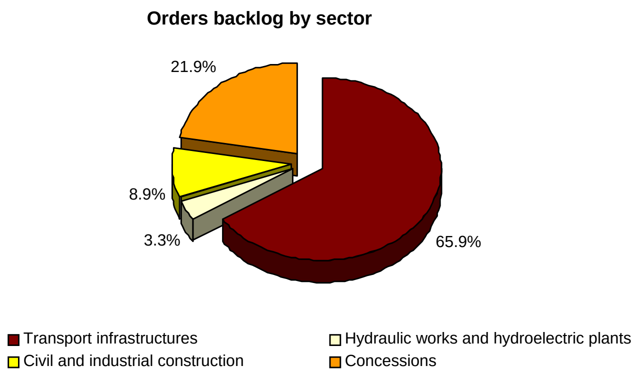
As regards the contribution of individual business areas to revenues, transport infrastructures accounted for 75%, hydraulic and energy works for 12% and civil and industrial construction for the remaining 13%. Therefore, the transport infrastructures sector shows itself to be the key sector as well as the one making the largest contribution in terms of total revenues and margins achieved. As regards this sector, the Group is involved in the construction of major works such as the underground railways in Brescia and Naples, the Turin rail link, Bologna's High Speed station, the two lots of the Jonica National Road (SS106), Line C of the Rome underground and Line 5 of the Milan underground. As regards foreign activities, the contribution made by works being carried out in Venezuela (railways), where the Group is involved in the management of the most important infrastructural projects being performed to date, and Romania (motorways and railways) is significant.

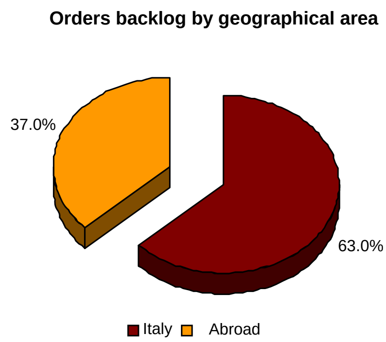


Total revenues for the second quarter of 2007 equaled over EUR 328 million, a considerable improvement on the figure at June 30, 2006. Revenues from works amounted to approximately EUR 314 million, which was also an improvement on the figure for the same period of last year. Net financial indebtedness at June 30, 2007 including treasury shares amounted to EUR 394 million compared to EUR 281 million at December 31, 2006 and approximately EUR 326 million at June 30, 2006. As already mentioned, said figure is the result of support given to contracts, typical of the quarter, and the undertaking by the Group to start-up major contracts secured during 2006 in the form of investments, repayment of which will be ensured by the cash flow from construction activities as regards general contracting projects, and from management activities as regards concessions. The debt/equity ratio, up on the same period of 2006, was equal to 1.3.



A closer look at the orders backlog, which is described in detail in the following paragraph, shows how new contracts worth a total of EUR 630 million were acquired during the first six months of 2007, which, together with the contracts acquired subsequent to June 30, 2006 worth a total of over EUR 890 million, bring the total value of the Group's backlog to EUR 8 billion, of which approximately EUR 6.3 billion is related to the construction sector and EUR 1.7 billion to the concessions sector. The current value of the orders backlog offers further confirmation of the growth targets set down in its business plans.





orders backlog by sectors and geographical areas

The first six months of 2007 saw an increase in the orders backlog of EUR 636 million.

These figures translated into an orders backlog at June 30, 2007 which was equal to approximately EUR 7.1 billion which, combined with the major contracts secured subsequent to the close of the period, bring the consolidated orders backlog to EUR 8 billion, EUR 6.3 billion of which for construction activities and the remaining EUR 1.7 billion for concession management activities.

Moreover, should the new orders also include those contracts for which Astaldi is first on the list and/or whose acquisition still has to be finalized and made official, which amount to approximately EUR 2.5 billion in total, the potential orders backlog would amount to over EUR 10 billion.

Hence, an important result, even more worthy of note if we consider that, as expected, the earning profile of initiatives managed to date is being repositioned at a higher level as a direct result of the strategic desire to single out as targets, mainly general contracting or concession initiatives of a high value and technological and managerial content and hence, by their very nature, characterized by a better quality and earning profile.

A closer look at the increases seen in the orders backlog in the first six months of this year, shows, as already mentioned, that they amount to EUR 668 million, EUR 358 million of which for the quarter in question and mainly due to contractual increases regarding works underway in Italy. Specifically, mention must be made of the addendum, worth EUR 47 million, to the contract to construct the DG22, one of the two lots of the Jonica National Road (SS106) awarded to Astaldi.

As far as foreign activities are concerned, the most significant orders concern contracts secured in Romania.

Indeed, in March 2007, the contract with the Municipality of Bucharest to construct the new “Lia Manoliu” national stadium, worth a total of EUR 120 million (of which Astaldi has a 40% stake) was secured as part of joint venture. Design activities were started up during the quarter. The planned duration of works is 20 months.

The acquisition by Astaldi Group, in its capacity of leader of a joint venture, of the contract with the Municipality of Bucharest to design and construct the link road between Splaiul Unirii and the Bucharest-Constanta motorway is also to be attributed to the first half of the year. The contract, worth a total of EUR 57 million, of which EUR 19 million refers to Astaldi’s stake, provides for the start-up of works as from the second half of 2007, with a planned duration of works of 29 months.

Mention should also be made, with regard to the second quarter, of awarding to Astaldi of the EUR 22 million contract to construct the passenger departures terminal at Cluj-Napoca international airport, located in the north-west of Romania. The contract involves the construction of a three-floor

building on a surface area of over 15,000 square meters, with works expected to be completed by the first half of 2008.
This contract forms part of an extensive plan to modernize the airport in question. In relation to this, during the first quarter, Astaldi was awarded to contract to construct the passenger arrivals terminal worth a total of EUR 13 million, approximately EUR 12 million of which corresponds to Astaldi's stake. The works are expected to be completed by Spring 2008.
Hence, two important acknowledgements of the Group's activities in the airport infrastructures sector in Romania. It should be remembered that Astaldi has already handled the performance of key works as part of the project to modernize Otopeni international airport in Bucharest.
Returning to the contracts secured by the Group in the first six months of 2007, a further opportunity was exploited in Turkey with a contract extension worth EUR 26 million related to the project to construct the Istanbul-Ankara motorway, also known as the Anatolian Motorway, one of Astaldi's most important works in the motorway transport infrastructures sector.
Further initiatives were also secured in the Persian Gulf area where the Group's backlog increased by approximately EUR 51 million. As far as the Middle East is concerned, Astaldi Group operates in Saudi Arabia and Qatar where the diversification strategy applied in recent years has allowed it to acquire an important and qualified role in the promising industrial plants sector (oil&gas) where it works closely with leading international operators in the specific area of oil plant engineering. Therefore, the new contracts secured represent further confirmation of the soundness of the strategic choices taken with regard to this area where commercial and production activities are guaranteed by Astaldi Arabia Ltd., a 100%-owned subsidiary of the Astaldi Group which, in the near future, will be able to avail itself of the services of the new offices in Abu Dhabi, due to be opened shortly in order to guarantee greater, more direct control of the areas of interest.
Specifically, the new contracts acquired in this area are a share in the "Khurais Project" in Saudi Arabia and the "QATOFIN Mesaieed Snam Project" in Qatar, two initiatives which ensure the Astaldi Group's involvement in important projects of international importance.
The first project, worth just under EUR 31 million, refers to the performance of civil works related to a G.O.S.P. (Gas&Oil Separation Plant) in the industrial city of Khurais in Saudi Arabia. The planned duration of works is 20 months.
The second project, worth EUR 20 million, involves the performance of mechanical works, in addition to civil works acquired last year, related to a LLDPE (Linear Low Density Polyethylene) petrochemical plant in the Mesaieed industrial hub in the south of Qatar. Works are expected to be completed by the second half of 2008.
Both of the aforementioned projects were commissioned by Snamprogetti, one of the leading EPC contractors operating in the sector at an international level. It is felt that thanks to this, new

additional opportunities for expansion of industrial-plant engineering activities may arise, not only in the Middle East where the Group is already present, but also in other areas of the world offering interesting investment opportunities in the sector.

A closer look at the increases in the orders backlog seen in America shows that they refer mainly to EUR 70 million related to project changes approved by the Client concerning the Puerto Cabello-La Encrucijada railway project in Venezuela.

It must also be noted that, in compliance with the criterion regarding inclusion of new projects in the backlog adopted by the Group, the value of the orders backlog at June 30, 2007 does not include among the new orders any contracts which have still to be officially awarded, but for which Astaldi has been appointed as sponsor, pursuant to Article 37-*bis* and following of the Merloni Law (Law No. 109/1994). On the strength of legislation in force in Italy, the position of sponsor results in acquisition of a right of pre-emption to be exercised during definitive awarding of the contract. To date, two projects fall into the above category insofar as Astaldi has already been officially appointed as sponsor for the Hospitals project in Tuscany and the Appia Antica Park Underpass project in Rome.

Specifically, as regards the first project, the structured project finance initiative involves construction and management of an integrated system of four hospitals located in Lucca, Massa, Pistoia and Prato. The relative award procedure is still underway with the outcome expected to be made known shortly.

It should also be noted that at the end of March, the Municipality of Rome made known its intention to extend the route of the new Line C of the underground railway, currently under construction by Astaldi as part of a joint venture. It would appear that the extension involves extending the line from Piazzale Clodio towards the Cassia in the northern area of the city, along two sections: the first would serve to link Piazzale Clodio to the Farnesina area through a single, two-track tunnel measuring 3 km with three stops and an interchange car-park offering 1,300 parking spaces. While the second section would involve the construction of two single-track tunnels to link the Farnesina area to the northern part of the capital, featuring 6 stations along a 6 km route and 3 interchange multi-level car-parks, each with an average capacity of 650 parking spaces. As far as this contract extension is concerned, the overall investment totals approximately EUR 1,230 million and it will be included among the orders backlog upon official awarding by the Municipality of Rome.

The following table shows the trend in the orders backlog during the first six months of 2007, with the main business areas highlighted. The figures shown do not take into account projects, the acquisition of which is still to be made official, or initiatives for which Astaldi has been appointed sponsor pursuant to Article 37-bis and following of the Merloni Law. It was also deemed appropriate to highlight, through calculation of a proforma orders backlog, the major contracts acquired subsequent to June 30, 2007 which amount to EUR 893 million. For details of said initiatives, please refer to the section of this report dedicated to subsequent events.

Euro/millions	**At Jan 1, 2007**	**Increments**	**Decrements for production**	**At June 30, 2007**
Transport infrastructures of which:	4,355	555	(427)	4,483
Railways and undergrounds	*3,278*	*378*	*(273)*	*3,383*
Roads and motorways	*1,036*	*113*	*(149)*	*1,000*
Airports and ports	*41*	*64*	*(5)*	*100*
Hydraulic works and hydroelectric plants	325	2	(69)	258
Civil and industrial construction	630	111	(70)	671
Concessions	1,699	0	-	1,699
Backlog at June 30, 2007	**7,009**	**668**	**(566)**	**7,111**
Works secured later		893		893
Pro-forma backlog	**7,009**	**1,561**	**(566)**	**8,004**

While the following table shows the contribution of the individual geographical areas to the orders backlog.

Euro/millions	**At Jan 1, 2007**	**Increments**	**Decrements for production**	**At June 30, 2007**
Italy	*4,881*	*370*	*(209)*	*5,041*
Abroad	*2,128*	*298*	*(357)*	*2,070*
Backlog at June 30, 2007	**7,009**	**668**	**(566)**	**7,111**
Works secured later (abroad)		893		893
Pro-forma backlog	**7,009**	**1,561**	**(566)**	**8,004**

The figures listed show an orders backlog at June 30, 2007 which comprises construction activities in Italy accounting for 50%, construction activities abroad accounting for 26% and concession contracts accounting for the remaining 24%.

The key sector is the transport infrastructures sector which accounts for 63% of the total orders backlog, followed by concessions (24%), civil and industrial construction (9%) and hydraulic works and energy production plants (4%).

It must be remembered, as already pointed out when drafting the financial statements at December 31, 2006, which should be referred to for more in-depth information, that the figures listed in the tables above include the writing-off of the contract related to construction of the Verona-Padua High Speed/High Capacity railway line. This was done at the end of 2006 in compliance with the prudential approach always adopted by the Group when making its evaluations following the provisions contained in Law Decree No. 7 of January 31, 2007, converted under Law No. 40 of April 2, 2007. Said decree, also known as the Bersani Decree or "Decree on Liberalization" provided for the withdrawal of permits for construction of the high speed railway not yet under construction and relative agreements stipulated between TAV and general contractors. Therefore, the value of the orders backlog at January 1, 2007 does not take into account the value of the aforementioned contract whose total, at current values, is in excess of EUR 3 billion, 32.99% of which refers to Astaldi's stake. The Group has, in any case, embarked on legal action to safeguard its rights.

As regards additional commercial activities under consideration, in keeping with strategic planning, the Group's focus is being placed on general contracting and project finance initiatives, in Italy and abroad, mainly linked to transport infrastructures, energy production plants, civil construction, healthcare facilities and car-parks. The Group is currently awaiting the outcome of award procedures with regard to some of these initiatives, while for others the relative prequalification, verification and award procedures are still underway.

Specifically, with regard to foreign activities, the areas of interest are those where Astaldi is traditionally active and which offer considerable development opportunities (Venezuela, Algeria, Turkey and Romania), as well as the Arabian peninsula (Qatar and Saudi Arabia), Central America and neighboring countries offering additional interesting development opportunities (Panama, Chile, Brazil, Guatemala, Bulgaria, United Arab Emirates).

subsequent events

With regard to contracts secured by the Group subsequent to the end of the quarter, it should be noted that the Ministry of Transport of the Republic of Algeria awarded Astaldi the contract to design and construct 120 km of the new Saida-Moulay Slissen railway line for the value of EUR 616 million. The new contract involves the design and construction of railway bridges and viaducts, 4 stations, a freight yard, a depot for maintenance activities and 3 transfer stations along a route which stretches out perpendicular to that of the Mecheria-Redjem Demouche-Tabia railway line, already being constructed by Astaldi. Works are scheduled to commence by November 2007 with an overall duration of 46 months.

This contract, which is the result of the considerable commercial efforts made in this area during recent years, confirms the country's importance as regards development of the Group's activities which, we would like to recall, aims at capitalizing its firmly established presence in areas where the local governments can boast interesting, considerable investment potential and where the Group is a long-standing player.

An additional commercial success in Bulgaria confirms the incisiveness of the expansion policies pursued by the Group, including in areas adjacent to its traditional areas of activity. At the end of July, the Bulgarian Ministry of Transport awarded Astaldi the contract to design, construct and upgrade 104 km of the Plovdiv-Svilengrad railway line which forms part of the European corridors (T.E.N. 4 and 5) for the value of EUR 162.5 million. The contract involves the construction of a new single track railway which will stretch for approximately 90 km and the restoration of an existing 15 km line. The start-up of works is scheduled for the first quarter of 2008 with a total duration of 39 months

Lastly, mention must be made of the contract integration worth EUR 5 million for design activities related to the Khurais project already underway in Saudi Arabia.

While, at a domestic level, mention must be made of approval in July by the Municipality of Milan of the variant related to Garibaldi Station, as part of the project to construct under a concession agreement Line 5 of the Milan underground. Said approval, which also resulted in suitable contractual increases still to be included in the Group's orders backlog, marks the start-up of production activities and creates the technical conditions needed to further extend the line to the western suburbs of the city.

Lastly, as regards the Verona-Padua High Speed/High Capacity line, it should be noted that in July, Lazio's Regional Administrative Court, in the ruling dated July 12, 2007, expressed its founded doubts regarding compliance of the provisions contained in Law Decree No. 7 of January

31, 2007, converted with Law No. 40 of April 2, 2007, with the content of the EU Treaty, with regard to withdrawal of the High Speed permits and relative agreements with General Contractors, and limitation of compensation to consequential damages. Therefore, the court referred the question of non-compliance with the content of the EU Treaty of the law provisions contained in the aforementioned decree, to the European Community’s Court of Justice.

Therefore, in the same ruling, the Regional Administrative Court ordered suspension of the decree's executions concerning withdrawal of the High Speed permits and relative agreements with General Contractors, and likewise suspended TAV's request for a refund of the advance payment (at the time granted to General Contractors) as well as the CIPE (Interdepartmental Committee for Economic Planning) resolution with which it was planned to start performing the works via third parties.

forecast development of operations

The results achieved at June 30, 2007 make it possible to confirm, also for this quarter, the validity of the strategic approaches and policies implemented by the Group at a commercial and financial level, in Italy and abroad, during recent years. Policies which make it possible to now reap the rewards of a strategy pursued for years in a constant manner and suitably amended to fit the changes which occurred and which are forecast for the domestic and international reference scenarios.

A strategy which, among other things, has allowed the orders backlog to be positioned in a higher earnings bracket, through the adoption of a commercial policy which has helped identify as targets, contracts boasting a highly specialized technological and managerial content, managed as general contracting or concession initiatives and hence, by their very nature, more profitable than traditional contracts.

Contracts secured during recent months have increased the quality of the orders backlog, making the growth forecasts contained in the current 2007-2011 Business Plan, even more of a reality insofar as the implementation of recently acquired general contracting projects in Italy and abroad creates the conditions to further strengthen the Group's ability to achieve the set strategic goals and the forecast levels of earnings.

All of this despite the absence of the expected contribution of the contract related to the Verona-Padua High Speed/High Capacity railway line, written-off following the decisions taken by the Italian government in its Law Decree of January 25, 2007 which ratified the withdrawal of construction permits for the high speed lines still to be built. Moreover, as far as this contract is concerned, the Group is confident with regard to the outcome of legal action undertaken.

Hence, the results achieved are worthy of note and reward the Group’s strategic coherency which has made it possible to capitalize investments made over the years in high-potential geographical areas such as Venezuela, Romania and Algeria, and in key sectors of interest such as the concessions sector.

Indeed, the first real benefits from activities undertaken in said sector will start to be seen as from this year insofar as the Hospital in Mestre – the first major project finance initiative in Italy in the healthcare sector - is set to be opened in September, with the resulting management activities getting underway as from early 2008. A highly successful experience which has translated, in the medium term, into a valid prerequisite for a series of similar initiatives in the hospital construction sector. Indeed, it must be remembered that the new hospital in Naples (“Ospedale del Mare”), currently under construction, will enter the management phase as from 2009, while the second half of the year may be decisive for finalizing awarding of the Tuscan Hospitals contract and the outcome of the procedure concerning the Protonic Centre in Mestre is also expected later in the year. The forecast developments in the traditional construction sector are also important, especially in Venezuela where new projects may become a reality given the intergovernmental cooperation agreements signed in December 2005 between the Venezuelan and Italian governments. New interesting opportunities in the transport and water infrastructures sector may arise from the commercial efforts being made by operating units in Venezuela and surrounding areas (Honduras, Nicaragua, Costa Rica, El Salvador) as well as new selected markets (Bolivia, Panama, Chile, Peru, Brazil and Guatemala). In this regard, we feel it is important to remember that Astaldi's decision to enter a new geographical area is not seen as an opportunity to exploit the potential related to a single business venture, but is always the result of a careful, in-depth study of the local situation and legislation, as well as the country-risk and opportunities that may arise as a result of creating a permanent establishment.

Major developments of commercial activities may also be seen in Romania and Bulgaria where key investments are expected in the infrastructural sector, also in light of cohesion funds allocated by the European Union.

The Group is looking very closely at Turkey where business opportunities may arise with the opening of the privatization and motorway concession market as well as in the construction of healthcare facilities. It must be remembered that Astaldi Group has been present in the country for years and recently successfully completed construction of a key section of the Istanbul-Ankara motorway. The latter has undoubtedly helped make more tangible also in this area the design and engineering skills and know-how that the company is able to offer its clients.

The potential which Algeria has to offer is also of great interest, with the developments of initiatives involving the high speed railway sector still expected along with significant investments in infrastructures resulting from the local government’s improved ability to convert the financial resources from marketing of the natural gas supplies the country has to offer, into items of spending.

Development of the oil&gas sector in the Arabian peninsula will also go ahead, especially in Saudi Arabia and Qatar where the experience acquired to date with the main EPC contractors operating at an international level, is paving the way for the Group to an array of new interesting opportunities which may result in it consolidating its position in the area in the medium-term. The recent opening of the new offices in Abu Dhabi, set up to guarantee a greater, more direct presence on the local market, is to be interpreted in this sense.

Last but not least, mention must be made of the expected developments in the domestic market where the renewed interest in Italy's infrastructural needs indicate a turnaround in the medium-term in the sector, especially for projects developed at a regional level and as public-private partnerships (PPP).

But, undoubtedly, the characteristic of the domestic construction sector over the coming months will be the acceleration in production activities related to major contracts currently being performed.

Approval of the executive designs for the two lots of the Jonica National Road - DG21 and DG22 - awarded to Astaldi has allowed for the start-up of production activities for the two contracts which, when fully implemented, will be able to ensure a suitable contribution to turnover as from this year.

A similar acceleration is expected with regard to production activities for the contracts being performed in relation to the undergrounds in Brescia, Genoa and Naples, and the High Speed station in Bologna. Interesting contract extensions are expected in the medium term for the new lines of the Rome underground (Line C) and the Milan underground (Line 5) as well as full implementation of production activities.

While developing all these initiatives, the Group's commitment to ensuring careful control of the equity structure at a consolidated level is guaranteed as well as its commitment to promoting development of the human capital the Group already boasts.

attachments

INCOME STATEMENT

		Reclassified reference	June 30, 2007	June 30, 2006
Revenues		A	565,609	481,764
Other operating revenues		B	27,153	28,465
	Of which to related parties		*3,091*	*2,454*
Total Revenues			592,763	510,229
Purchase costs		C	136,375	101,389
	Of which to related parties		*1*	*37*
Service costs		C	284,731	252,499
	Of which to related parties		*32,492*	*31,947*
Personnel costs		D	92,071	82,350
Amortization, depreciation and write-downs		F	16,534	18,811
Other operating costs		E	15,290	16,355
Total Costs			545,001	471,405
(Capitalization of internal construction costs)		G	270	494
Operating Result			48,031	39,319
Financial income		H	18,964	39,344
	Of which to related parties		*200*	*151*
Financial charges		H	(35,711)	(48,610)
Effects of valuation of equity investments using equity method		I	1,292	1,468
Pre-tax profit (loss) of continued operations			32,576	31,521
Taxes		L	13,705	13,349
Profit (loss) of continued operations			18,872	18,172
Profit (loss) relates to discontinued operations			0	0
Profit (loss) for the period		M	18,872	18,172
- Group		O	19,304	17,467
- Minority interests		N	(432)	705

BALANCE SHEET - ASSETS

		Reclassified reference	June 30, 2007	December 31, 2006	June 30, 2006
ASSETS					
Non-current assets					
Property, plant and equipment		A	223,709	192,999	158,208
Investment property		A	195	198	201
Intangible assets		B	3,479	3,795	4,380
Equity investments		C	102,118	96,492	96,243
of which:					
Equity investments valued using equity method			*100,041*	*93,513*	*93,275*
Non-current financial assets		D	10,244	11,957	9,386
	Of which to related parties		*9,788*	*11,046*	*9,389*
Other non-current assets		D	16,852	13,443	13,498
Deferred tax assets		D	8,048	12,247	11,274
Total Non-Current Assets			**364,645**	**331,131**	**293,191**
Current assets					
Inventories		E	56,123	51,600	44,978
Contracts in progress		F	495,913	397,712	401,649
Trade receivables		G	430,244	437,877	403,342
	Of which to related parties		*30,642*	*29,767*	*32,864*
Current financial assets		H	30,495	40,046	25,434
Tax receivables		Z	77,741	73,275	55,283
Other current assets		I	190,224	188,094	177,379
	Of which to related parties		*37,281*	*39,774*	*20,344*
Cash and cash equivalents		L	233,443	237,623	145,840
Total Current Assets			**1,514,183**	**1,426,227**	**1,253,905**
Non-current assets held for sale			0	0	0
Total Assets			**1,878,828**	**1,757,358**	**1,547,096**

BALANCE SHEET – LIABILITIES

		Reclassified reference	June 30, 2007	December 31, 2006	June 30, 2006
EQUITY					
Share capital			195,684	195,391	97,608
Reserves					
- Legal reserve			12,152	10,767	10,767
- Extraordinary reserve			63,028	43,476	76,443
- Share premium reserve			0	0	67,836
- Profit (loss) carried forward			20,885	18,931	19,461
- Other reserves			-14,558	-18,987	-21,191
Total Share Capital and Reserves			**277,191**	**249,577**	**250,924**
Profit (loss) for the period			19,304	30,091	17,467
Total Group Equity		M	**296,495**	**279,668**	**268,391**
Reserves			1,380	656	-872
Profit (loss) for the period			-432	735	705
Minority Equity		N	**947**	**1,392**	**-168**
Total Equity		O	**297,442**	**281,059**	**268,224**
Employee severance pay and other staff provisions					
LIABILITIES					
Non-current liabilities					
Non-current financial liabilities		P	368,557	339,797	302,291
	Of which to related parties		*597*	*597*	*1,642*
Other non-current liabilities		V	48,632	35,973	23,215
Employee severance pay and other staff provisions		T	11,283	12,470	11,569
Deferred tax liabilities		V	185	185	159
Total Non-Current Liabilities			**428,657**	**388,425**	**337,235**
Current liabilities					
Advances from customers		R	212,533	209,324	112,888
Trade payables		S	470,040	474,478	396,358
	Of which to related parties		*86,393*	*90,907*	*90,636*
Current financial liabilities		Q	293,462	224,192	261,707
Tax payables		V	28,018	26,137	20,958
Provisions for current risks and charges		U	31,692	30,035	44,928
Other current liabilities		V	116,983	123,707	104,798
	Of which to related parties		*49,505*	*45,821*	*44,640*
Total Current Liabilities			**1,152,728**	**1,087,874**	**941,637**
Liabilities directly associated with non-current assets held for sale					
Total Liabilities			**1,581,386**	**1,476,299**	**1,278,872**
Total Equity and Liabilities			**1,878,828**	**1,757,358**	**1,547,096**