asx release

28 March 2011

Investor Presentation

Please find attached a presentation which will be provided at a Transurban investor day today.

A recording of this presentation will be uploaded to the Transurban website www.transurban.com following completion of the presentation.

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TRANSURBAN
2011 INVESTOR DAY

28 MARCH 2011

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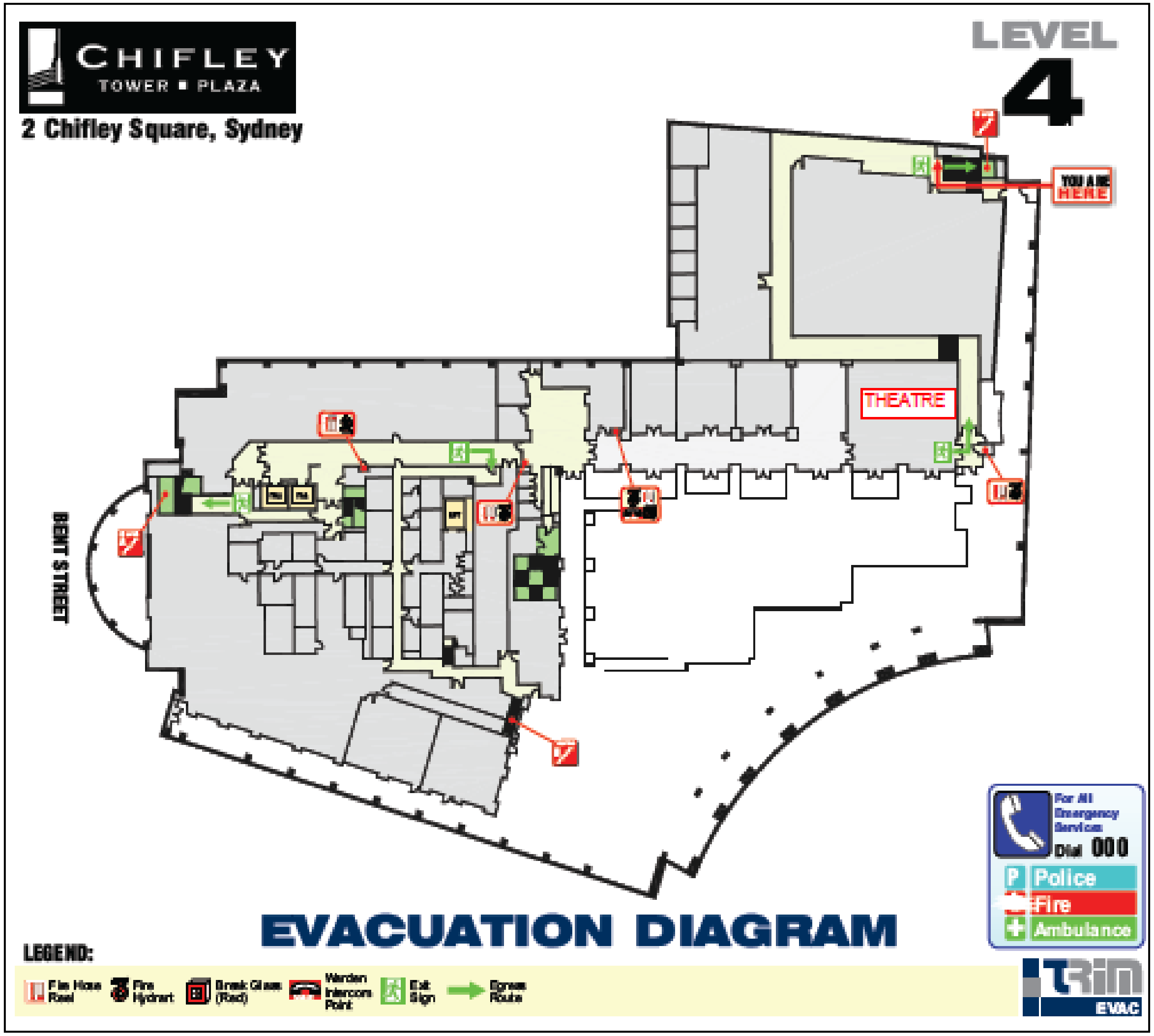
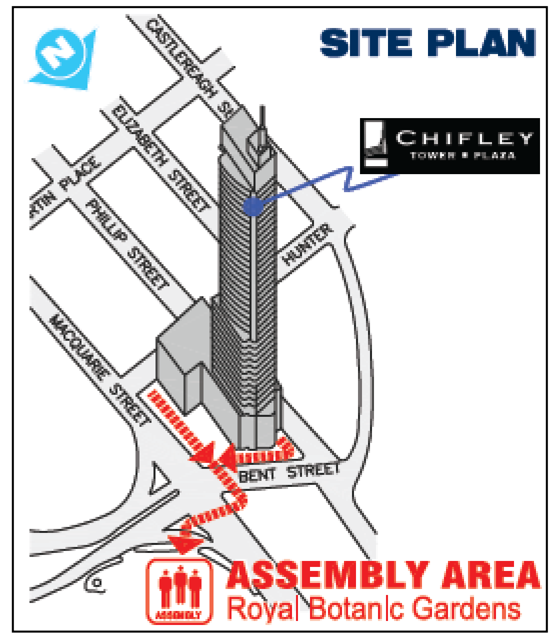
INTRODUCTION

WESLEY BALLANTINE – GM INVESTOR RELATIONS,
MEDIA AND GOVERNMENT

EVACUATION PLAN





AGENDA

TIME	PRESENTATION	SPEAKER
9:30am	Introduction, safety and logistics	**Wesley Ballantine** GM Investor Relations, Media and Government
9:35am	Strategy and corporate overview	**Chris Lynch** Chief Executive Officer
10:00am	Victorian market update	**Elizabeth Mildwater** Group GM, Victoria
10:45am	Break	
11:00am	NSW market update	**Andrew Head** Group GM, NSW
11:45am	US market update	**Michael Kulper** President, North America
12noon	Capital Beltway	**Ken Daley** President, International Development
12:45pm	Conclusion	**Chris Lynch**
1:00pm	Lunch break	
1:45pm	Road Tour	

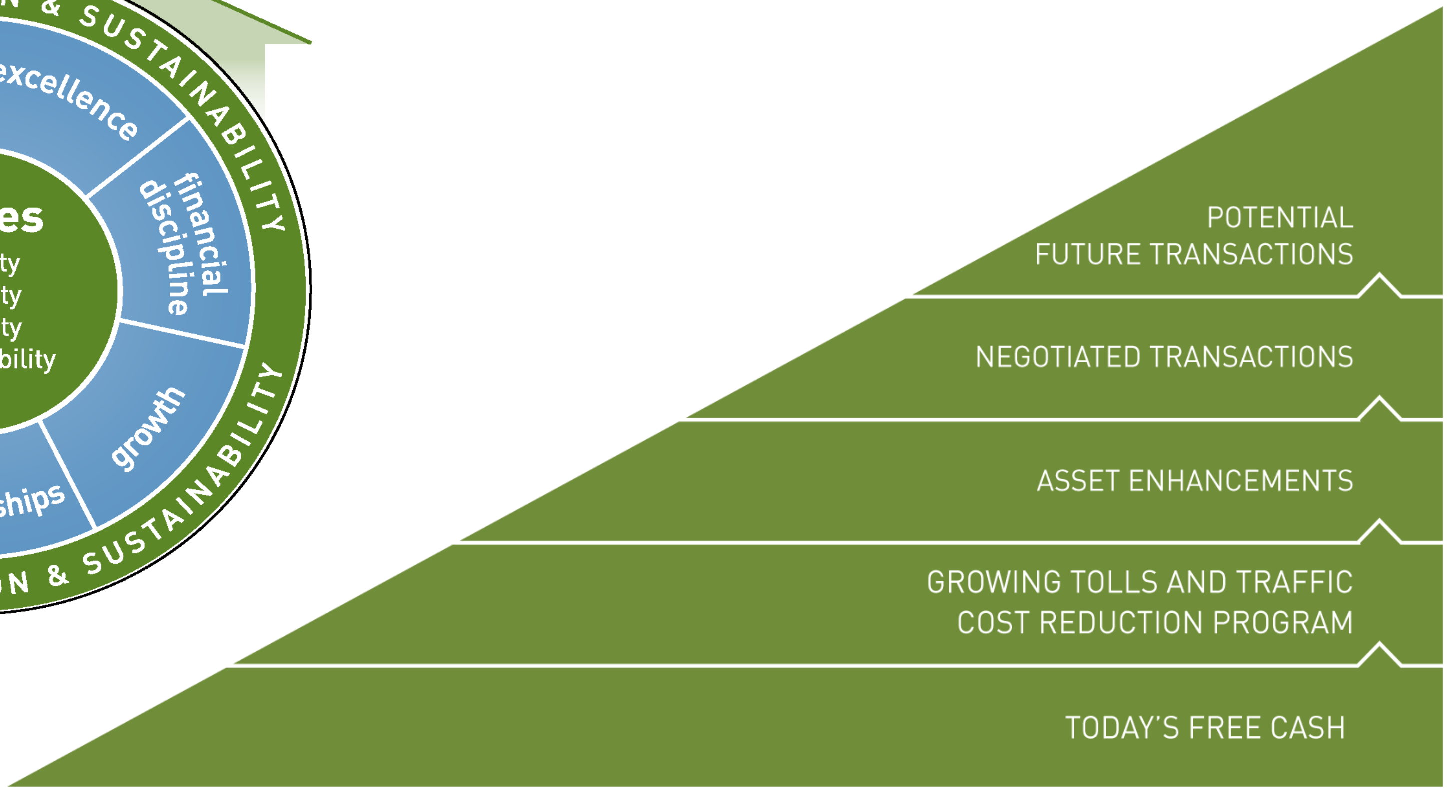
STRATEGY AND CORPORATE OVERVIEW

CHRIS LYNCH – CHIEF EXECUTIVE OFFICER

STRATEGY

NO CHANGE – FOCUS ON IMPLEMENTATION

Total security holder return



Diagrammatic depiction rather than actual depiction of incremental value / cash flow benefits

TCL INVESTMENT PROPOSITION

Strong free cash growth	Proven **VOLUME GROWTH** **PRICE INCREASES** at CPI or better **COST BASE** that can be leveraged
Premium ASX defensive exposure	**EBITDA CAGR of 10.8%** over last 3 years Robust balance sheet of **2.7x interest cover ratio**
Track record of distribution growth	Fully cash backed distributions Distribution guidance of at least **26 cents** confirmed for FY11
Strong growth pipeline in place	**$4.5 billion** capex at work Remain open to value accretive opportunities

ASSET SNAPSHOT

STRONG EBITDA GAINS ACROSS PORTFOLIO

- CityLink delivers double digit growth on all measures
- CityLink, M1 ED and M7 deliver double digit toll revenue growth
- CityLink, M1 ED and Pocahontas deliver double digit EBITDA growth

HALF ENDED 31 DECEMBER 2010

% OF PROP TOLL REVENUE		TRAFFIC GROWTH (%)	TOLL REVENUE GROWTH (%)	EBITDA GROWTH (%)
48.8%	CityLink	11.4%	15.4%	14.4%
16.6%	Hills M2	1.9%	3.5%	6.3%
5.2%	Lane Cove Tunnel	6.0%	N/A	N/A
7.9%	M1 Eastern Distributor	3.0%	12.9%	22.2%
10.8%	Westlink M7	7.0%	10.3%	9.0%
9.5%	M5	1.6%	3.2%	(1.3%)
1.3%	Pocahontas (USD)	2.9%	1.5%	178.7%
	Total Transurban Group	**N/A**	**15.4%**	**17.0%** [1]

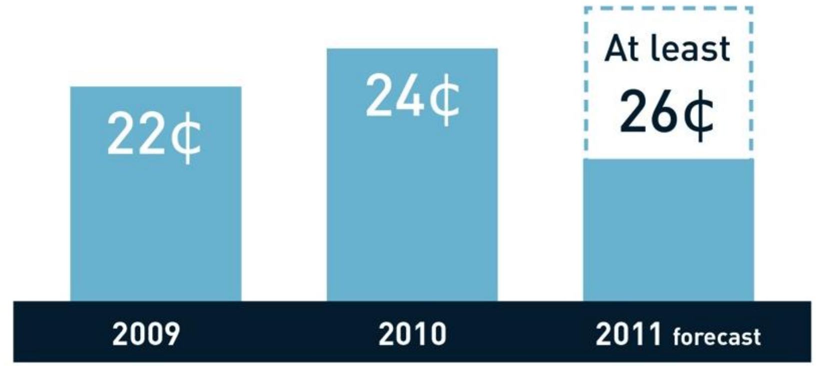
1. EBITDA growth calculated on underlying proportional EBITDA from the continuing portfolio.

FREE CASH FLOW

16.6% INCREASE, DISTRIBUTION GUIDANCE CONFIRMED

FREE CASH FLOW	31 DEC 10 ($M)	31 DEC 09 ($M)	% change
Free cash	188.1	161.3	16.6
Free cash per security (cents) – securities on issue	13.1	12.5	4.8

DISTRIBUTION



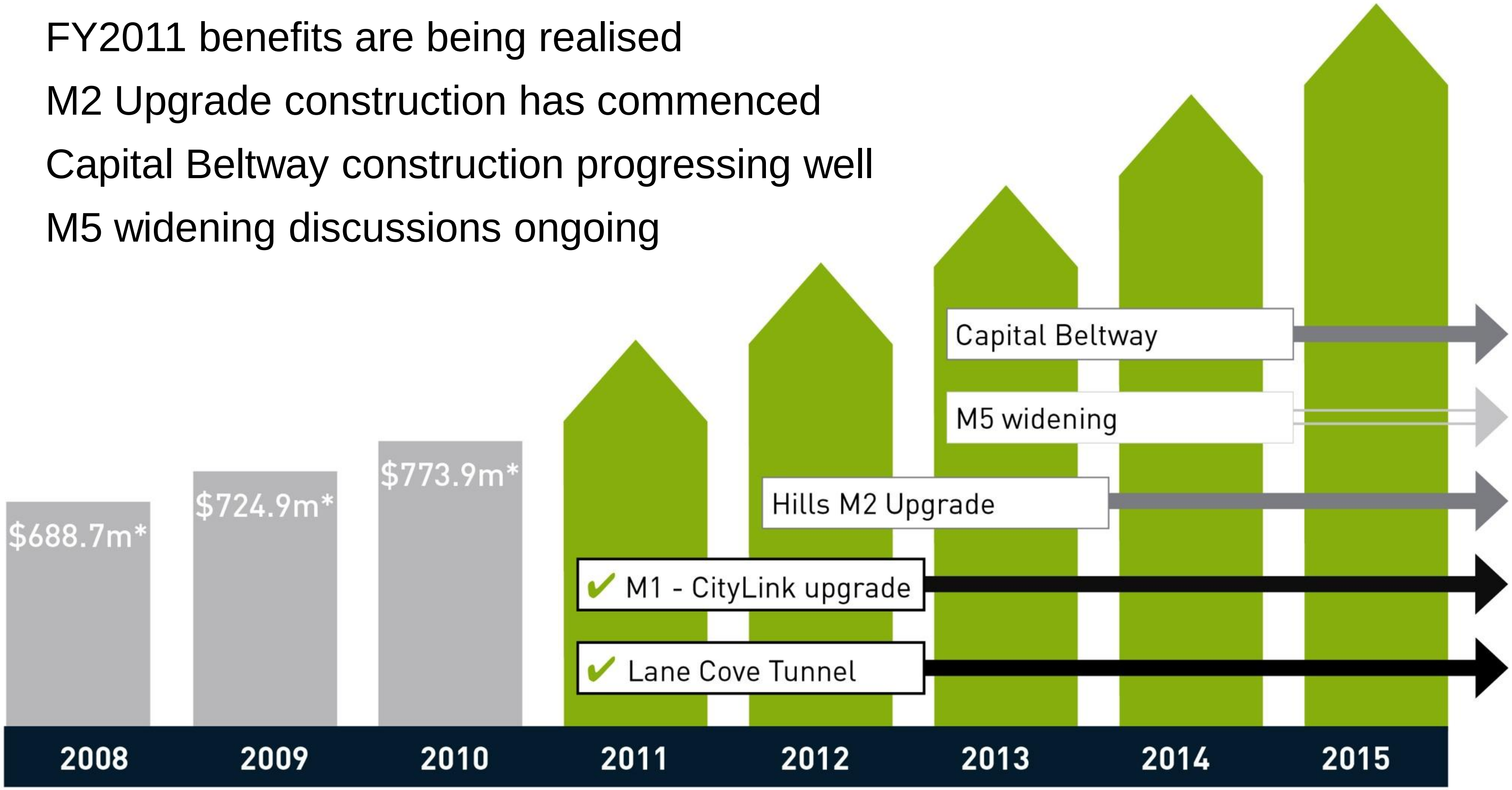
- Distribution guidance for FY11 confirmed to be at least 26 cents per security
- Board policy - distributions aligned with free cash

ORGANISATIONAL STRUCTURE

- **Chris Lynch**
  Chief Executive Officer
  - Samantha Hogg
    Group GM, Corporate Services
  - Elizabeth Mildwater
    Group GM, VIC
  - Tom Honan
    Chief Financial Officer
  - Ken Daley
    President, International Development
  - Andrew Head
    Group GM, NSW
  - Michael Kulper
    President, North America

DELIVERING

- Growth pipeline delivering
  - FY2011 benefits are being realised
  - M2 Upgrade construction has commenced
  - Capital Beltway construction progressing well
  - M5 widening discussions ongoing



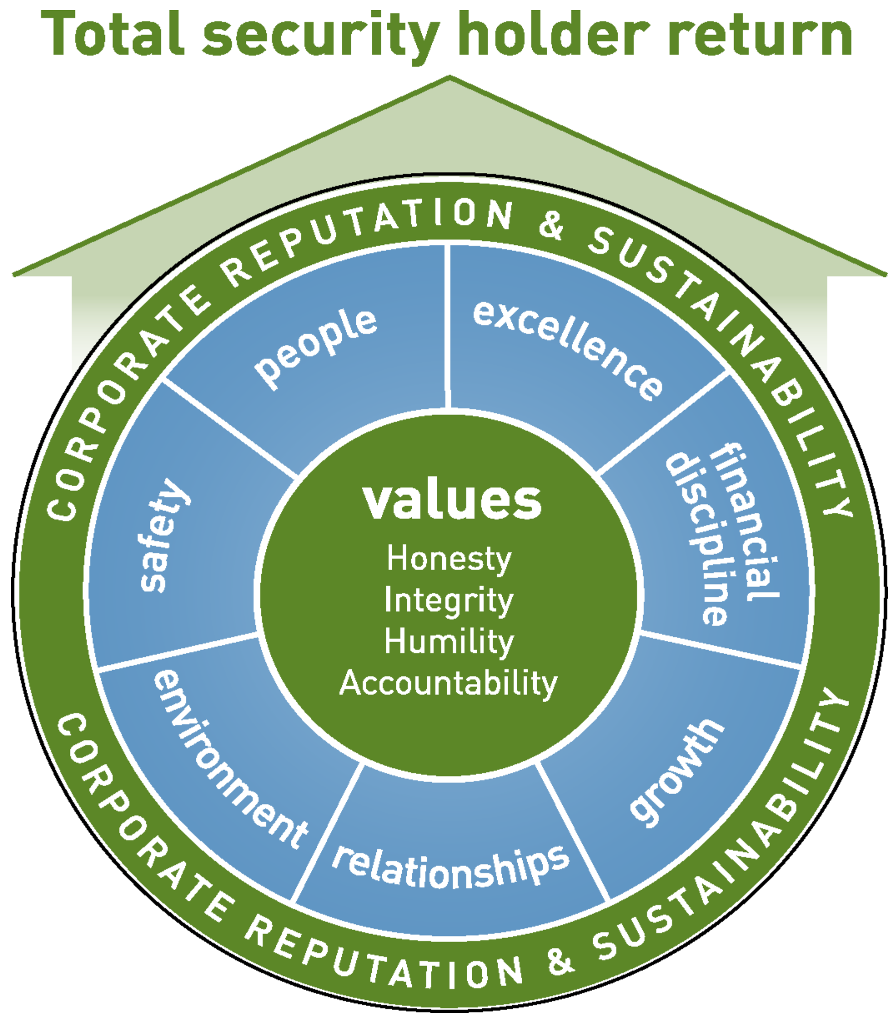
* Proportional toll revenue excluding the M4

VICTORIA MARKET UPDATE

ELIZABETH MILDWATER, GROUP GENERAL MANAGER VICTORIA

AGENDA

1. Safety
2. CityLink Overview
3. Performance
4. M1 Upgrade
5. Ongoing activities



LAST SATURDAY…..

SAFETY FIRST

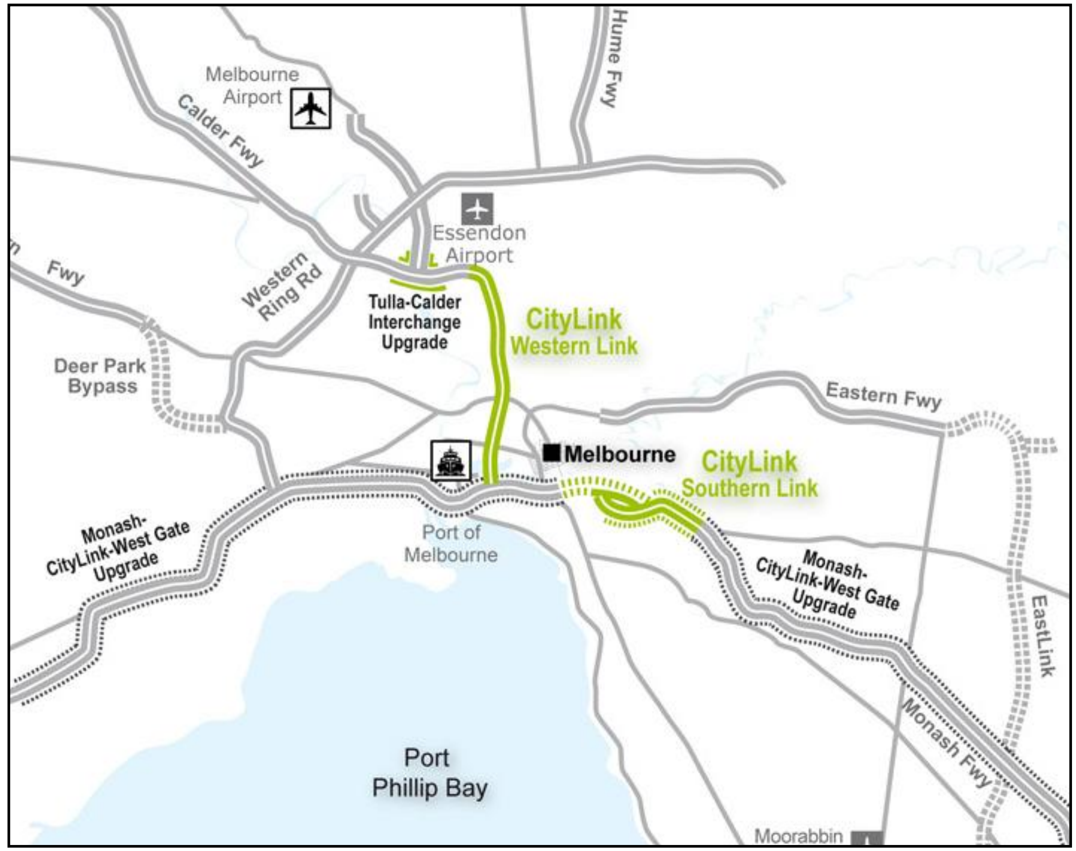
- M1 Upgrade - 1,000,000 man hours of construction work completed with ZERO LTIs
- On Southern Link outbound, the monthly accident rate has decreased 64% post construction
- Safety improvements have come from
    - Congestion reduction
    - Lane use management signs
    - Ramp metering
    - Dynamic control

New Freeway Management System – improving safety across Southern Link

CITYLINK OVERVIEW

KEY INFRASTRUCTURE FOR MELBOURNE

- 22km motorway
- 2 state-of-the-art tunnels each with 3 lanes
- Fully opened December 2000
- Concession until 2034
- 100% electronically tolled
- Key facts
  - Over 250 million transactions annually with highest daily of 936,000 reached recently
  - 1.5 million e-TAGs
  - 900,000 + customer accounts
  - 34,000 + casual motorists a week
  - Less than 4% No arrangements



VICTORIA P&L RESULTS

1st HALF 2011 RESULTS HIGHLIGHTS – P&L AND TRAFFIC

HIGHLIGHTS

	31 DEC 10
Traffic	
Traffic Growth (Half Year)	11.4%[1]
Traffic Growth (Quarter)	12.8%[1]
Toll revenue	
Toll Revenue Growth (Half Year)	15.4%[2]
EBITDA	
EBITDA Growth (Half Year)	14.4%

- Strong performance across CityLink
- CityLink Upgrade benefits evident
- Value Framework Initiatives delivering

PROFIT AND LOSS

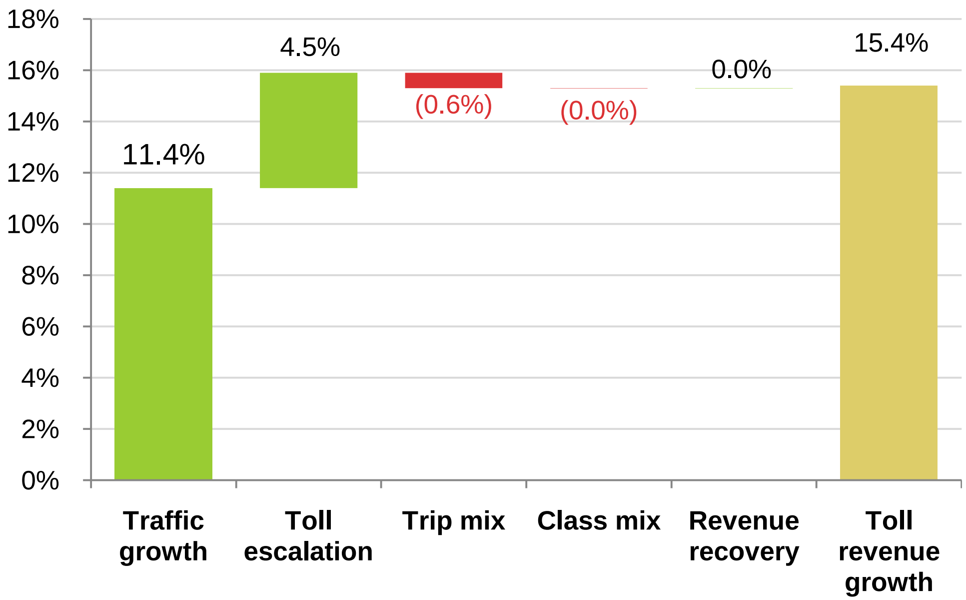
	31 DEC 10 ($M)	31 DEC 09 ($M)	% CHANGE
Revenue			
Toll Revenue	217.9	193.5 [1]	12.6%
Fee and other revenue	20.4	18.3	11.5%
Total revenue	**238.3**	**211.8**	**12.5%**
Total Cost	(50.8)	(47.9)	6.1%
EBITDA	**187.5**	**163.9**	**14.4%**
EBITDA Margin	86.0%	85%	
Depreciation and amortisation	(87.6)	(77.5)	13.0%
Net Finance costs	(39.4)	(45.3)	(13.0%)
Profit before tax	**60.5**	**41.1**	**47.2%**
Income tax benefit (Expense)	(3.7)	16.3	(122.7%)
Net profit	**56.8**	**57.4**	**(1.0%)**

1. Prior comparative period (2009) impacted by construction activity
2. Excluding the impact of the revenue protection provision in the prior comparative period. Including the provision, toll revenue increased 12.6%

VICTORIA P&L RESULTS

1st HALF 2011 RESULTS HIGHLIGHTS – P&L AND TRAFFIC

CITYLINK TOLL REVENUE GROWTH ANALYSIS

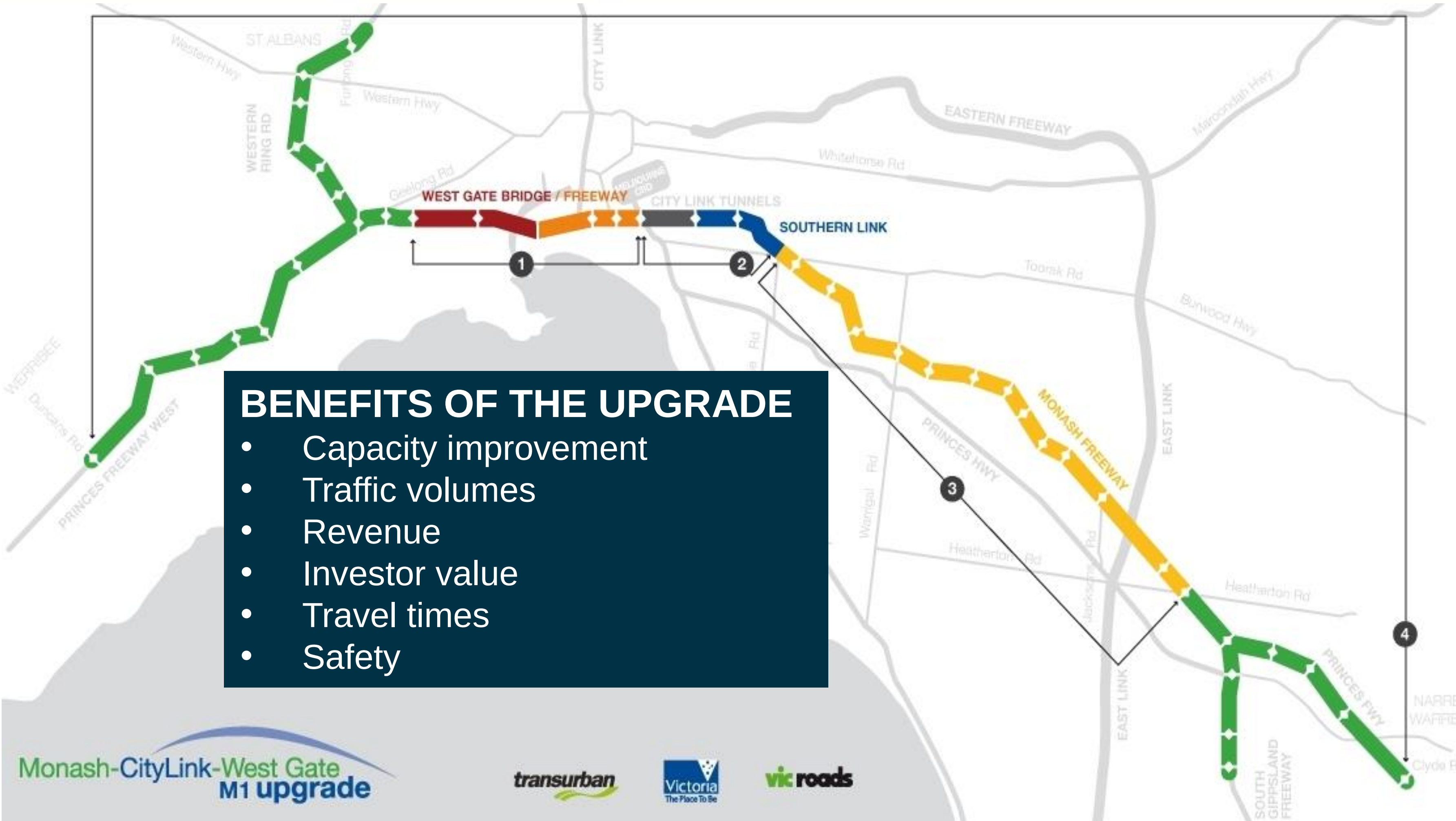


CITYLINK TRAFFIC GROWTH

ADT GROWTH – 1ST HALF – FY11 VERSUS FY10	
	% increase
Western Link inbound	6.4%
Western Link outbound	8.5%
Domain tunnel	16.4%
Burnley tunnel	14.7%
Southern Link inbound (excl Domain Tunnel)	12.7%
Southern Link outbound (excl Burnley Tunnel)	16.2%

M1 UPGRADE

OVERVIEW - RECAP

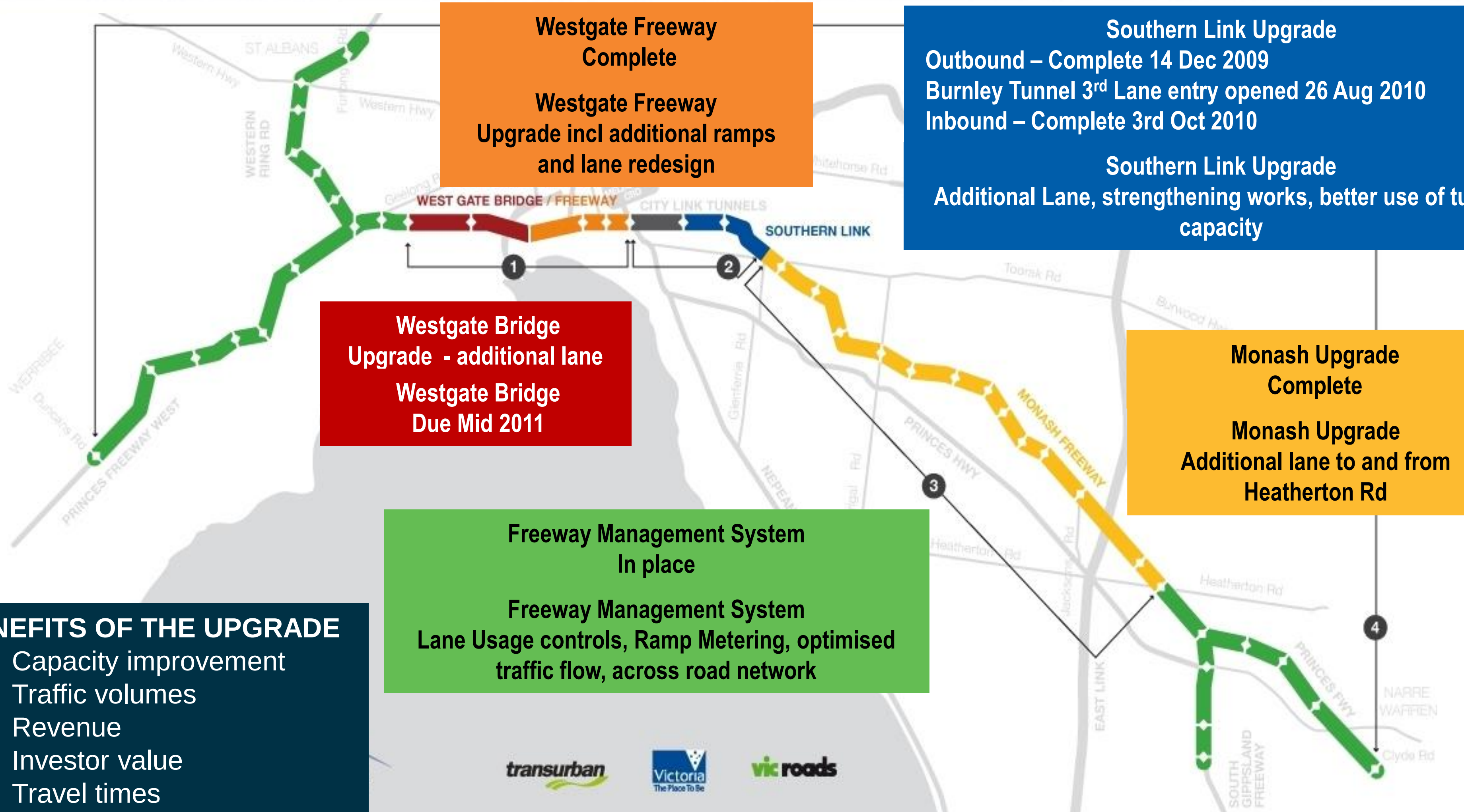


BENEFITS OF THE UPGRADE

- Capacity improvement
- Traffic volumes
- Revenue
- Investor value
- Travel times
- Safety

M1 UPGRADE

OVERVIEW – SCOPE AND COMPLETION DATES



Westgate Freeway
Complete

Westgate Freeway
Upgrade incl additional ramps and lane redesign

Southern Link Upgrade
Outbound – Complete 14 Dec 2009
Burnley Tunnel 3rd Lane entry opened 26 Aug 2010
Inbound – Complete 3rd Oct 2010

Southern Link Upgrade
Additional Lane, strengthening works, better use of tunnel capacity

Westgate Bridge
Upgrade - additional lane

Westgate Bridge
Due Mid 2011

Monash Upgrade
Complete

Monash Upgrade
Additional lane to and from Heatherton Rd

Freeway Management System
In place

Freeway Management System
Lane Usage controls, Ramp Metering, optimised traffic flow, across road network

BENEFITS OF THE UPGRADE

- Capacity improvement
- Traffic volumes
- Revenue
- Investor value
- Travel times
- Safety

M1 UPGRADE

WEST GATE FREEWAY AND CITYLINK TUNNELS

1. Exit off Bolte Bridge to West Gate Freeway and Burnley Tunnel

2. West Gate Freeway

3. Burnley Tunnel entrance

   Domain tunnel to West Gate Freeway

M1 UPGRADE

BOLTE BRIDGE – WEST GATE FREEWAY INTERCHANGE

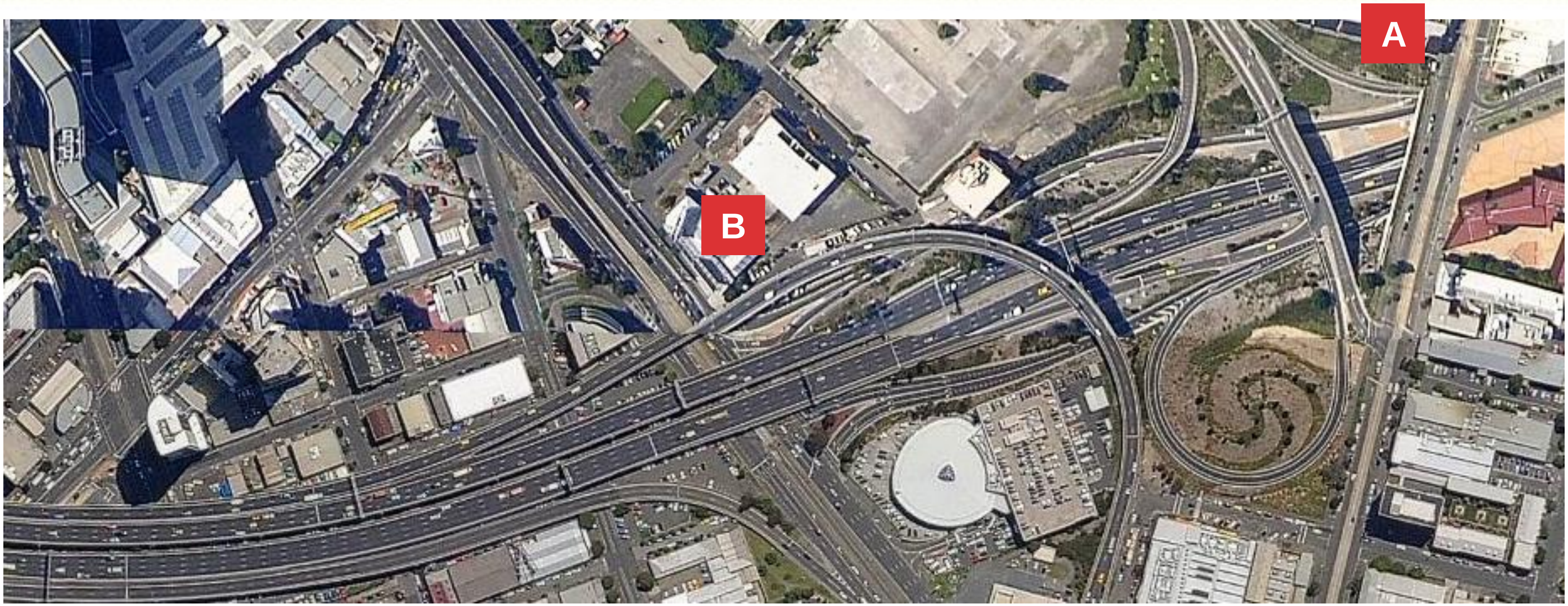
- Three dedicated lanes exit Bolte Bridge:
  - West Gate Freeway Westbound
  - Burnley Tunnel
  - Kings Way and city centre
- Removed need for weaving
- Traffic growth on Western Link impacting traffic on Bolte Bridge

M1 UPGRADE
WEST GATE FREEWAY

- Weaving reduced along West Gate Freeway
- Dedicated lanes allowing free flow traffic

M1 UPGRADE

CITYLINK TUNNELS



- Three lanes now enter Burnley Tunnel from the West Gate Freeway (previously 2)
- Burnley Tunnel entrance from the CBD moved from A to B above
- Ramp metering on Kings Way entrance monitors traffic flow in tunnels
- Westbound traffic has dedicated lanes exiting the tunnels towards the West Gate Bridge

M1 UPGRADE

SOUTHERN LINK UPGRADE

- Four lanes in each direction east of the CityLink Tunnels

M1 UPGRADE

FREEWAY MANAGEMENT SYSTEM

nationalits awards

2010/2011

Certificate of Excellence

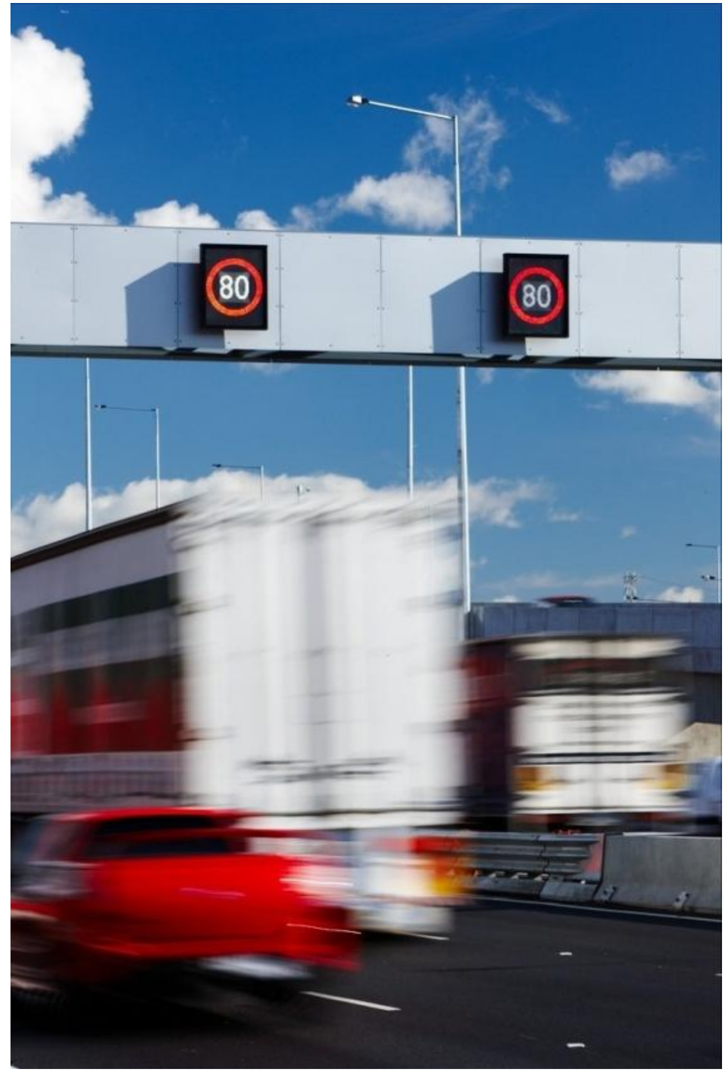
National Award presented to

transurban

For the deployment of
"M1 Upgrade Freeway Management System"
An innovative Intelligent Transport System

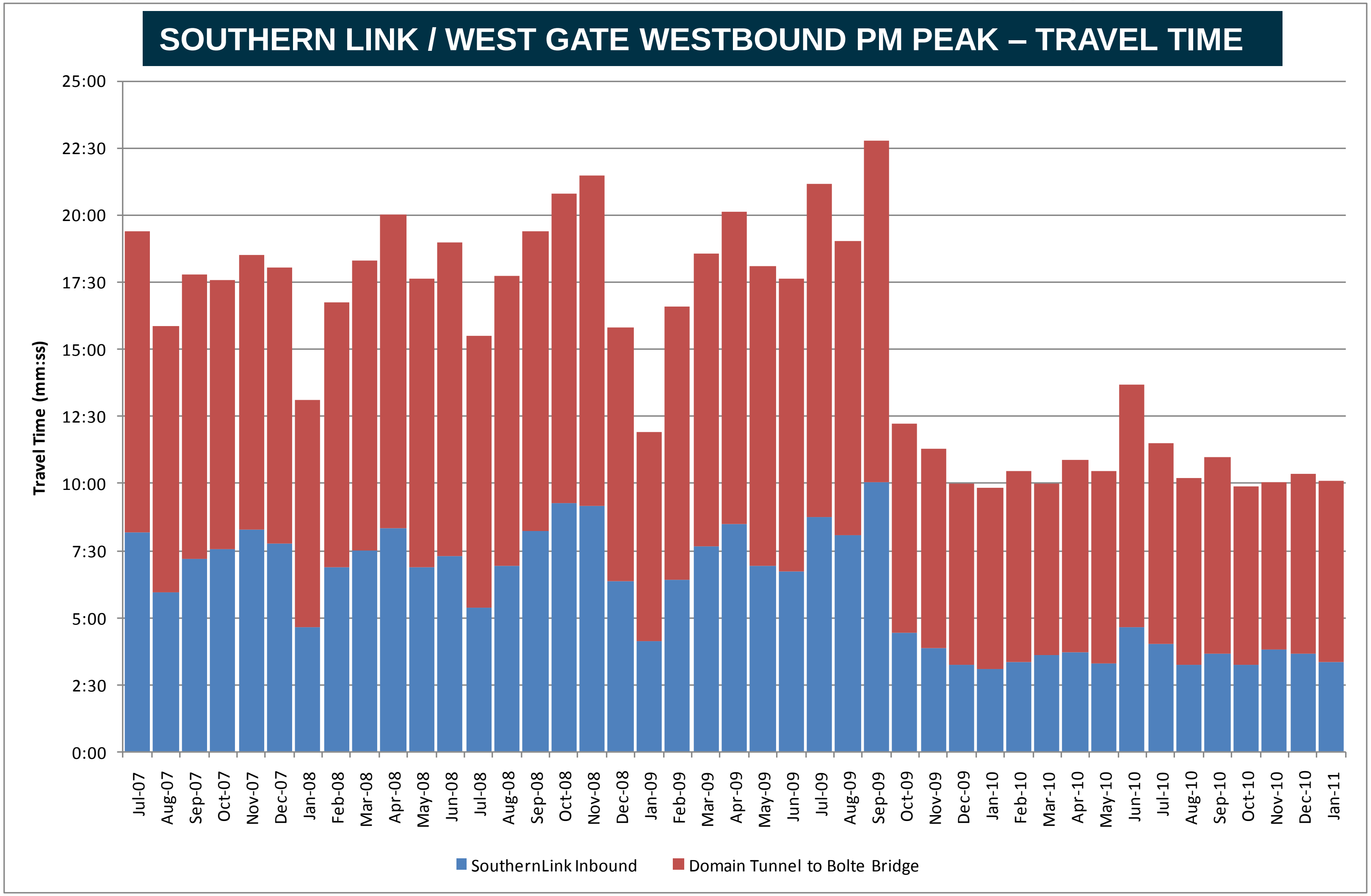
Dr Norman Pidgeon
President, ITS Australia

Major Sponsor
SKM



M1 UPGRADE

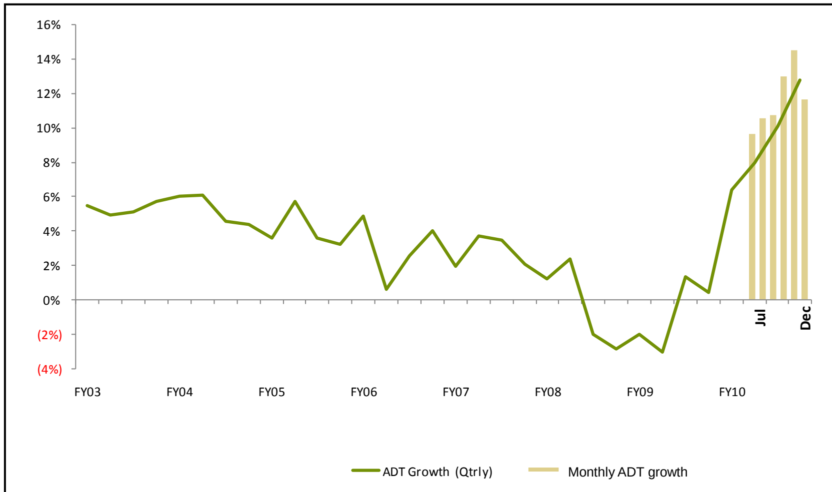
BENEFITS EVIDENT - TRAVEL TIME SAVINGS



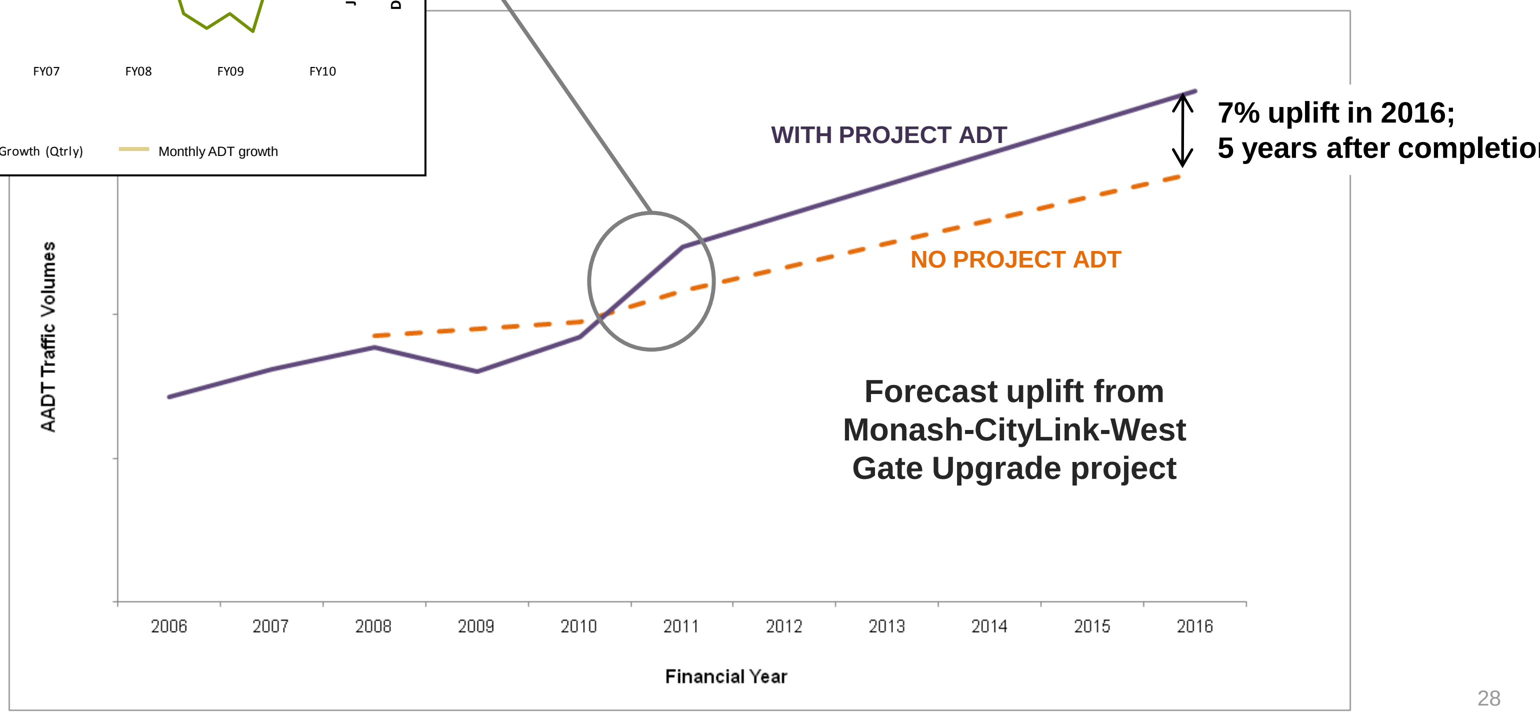
M1 UPGRADE

BENEFITS DELIVERING AS EXPECTED

Actual traffic growth



- Growth strong over past 12 months, in line with expectations
- Reaffirms expected 7% uplift by 2016
- Moving to a sustainable growth profile



M1 UPGRADE - SOUTHERN LINK

ADDITIONAL WORKS CONTINUE – THE FINAL PIECES

- Works associated with Southern Link original scope are complete
- Under road strengthening works are ongoing with no impact on traffic.

- Final asphalting works to be undertaken - to fit around peak periods using the Freeway Management System for managing lane diversions

MELBOURNE

BROADER GOVERNMENT PLANS

CONCLUSION

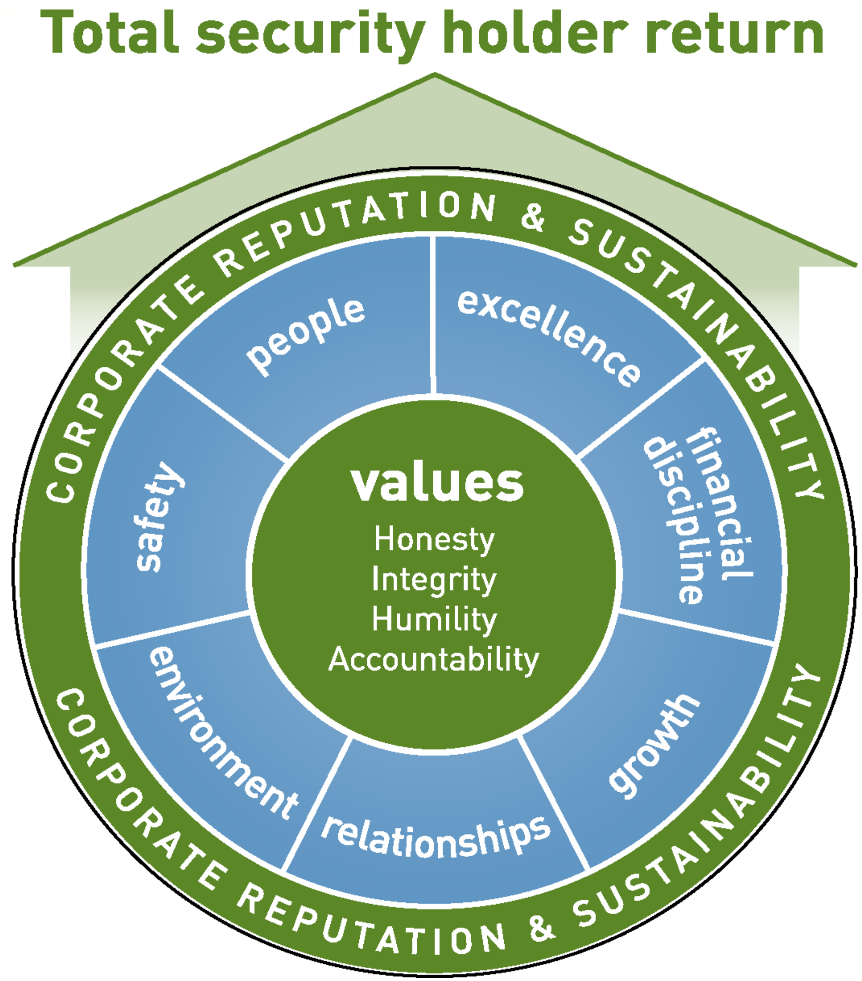
- M1 Upgrade works are substantially complete
- Benefits are delivering as expected
  - moving towards sustainable growth profile
- Freeway Management System (FMS) improving
  - Congestion
  - Safety
  - Driver experience
  - Travel times
- Next steps – consideration of Western Link improvements including potential implementation of FMS

NSW MARKET UPDATE

ANDREW HEAD, GROUP GENERAL MANAGER NSW

AGENDA

1. Safety
2. NSW overview
3. Performance
4. M2 Upgrade
5. LCT Integration
6. M5 Widening
7. Future development of the Sydney orbital network



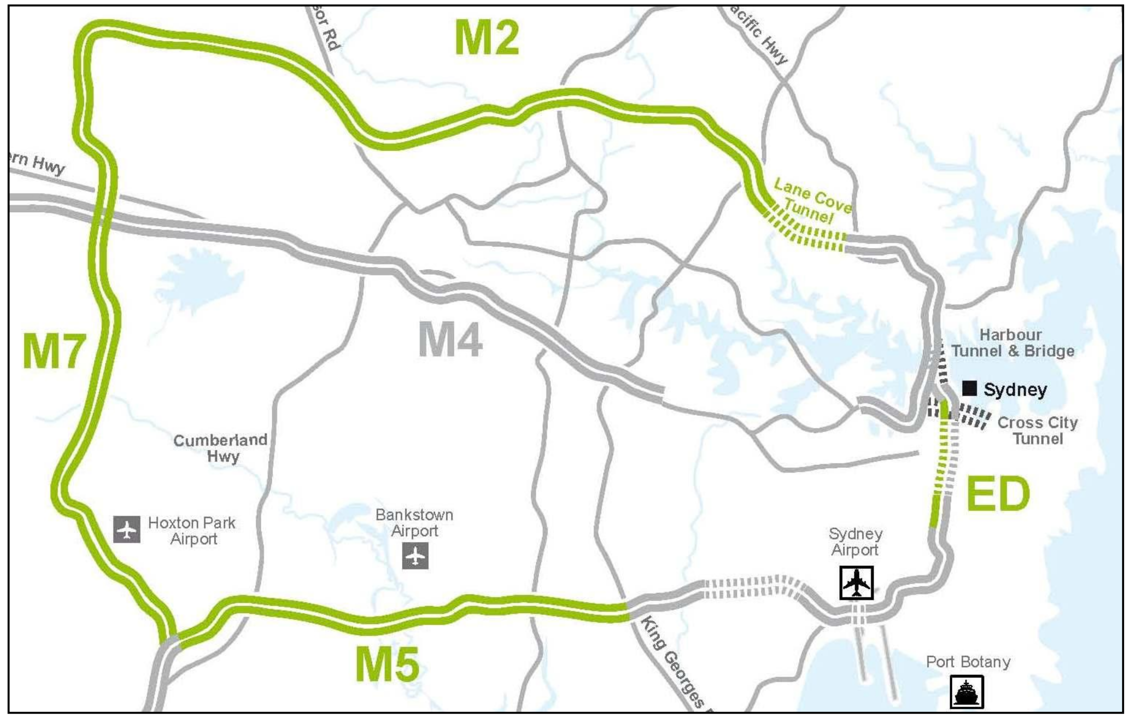
SAFETY

- Constructors on the M2 Upgrade project have reached 80,000 man hours with no Lost Time Injuries (LTI)
- Hills M2 will reach 5 years LTI free in April 2011

NSW OVERVIEW

MANAGING THE SYDNEY ORBITAL

- Ownership interest in 5 toll road assets
  - Hills M2 (100%)
  - Lane Cove Tunnel (100%)
  - M1 Eastern Distributor (75.1%)
  - Westlink M7 (50%)
  - M5 (50%)
- Ownership and operation of two tolling brands
  - Roam
  - Roam Express
- Mixture of fully electronic tolling and combined electronic and cash



NSW P&L RESULTS

1st HALF 2011 RESULTS HIGHLIGHTS – P&L AND TRAFFIC

TRAFFIC AND REVENUE GROWTH

31 DEC 10	TRAFFIC GROWTH (%)	REVENUE GROWTH (%)
Traffic and revenue growth		
Hills M2	1.9%	3.5%
Lane Cove Tunnel	6.0%	N/A
M1 Eastern Distributor	3.0%	12.9%
Westlink M7	7.0%	10.3%
M5	1.6%	3.2%

- Strong revenue growth
- Lane Cove integrated well
- Developing existing assets is the focus

PROFIT AND LOSS

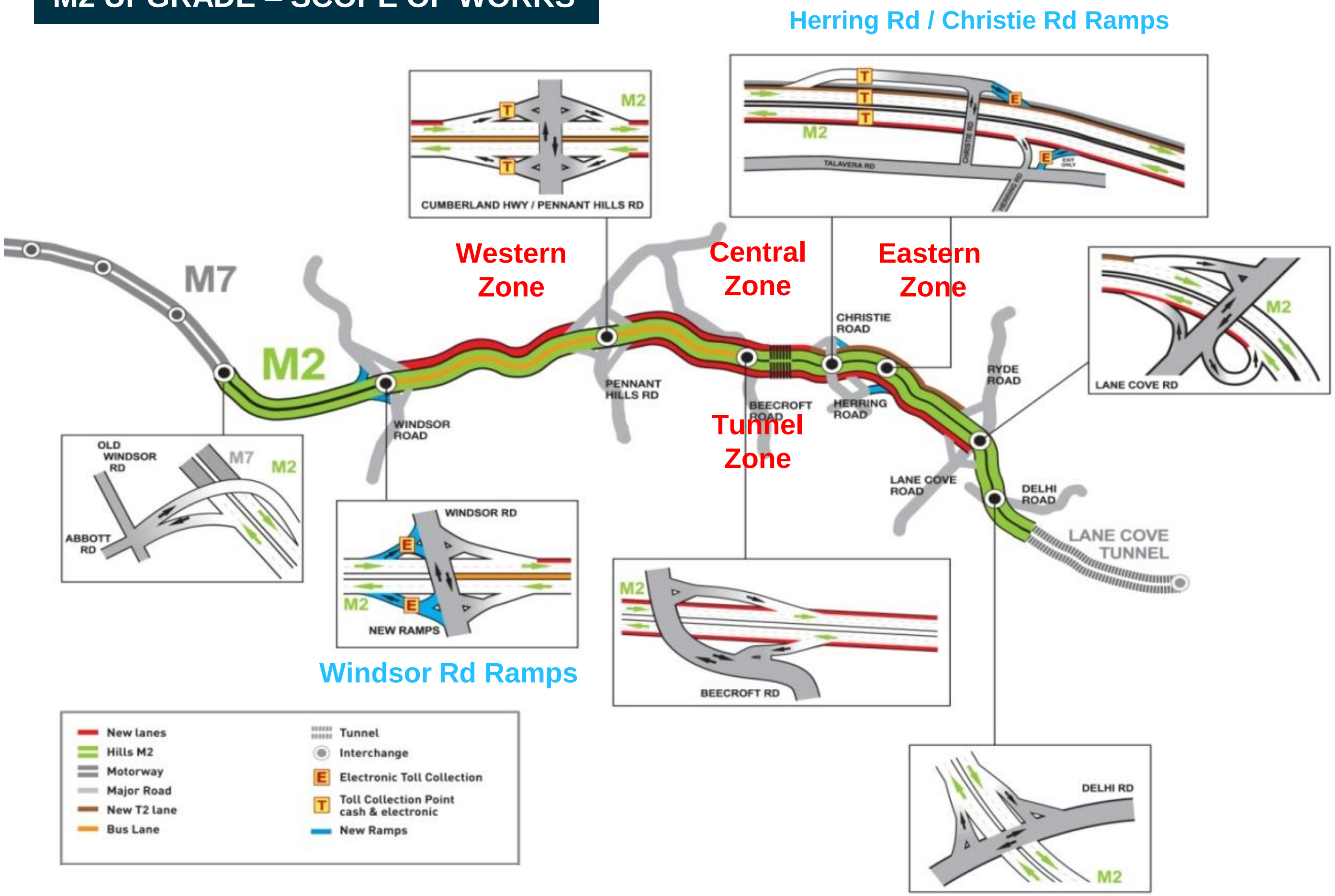
	31 DEC 10 ($M)	31 DEC 09 ($M)	% CHANGE
Revenue			
Toll Revenue	223.3	216.5	3.1%
Fee and other revenue	17.7	16.0	10.6%
Total revenue	**241.0**	**232.5**	**3.7%**
Total Cost	(58.5)	(53.0)	10.4%
EBITDA	**182.5**	**179.5**	**1.7%**
EBITDA Margin	81.7%	82.9%	
Depreciation and amortisation	(101.7)	(107.7)	(5.6%)
Net Finance costs	(85.4)	(77.5)	10.2%
Profit before tax	**(4.7)**	**(5.7)**	**(17.5%)**
Income tax benefit (Expense)	(8.8)	(22.2)	(60.4%)
Net profit	**(13.4)**	**(27.9)**	**(52.0%)**

NSW P&L data represents the results for the NSW segment and includes the contribution of Hills M2, Lane Cove Tunnel, M1 Eastern Distributor, M4 (comparative period only), M5, M7, Roam and Tollaust – proportional to Transurban ownership.

M2 UPGRADE

CONSTRUCTION COMMENCED – SCOPE OF WORKS

M2 UPGRADE – SCOPE OF WORKS

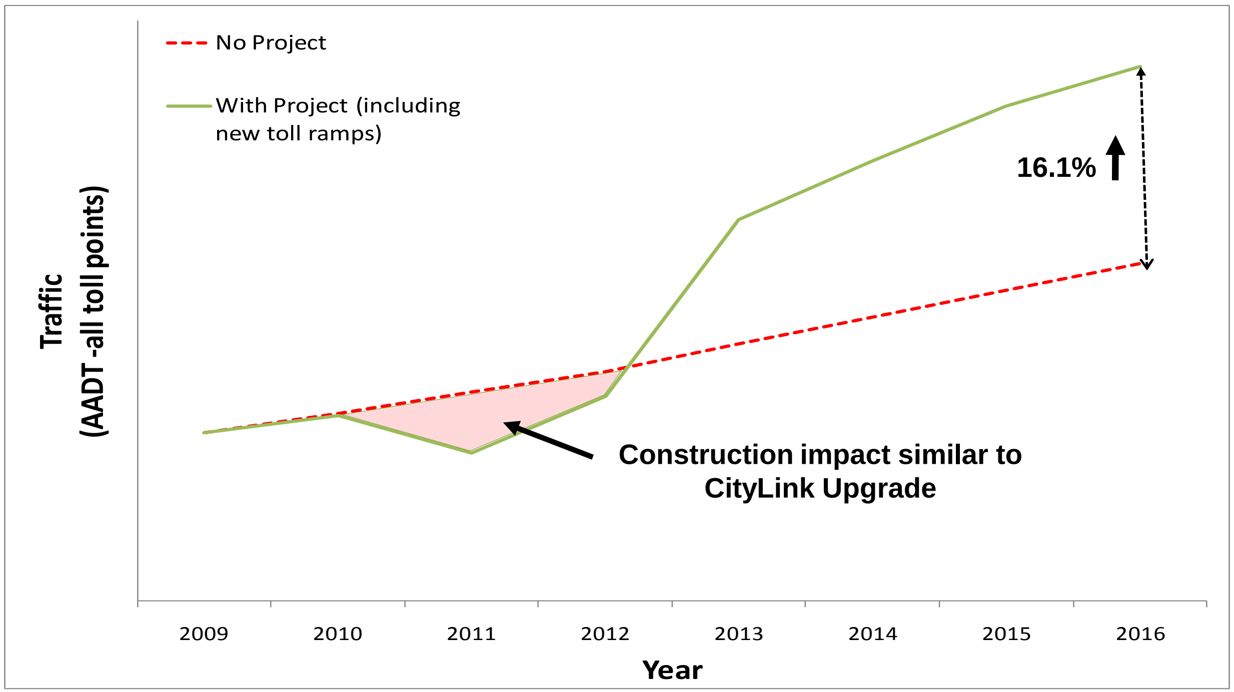


IPA AWARD

M2 UPGRADE

FORECAST UPLIFT

- M2 Upgrade – commenced construction January 2011
- Disruption to revenue during construction allowed for in business case and partially offset by additional revenue from early opening of new ramps
- Contractor incentives to minimise disruption



- Traffic uplift (AADT) of 16.1% by 2016

Note: Toll rates vary at each toll point
Chart is indicative only.

M2 UPGRADE

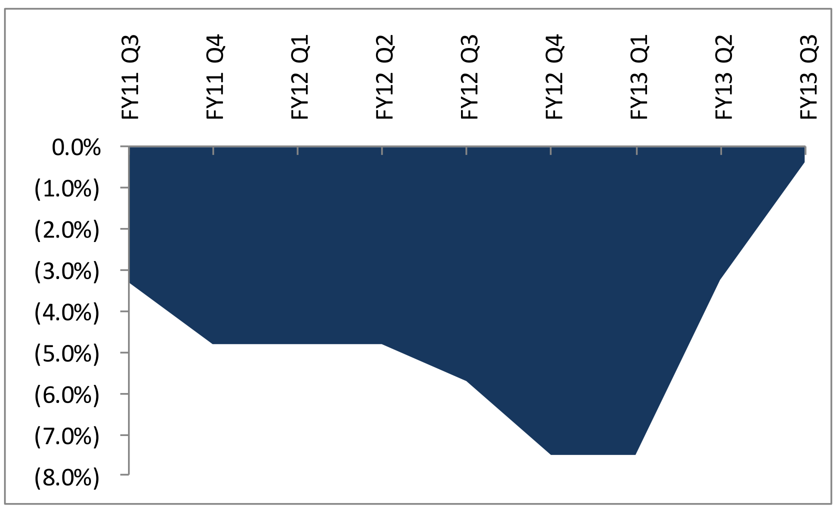
TIMING AND IMPACT OF WORKS

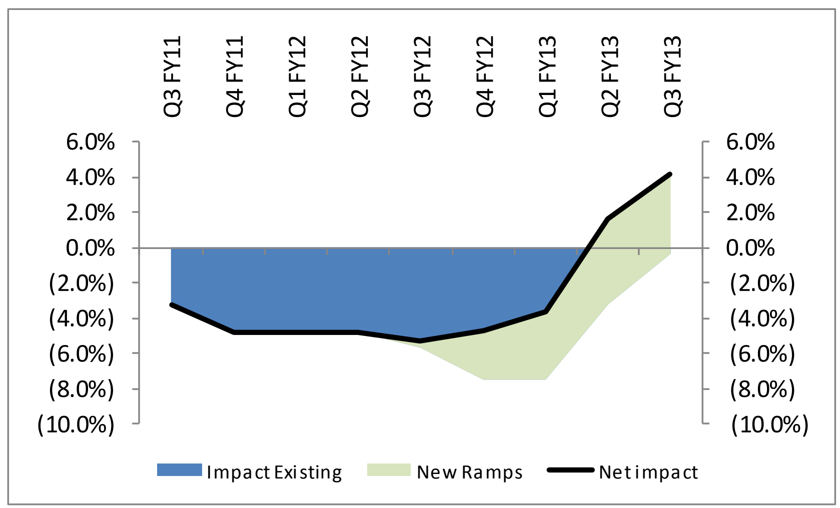
WORKS (INDICATIVE TIMING)

	FY11 H2	FY12 H1	FY12 H2	FY13 H1	FY13 H2
Windsor Rd Ramps			Open		
Herring Rd /Christie Rd Ramps				Open	
Other Zones					Open

- Disruption to revenue during construction allowed for in business case

INDICATIVE TIMING OF TRAFFIC IMPACT

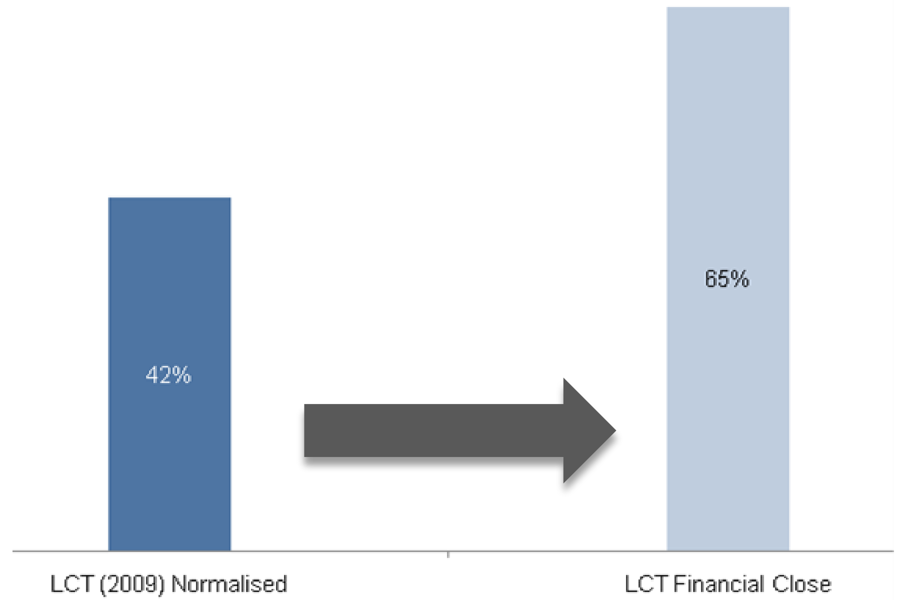




LCT INTEGRATION
EBITDA MARGIN DELIVERED

- Transurban reduced the cost base of Lane Cove Tunnel
  - Reduction in salary costs
  - Review of maintenance capital expenditure
  - Reduction in administration costs
  - Renegotiation of operations and maintenance contract

CHANGE IN LANE COVE TUNNEL EBITDA MARGIN



- Further opportunities to save
  - alignment of O&M contracts (M2 and LCT) – unlikely before M2 Upgrade construction completion
  - amalgamation of control rooms (subject to further consideration and RTA approval)
  - consolidation of back office tolling systems (subject to further consideration and RTA approval)

LCT INTEGRATION

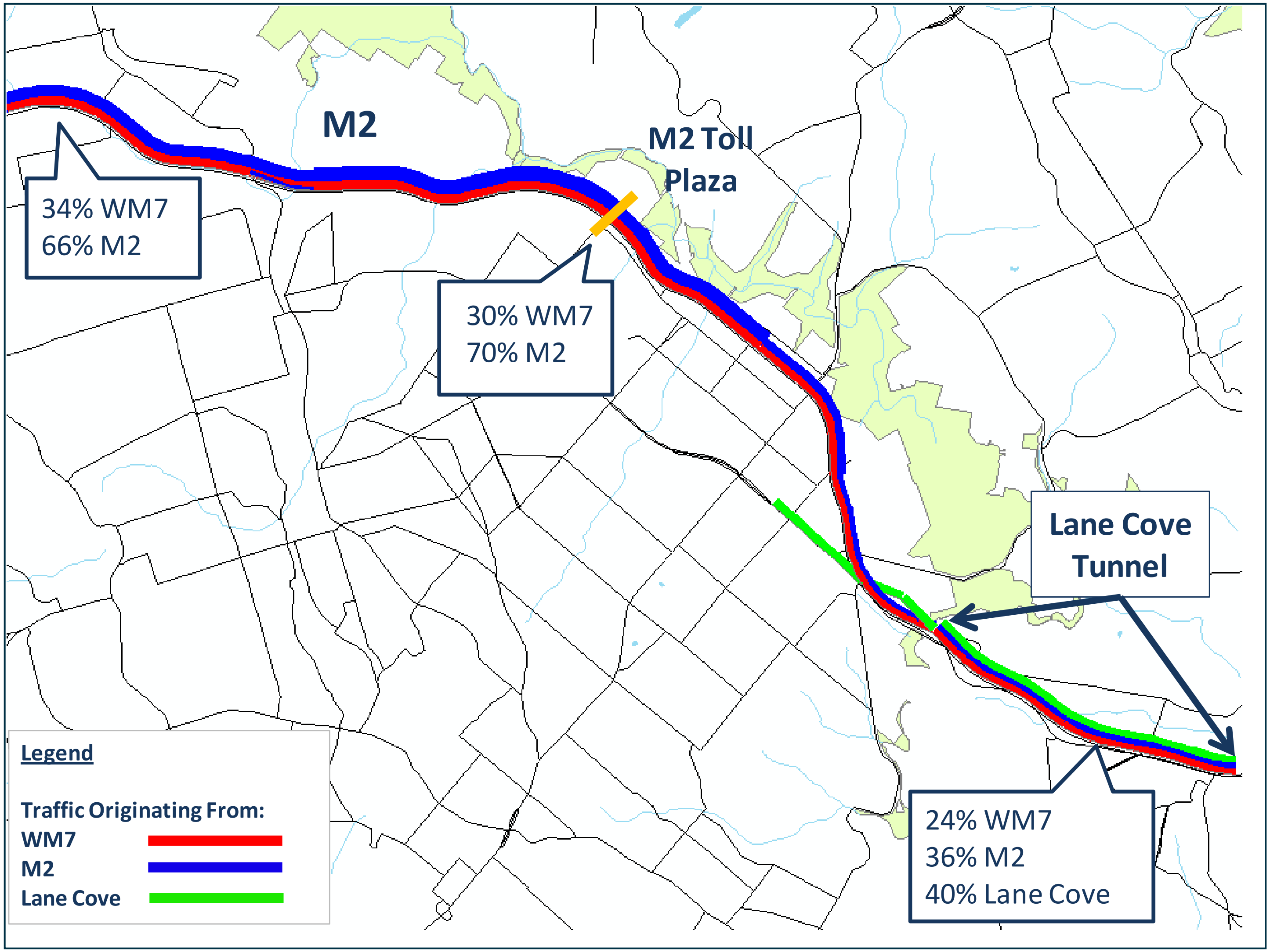
STRONG TRAFFIC GROWTH

LCT/MRE HISTORICAL AADT		
FY08	Q1	52,250
	Q2	56,422
	Q3	57,643
	Q4	59,641
FY09	Q1	59,847
	Q2	60,661
	Q3	60,471
	Q4	62,408
FY10	Q1	65,097
	Q2	66,066
	Q3	65,803
	Q4	66,694
FY11	Q1	69,281
	Q2	70,017

- Strong growth continued at both toll points since TCL acquired asset
- Traffic impact expected on LCT from M2 Upgrade construction
  - No works occurring at motorway interface
- Discussions ongoing in relation to Lane Cove Road east facing ramp

M2 – LCT CORRIDOR

TRAFFIC FLOW – EASTBOUND



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M5 WIDENING

FOCUS ON UPGRADE

- Interlink Roads (ILR) has submitted two proposals to the RTA
- Pre Commitment Agreement (PCA) signed with RTA in August 2010
  - includes provision of development cost reimbursement
- Environmental Assessment (EA) went on public exhibition in September 2010
- Widening business case supportable independent of any future potential M5 East tunnel duplication

transurban

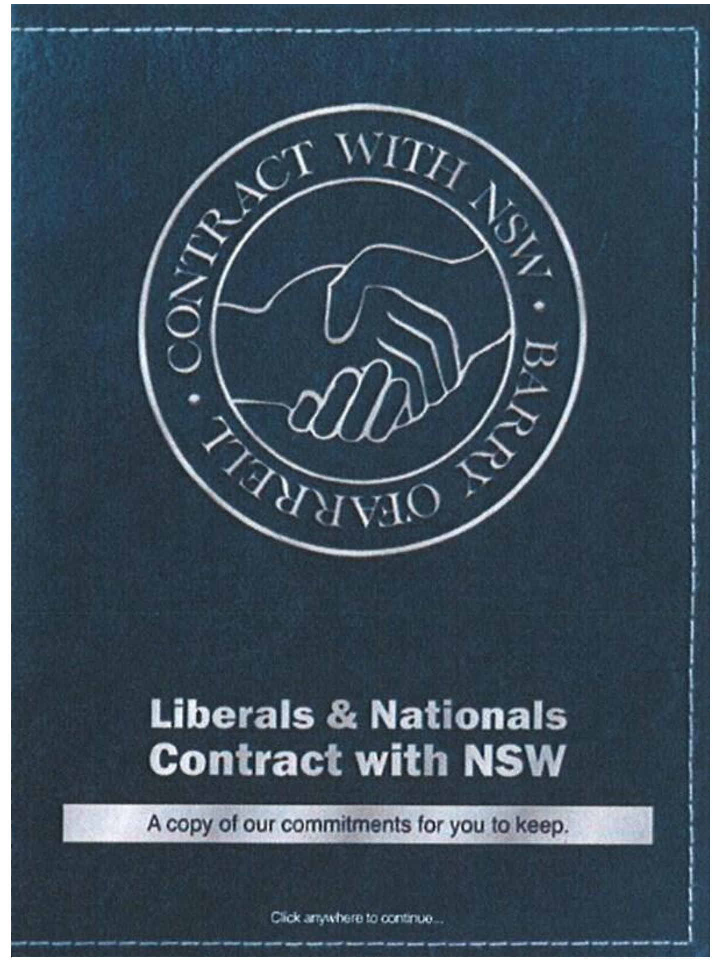
M5 WIDENING

FOCUS ON UPGRADE

- Commitment from incoming Coalition Government to complete negotiations and fast track the project
- M5 widening part of Coalition's 'Contract' with NSW people

3. Renovate infrastructure

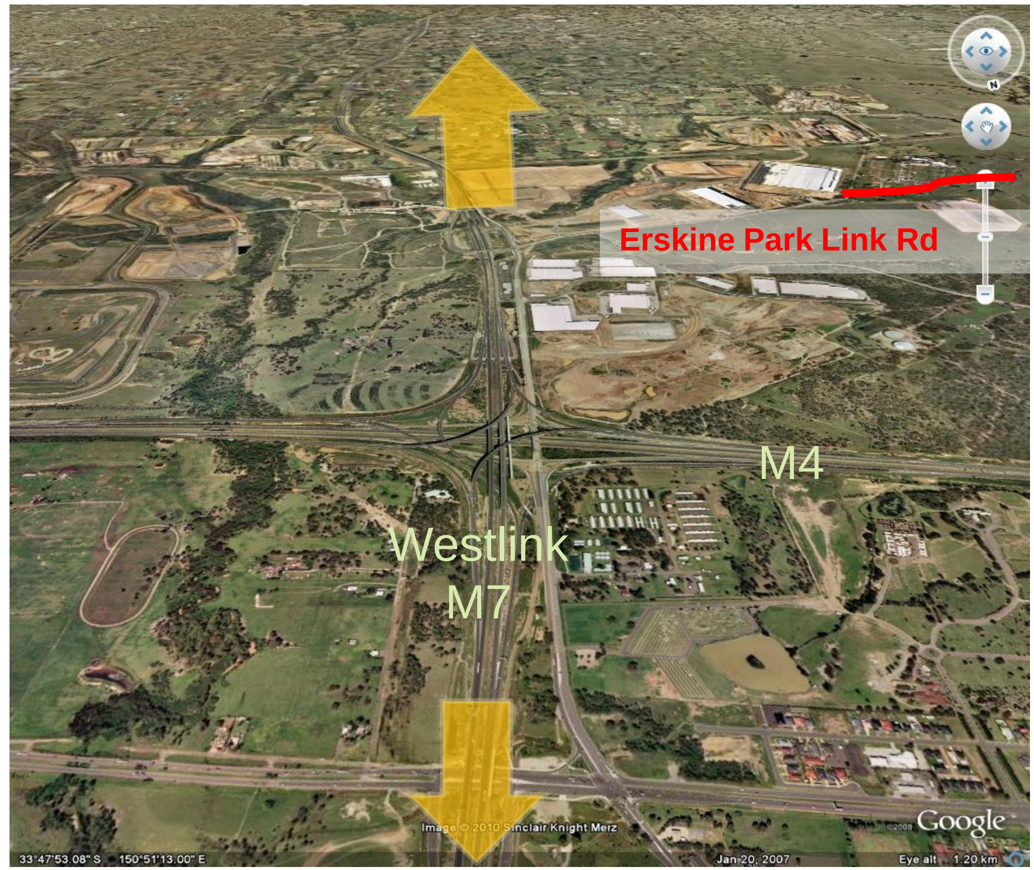
- We will build the **infrastructure that makes a difference** to both our economy and our lives.
- We will **fast track road and rail projects** and build the **South-West** and **North-West rail links**.
- We will establish **Infrastructure NSW** to ensure projects are **built where they are needed, on time and on budget**.
- Widen the M5 and commit $100 million to **reduce congestion** on Western Sydney roads.
- $350 million is committed for a **Hunter Infrastructure Fund** to build the roads, trains, hospitals and schools for the future.



WESTLINK M7

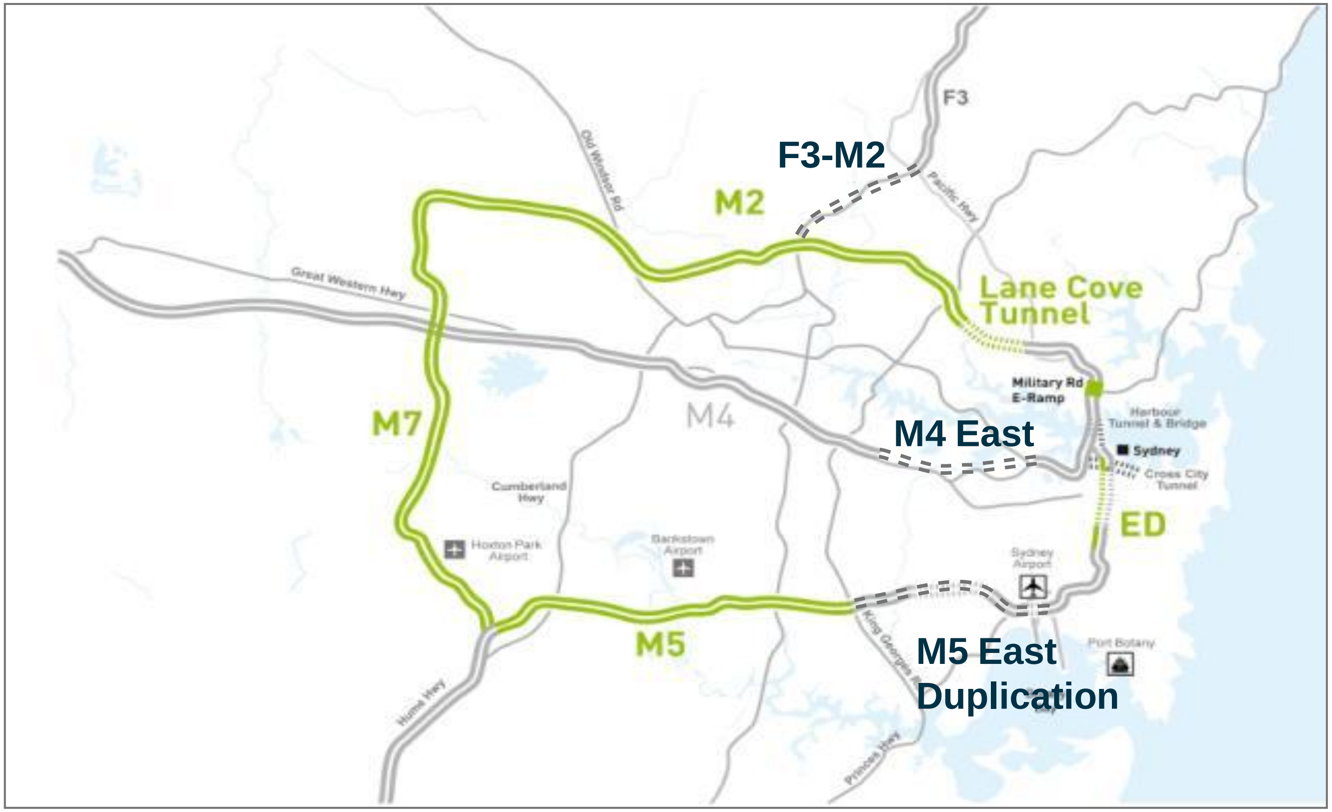
STRONG DEMOGRAPHIC GROWTH

- August 2009 - NSW Government to rezone 800 hectares within the Western Sydney Employment Area (WSEA)
  - capacity for up to 16,500 jobs
  - Expected to eventually accommodate ~ 40,000 workers
- Strong take up of vacant land continues along M7 corridor
- Erskine Park Link Road – will link new employment areas to WM7 – construction to commence within six months



SYDNEY

FUTURE DEVELOPMENT OF SYDNEY ORBITAL NETWORK



"A NSW Liberals & Nationals Government will commence one of Sydney's major missing road links in our first term of Government with the appropriate project to be identified by Infrastructure NSW"

Source: NSW Liberals & Nationals Congestion Busting Plan for Reducing Travel Times

CONCLUSION

transurban

- M2 Upgrade currently the focus of development works
    - Progressing well
- M5 widening – business case is strong, discussions with new State Government now required
- Lane Cove Tunnel an integral part of the network
    - Further network opportunities possible
- Strong half year result despite LCT being included for less than 5 months

US MARKET UPDATE

MICHAEL KULPER, PRESIDENT NORTH AMERICA

POCAHONTAS UPDATE

POCAHONTAS 895

FOCUSSED ON COST REDUCTION AND REVENUE ENHANCEMENT

SNAPSHOT OF FINANCIAL RESULTS

31 DEC 10 (1st Half FY2011)	GROWTH (%) *
Traffic growth	2.9%
Revenue growth (USD)	1.5%
EBITDA growth (USD)	178.7%

* Compared to the comparative six month period ended 31 Dec 2009

- Peak pricing toll increased 7 Feb 2011
  - $0.25 car increase peak hours (6-9am, 3-6pm)
  - $0.25 increase for 3+ axle vehicles (all times)
- Economic climate in the Richmond area difficult but improving
- Longer term asset performance dependent on regional development

ASSET ENHANCEMENTS

RICHMOND AIRPORT CONNECTOR

- 1.6 miles long, 4 lane project
  - Opened 2 months early
  - 6% under budget
- Outstanding safety record
  - 668 days without a lost time incident
- Financed with concessional TIFIA loan
- Adding Value to travellers
  - Trip to the airport shortened by up to 10 minutes and offering a congestion-free route

transurban

I-95 PROJECT UPDATE

transurban

PROJECT TIMELINE

I-95 HISTORY

Fluor – TCL preferred developer

Interim (Development) Agreement Signed

Environment Review Process Started

January - Environmental Clearance Achieved

August - Lawsuit filed challenging validity of Environmental Process

February - New scope and enviro. process announced Virginia Legislature approves transport funding package

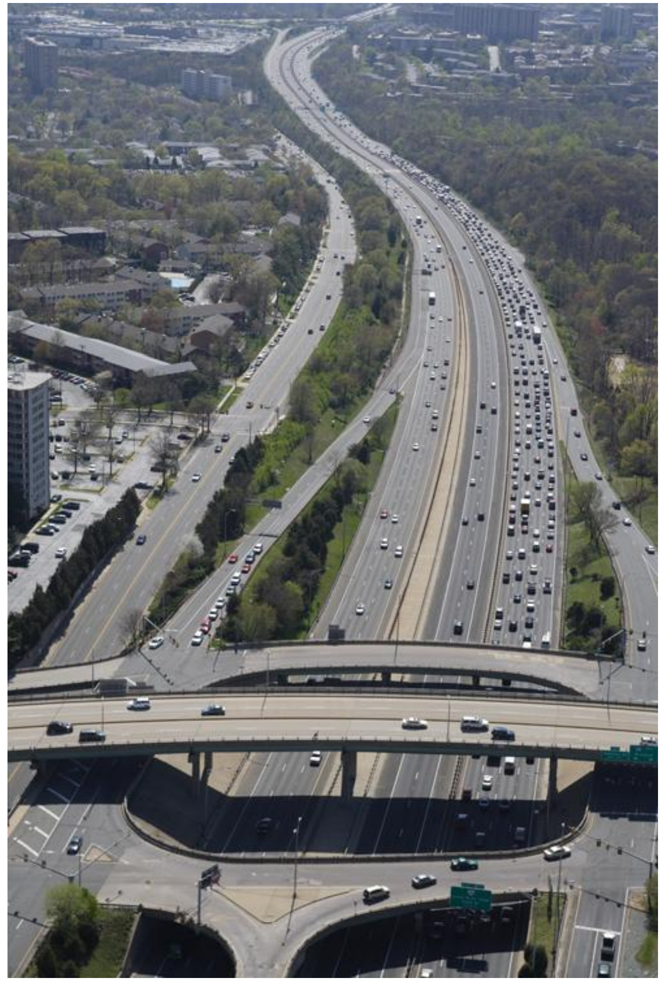
Arlington withdraws lawsuit

March - Local jurisdictions approve project inclusion into regional plans

2005 2006 2007 2008 2009 2010 2011

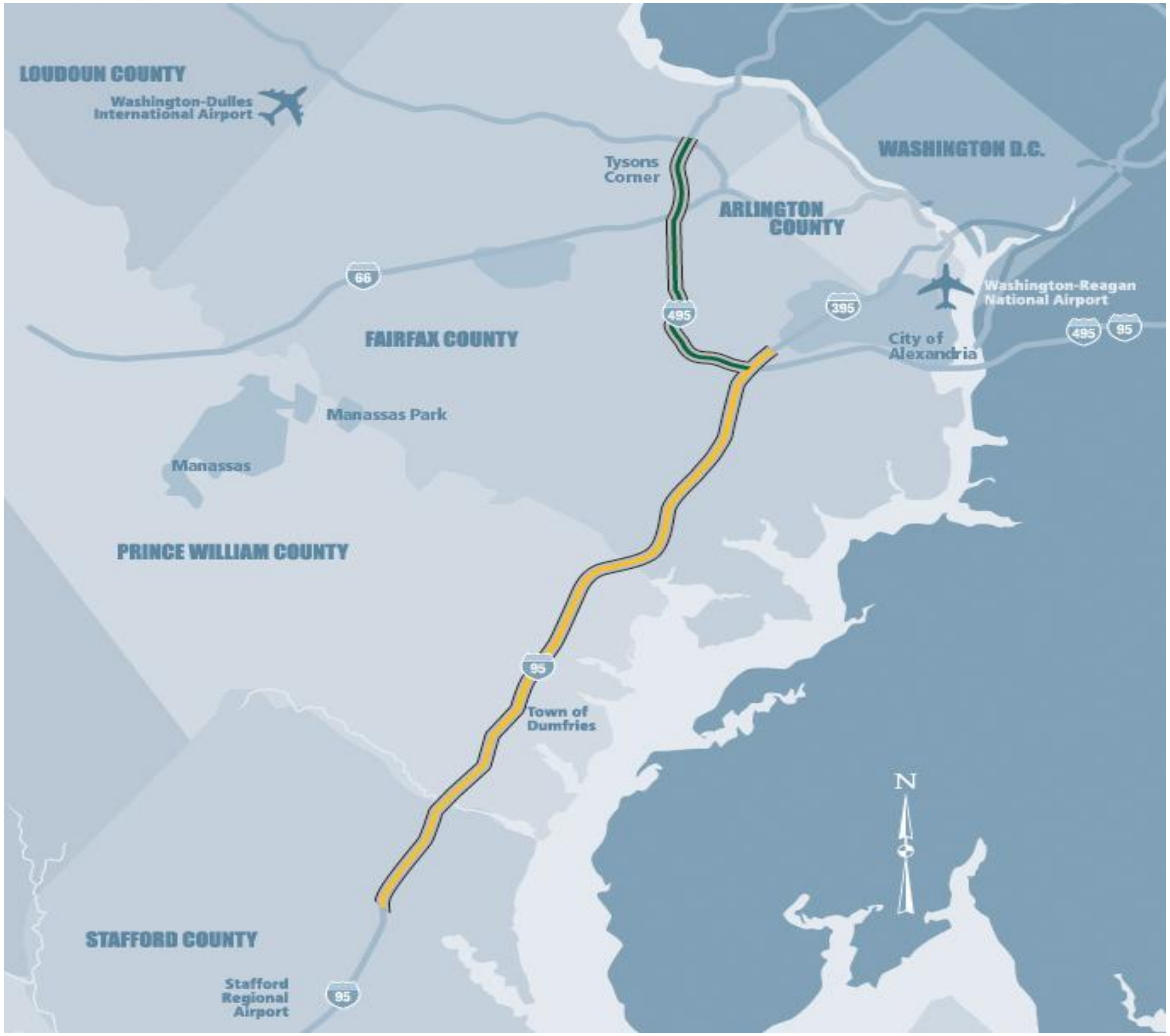
PROJECT RATIONALE

- Second leg of Northern Virginia HOT Lane network – links directly into Capital Beltway HOT Lanes
- Solves problems that commuters will pay for
  - Congestion relief
  - Access to activity centres
- Attractive corridor characteristics
  - Lack of alternate routes
  - Favourable demographics / land use development
  - Large influx of military jobs
- Negotiated transaction



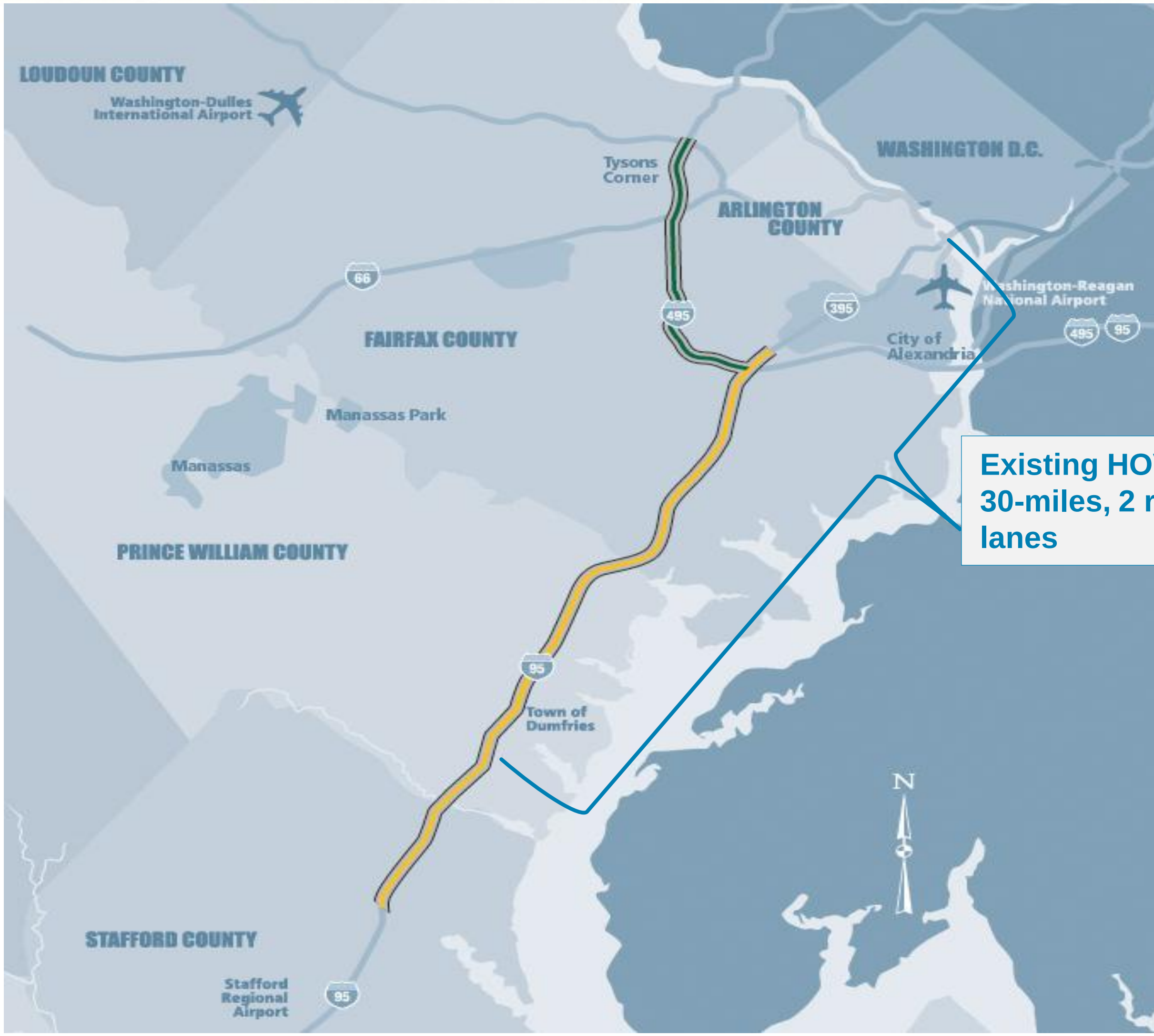
PROJECT SCOPE

CONTINUING OUR US FOOTPRINT



PROJECT SCOPE

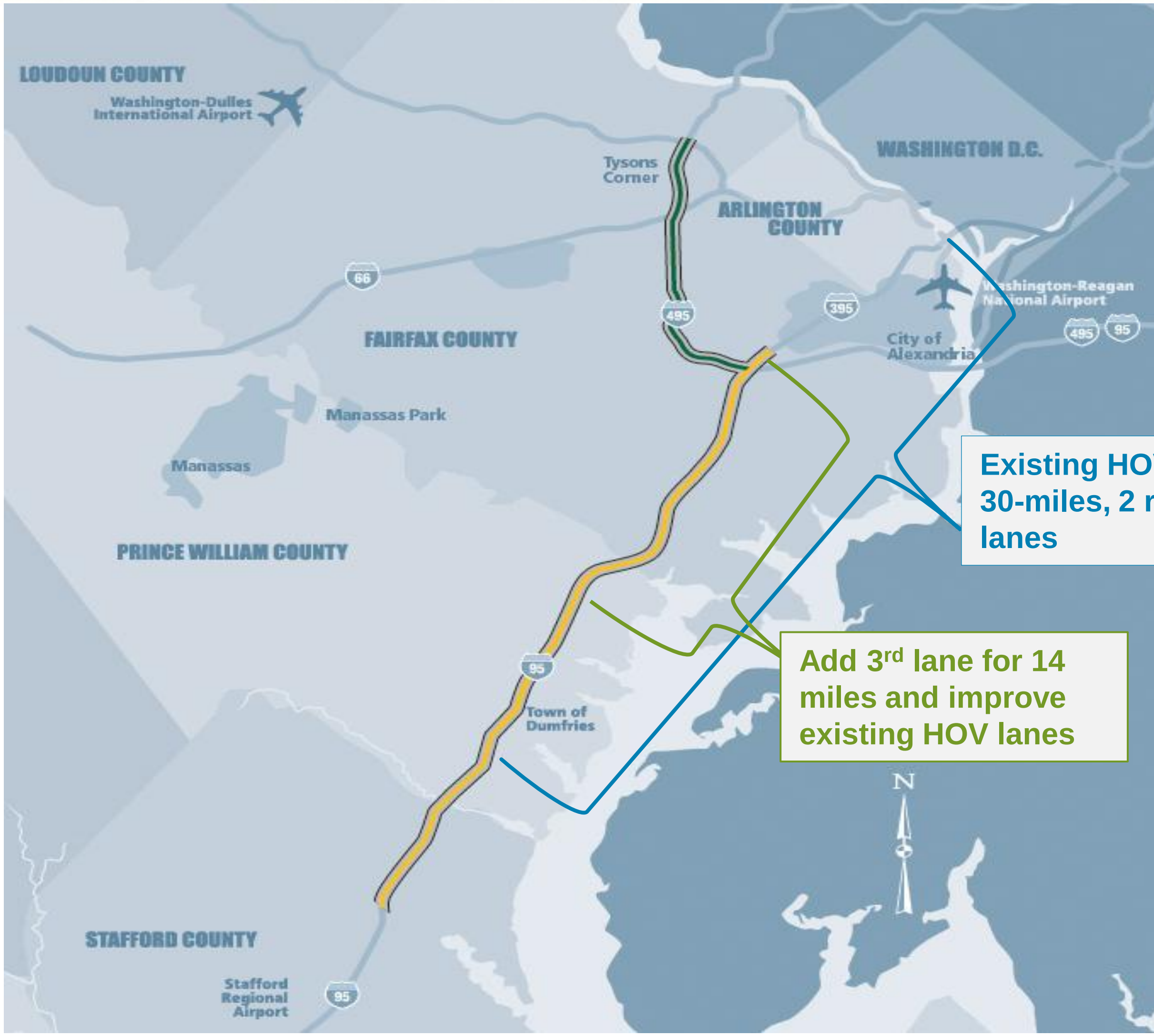
CONTINUING OUR US FOOTPRINT



Existing HOV service; 30-miles, 2 reversible lanes

PROJECT SCOPE

CONTINUING OUR US FOOTPRINT

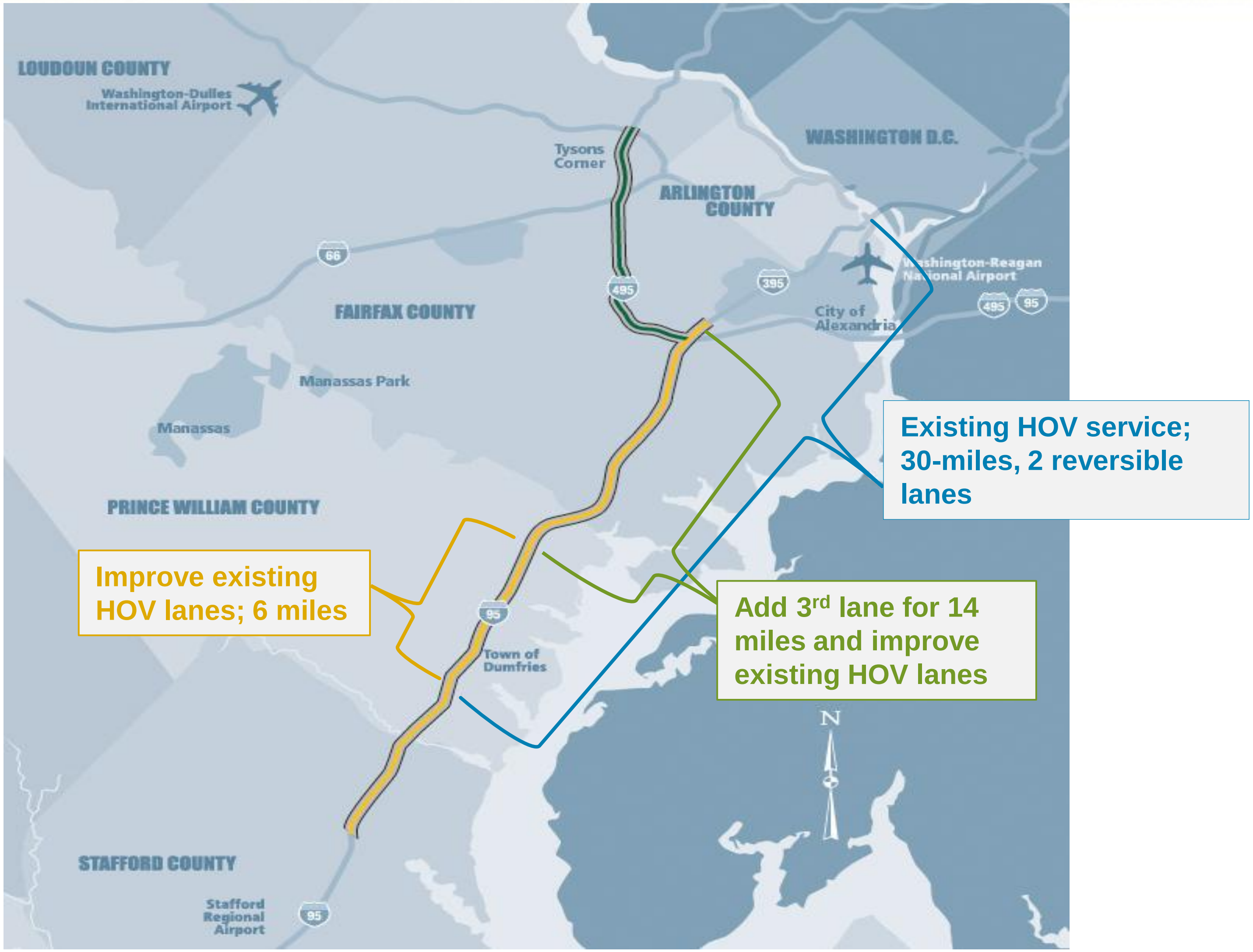


Existing HOV service; 30-miles, 2 reversible lanes

Add 3rd lane for 14 miles and improve existing HOV lanes

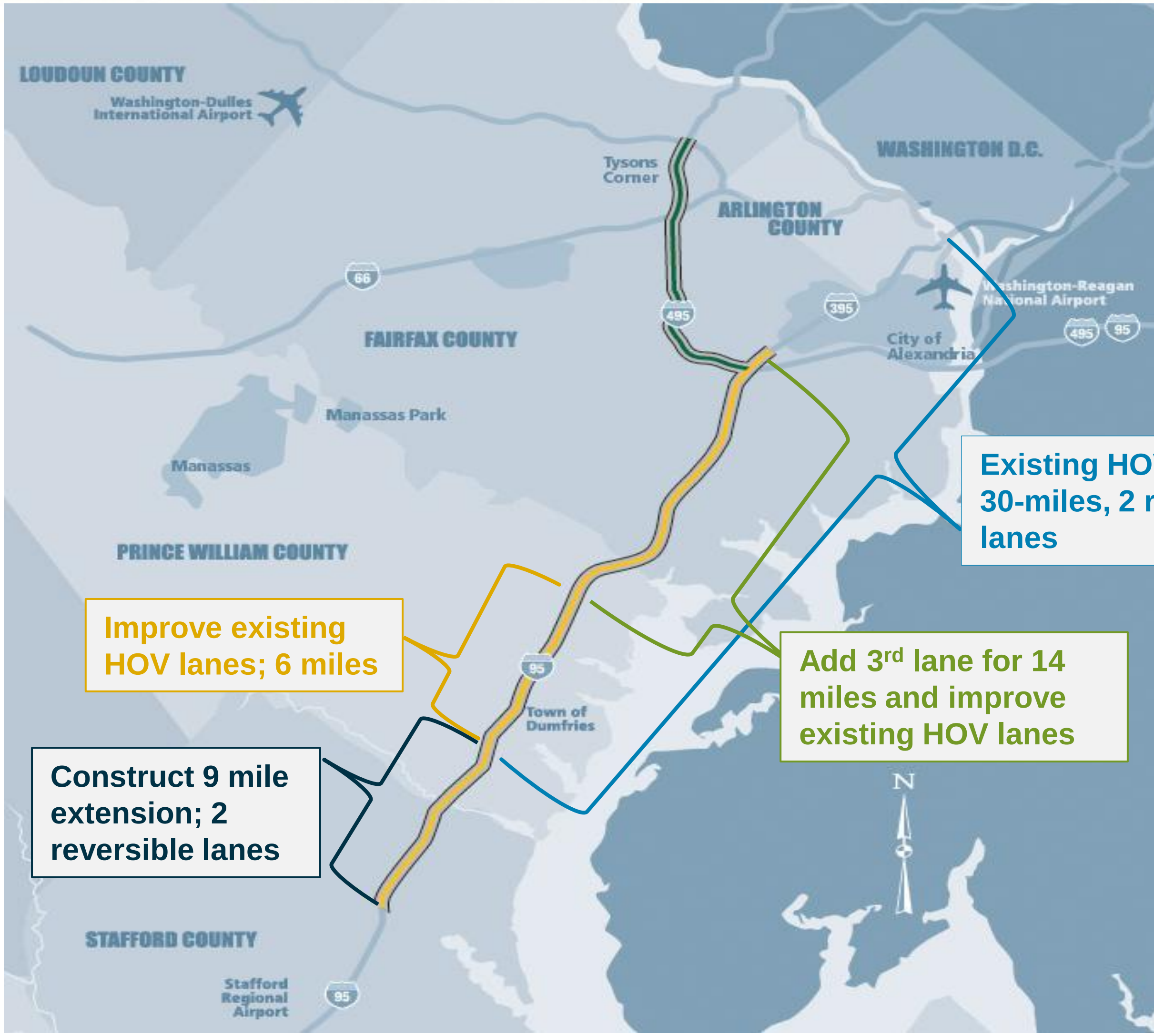
PROJECT SCOPE

CONTINUING OUR US FOOTPRINT



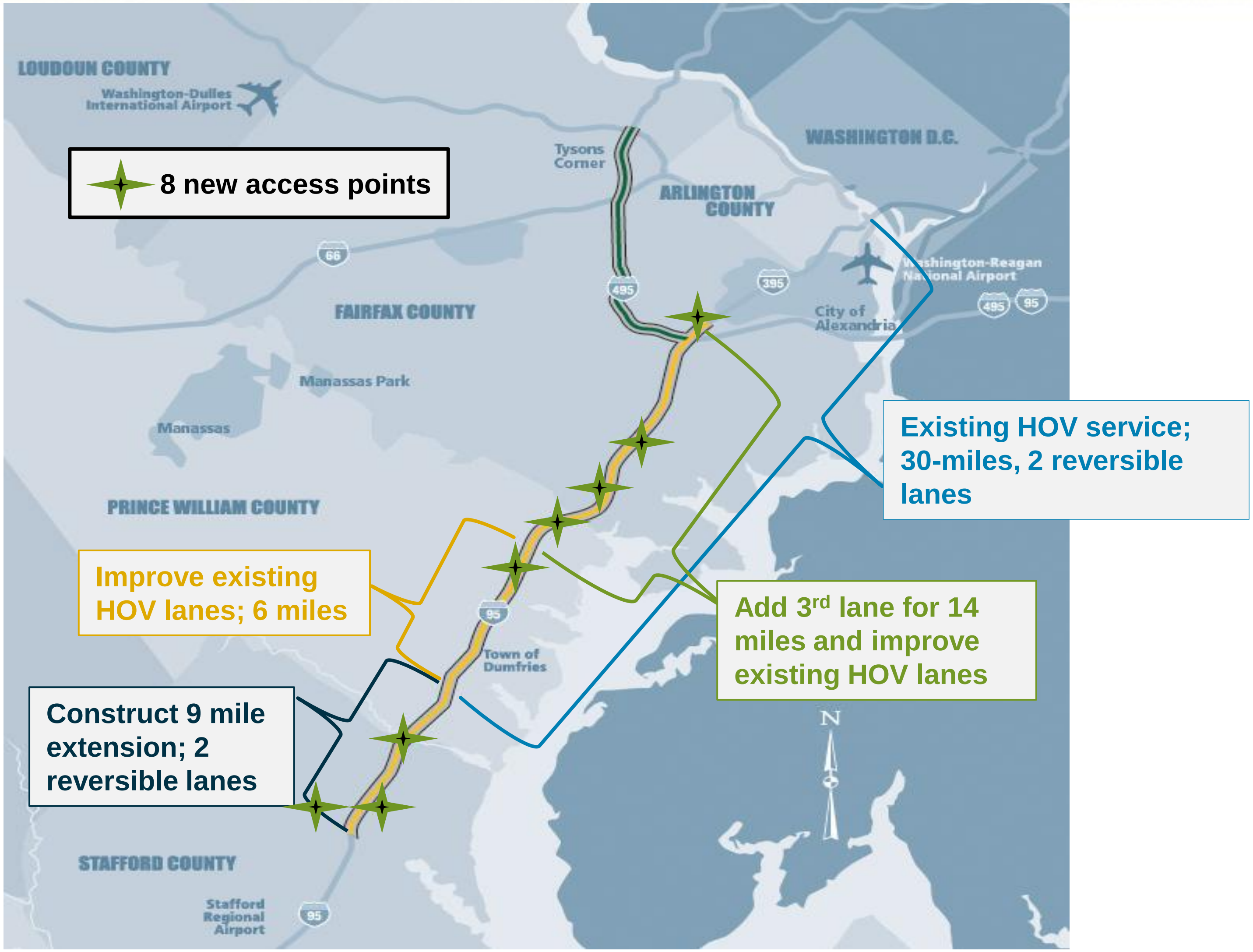
PROJECT SCOPE

CONTINUING OUR US FOOTPRINT



PROJECT SCOPE

CONTINUING OUR US FOOTPRINT



OUTLOOK

- Governor, Transportation Secretary on record supporting project and public funding requirement
- A meaningful public funding contribution will be required
- Regulatory process now in train
  - VDOT has indicated a desire to commence construction in 2012
- Negotiation of contract terms and financial arrangements unlikely to be finalised until regulatory processes complete (timing uncertain)

CAPITAL BELTWAY HOT LANES PROJECT UPDATE

KEN DALEY, PRESIDENT INTERNATIONAL DEVELOPMENT

SAFETY FOCUS

ORANGE CONES NO PHONES

- Award-winning Transurban safety campaign aimed at curbing distracted driving in construction work zone, addressing top safety issue
- Partnership with AAA, law enforcement and other key stakeholders
- 2011 Employer Challenge recruited more than 100 top employers, directly reached 100,000 Beltway commuters
- American Association of State Highway and Transportation Officials rolling out program nationwide

SIGNAGE

On-road signage reaches Beltway drivers in the construction zone.

GOVERNMENT SUPPORT

Virginia Secretary of Transportation Sean T. Connaughton supports program, challenges region's employers.

CAPITAL BELTWAY

THE PROJECT

- Construction of 14 miles of electronically tolled HOT lanes between the Springfield Interchange and north of the Dulles Toll Road
- Two new lanes in each direction, increasing the number of lanes to 12
- Upgrades to 11 interchanges involving 53 bridges and a 'fifth level' to the Springfield Mixing Bowl
- Dynamic toll pricing to manage traffic and maintain free-flow conditions

CAPITAL BELTWAY

THE PROJECT

CAPITAL BELTWAY

THE PROJECT

- Transurban is the supplier of the tolling and traffic management system as a subcontractor
- Multi lane free flow tolling similar to Melbourne CityLink architecture
- Advanced traffic monitoring and incident management
- All vehicles required to have a tag
- Toll prices are not regulated – tolls will be dynamically set to maintain free flow conditions in HOT Lanes
- Tolling and traffic management system is based on a working platform

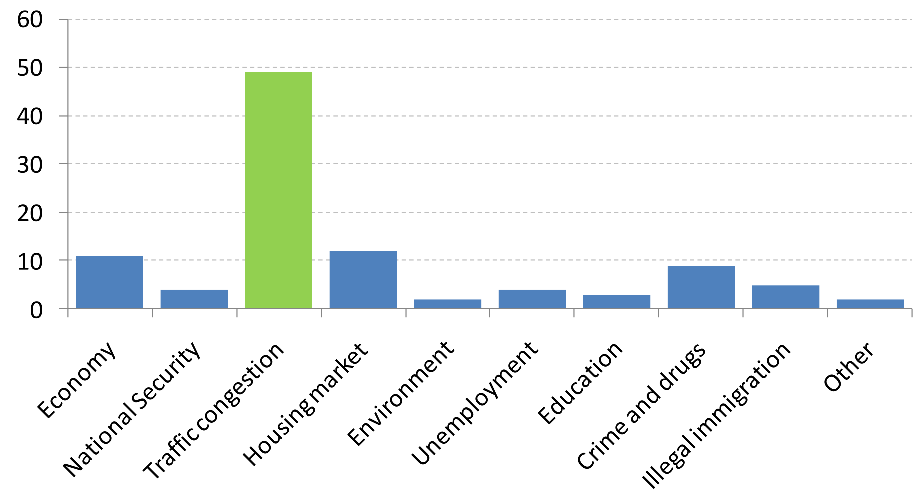
Fully electronic tolling on the HOT Lanes will allow customers to pay tolls with E-ZPass – eliminating the need to stop or slow down at toll booths.

CAPITAL BELTWAY

THE PROJECT

- Major construction on a route carrying 200,000 vehicles per day
- Market research provides a guide to acceptance of the project
  - Two-thirds (66%) of Beltway Drivers have a positive image of HOT Lanes
  - Almost two-thirds (64%) say they 'see a personal benefit' from HOT Lanes
  - 79% surveyed see a benefit for the DC region

Response to the question – "Which one of the following issues do you view as the biggest problem you face living in the Greater Washington, DC area?"

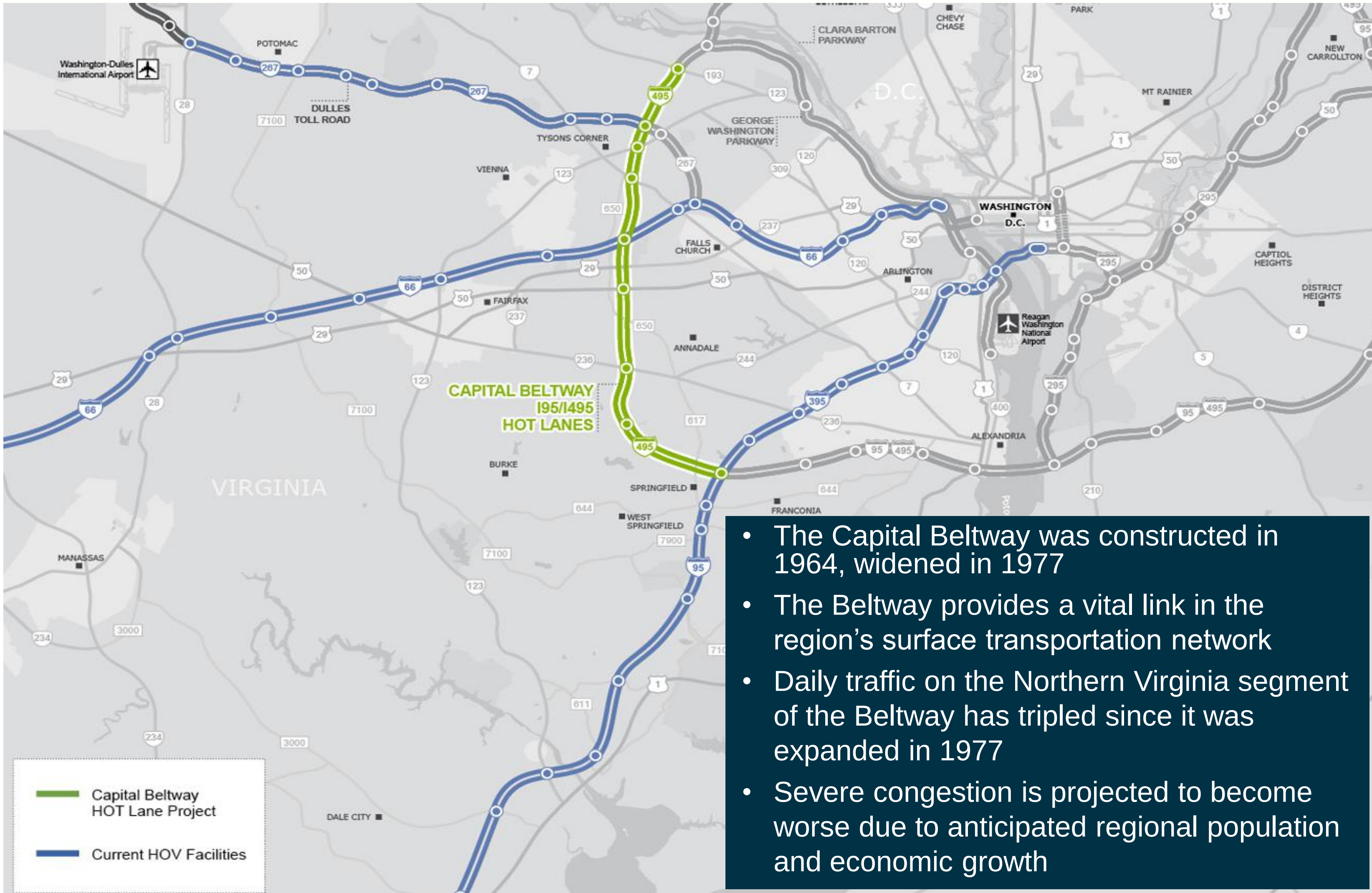


Source: Greater Washington 2050 Coalition, February 2009

CAPITAL BELTWAY HOT LANES REGIONAL ECONOMICS

CAPITAL BELTWAY

LOCATION



- The Capital Beltway was constructed in 1964, widened in 1977
- The Beltway provides a vital link in the region's surface transportation network
- Daily traffic on the Northern Virginia segment of the Beltway has tripled since it was expanded in 1977
- Severe congestion is projected to become worse due to anticipated regional population and economic growth

WASHINGTON REGIONAL STATUS

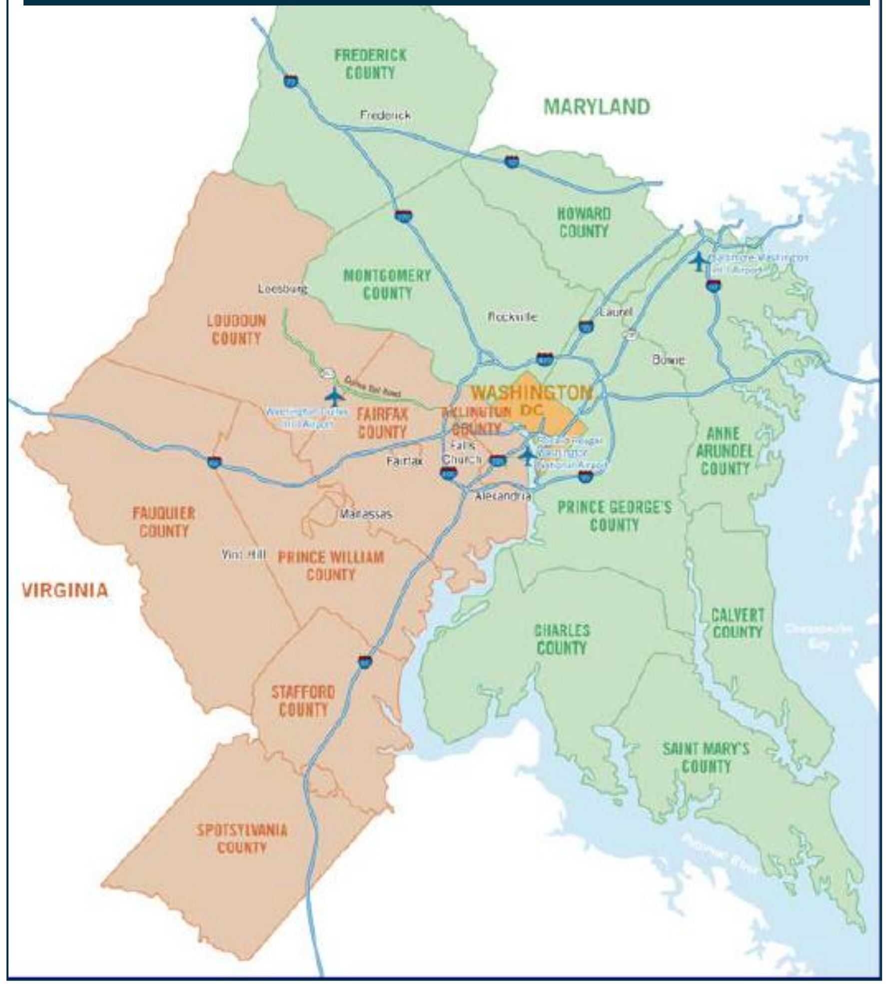
POPULATION AND EMPLOYMENT

- Washington population (2010) was 6.6 million providing employment for 3.9 million

- MWCOG 2010 forecasts show strong growth over the planning horizon

MILLIONS	2025	2040
Population	7.8	8.6
Employment	4.8	5.5
Households	3.0	3.4

WASHINGTON DC AND SURROUNDING COUNTIES



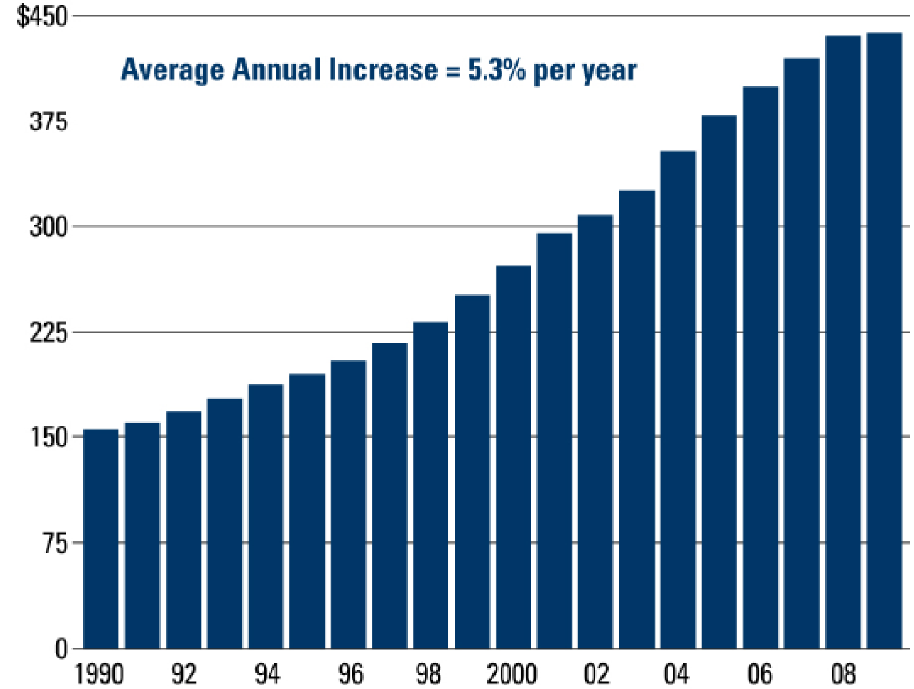
MWCOG – Metropolitan Washington Council of Governments

WASHINGTON REGIONAL STATUS

WEALTH

- Average annual Gross Regional Product (GRP) growth of 5.3% since 1990
- 2009 GRP of $443billion which has doubled in the last 12 years
- Second highest GRP per capita in the US ($71,323 in 2009) behind San Francisco
- Washington is the fifth largest regional economy in the US
- Counties in the Washington Region make up 4 of the top 10 US counties per household income

Greater Washington Gross Regional Product, 1990–2009 (in billions)



SOURCE: Woods & Poole

WASHINGTON REGIONAL STATUS

CONGESTION - WORST IN THE US

Urban Area	Yearly Delay per Auto Commuter		Travel Time Index		Excess Fuel per Auto Commuter		Congestion Cost per Auto Commuter	
	Hours	Rank	Value	Rank	Gallons	Rank	Dollars	Rank
Very Large Average (15 areas)	50		1.26		39		1,166	
Washington DC-VA-MD	70	1	1.30	2	57	1	1,555	2
Chicago IL-IN	70	1	1.25	7	52	2	1,738	1
Los Angeles-Long Beach-Santa Ana CA	63	3	1.38	1	50	4	1,464	3
Houston TX	58	4	1.25	7	52	2	1,322	4
San Francisco-Oakland CA	49	6	1.27	4	39	6	1,112	6
Dallas-Fort Worth-Arlington TX	48	7	1.22	16	38	7	1,077	8
Boston MA-NH-RI	48	7	1.20	20	36	10	1,112	6
Atlanta GA	44	10	1.22	16	35	11	1,046	11
Seattle WA	44	10	1.24	11	35	11	1,056	10
New York-Newark NY-NJ-CT	42	13	1.27	4	32	14	999	13
Miami FL	39	15	1.23	13	31	18	892	18
Philadelphia PA-NJ-DE-MD	39	15	1.19	23	30	21	919	17
San Diego CA	37	18	1.18	25	31	18	848	20
Phoenix AZ	36	20	1.20	20	31	18	972	14
Detroit MI	33	26	1.15	36	24	36	761	30

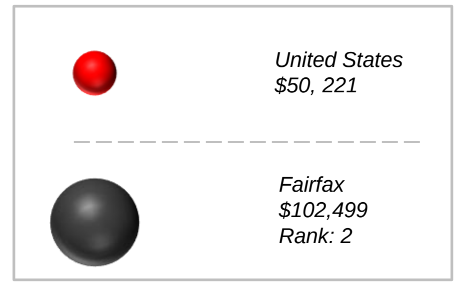
FAIRFAX COUNTY

SPECIFIC DEMOGRAPHICS

Fairfax County:

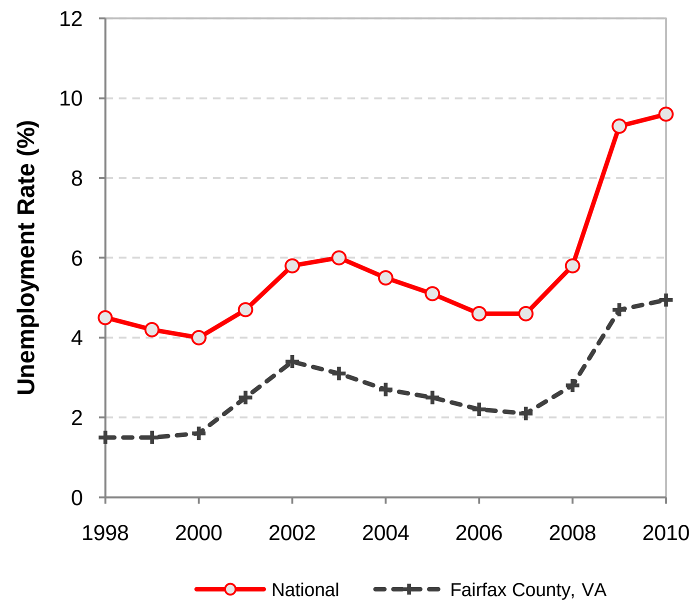
- has a population of over 1 million people and the County budget is larger than that of 8 States
- is home to 4,000 technology companies and 22,000 businesses including five Fortune 500 companies
- is one of the largest suburban office markets in the US – 95 million square feet of office space
- has the second highest household income in the US – behind the adjacent county (Loudoun)
- has one of the lowest unemployment rates in the US

HOUSEHOLD WEALTH



Source: American Community Survey 2009

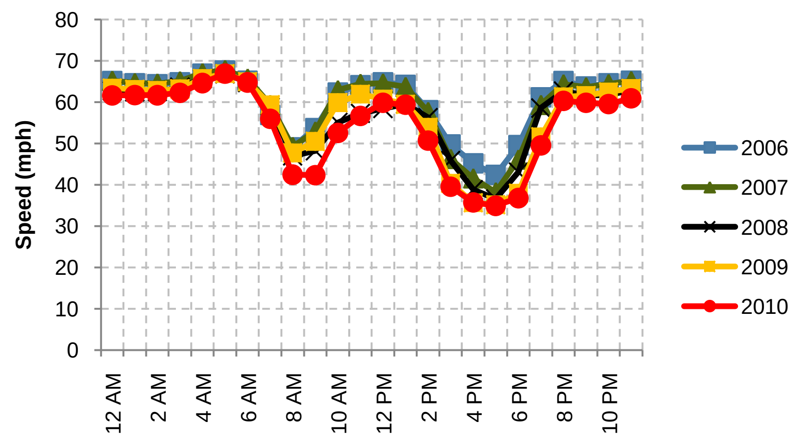
ANNUAL UNEMPLOYMENT RATES



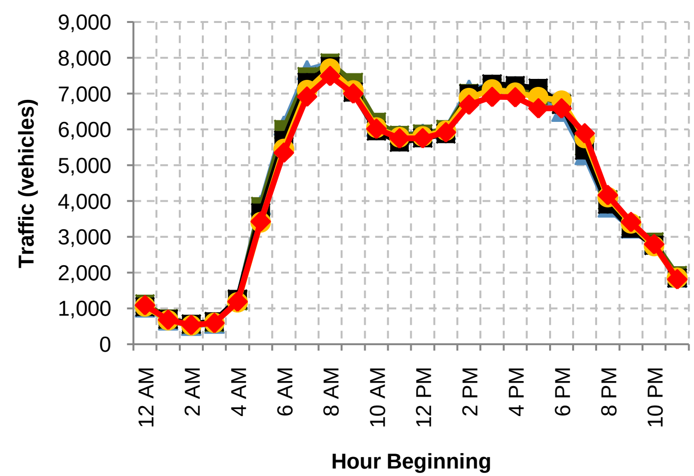
TRAFFIC PROFILE

- Average speeds have declined over recent years
- Speeds during the peak periods regularly drop to or below 30-40 mph

NORTH OF DULLES TOLL ROAD - SB



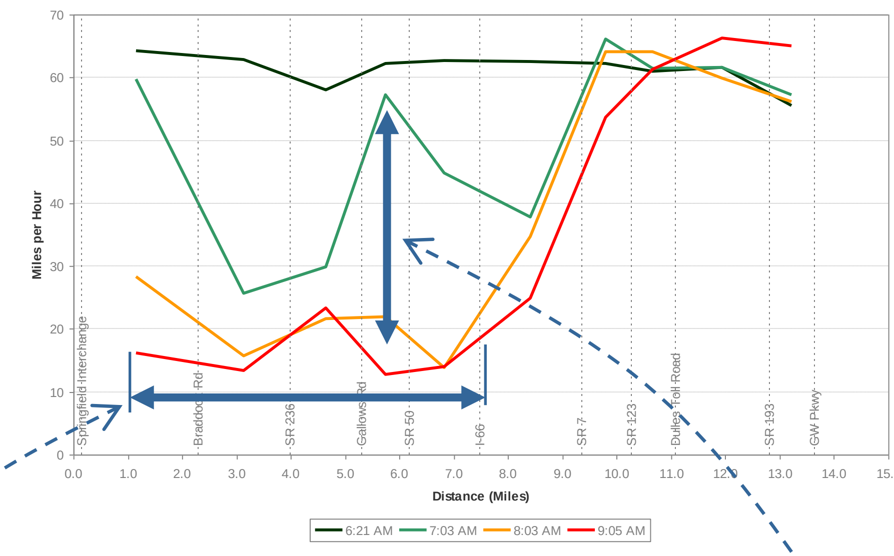
- Average traffic volumes have remained unchanged despite the impact of major construction works
- Traffic levels within the peak periods remain at or above the capacity of the facility



TRAFFIC PROFILE

- High traffic volumes result in low speeds, slow travel, and significant delays in peak periods
- Significant delays are experienced for 2-3 hours in peak periods each weekday
- Fringe periods exhibit significant variance in travel times, which leads to uncertainty in trip duration

NORTHBOUND TRAVEL TIMES (2004)



Speeds regularly drop below 20 miles/hour for over half the length of the project; resulting in 'moving queues' over 7 miles in length.

Small differences in departure time often result in significant variations in travel time; making travel inconsistent and unreliable

TRAFFIC & REVENUE UPDATE

- Traffic and revenue study completed prior to Financial Close in 2007 / 2008. Original study completed by Stantec (managed by Transurban) and audited by Arup
- MWCOG released updated regional land use forecasts in late 2010
  - these inputs are being used to complete an updated traffic and revenue study (taking into account US recession)
- Other specific updated assumptions include
  - Local land use (Northern Virginia)
  - Network planning updates
- Update to be completed towards end of financial year

CAPITAL BELTWAY HOT LANES CONSTRUCTION PROGRESS UPDATE

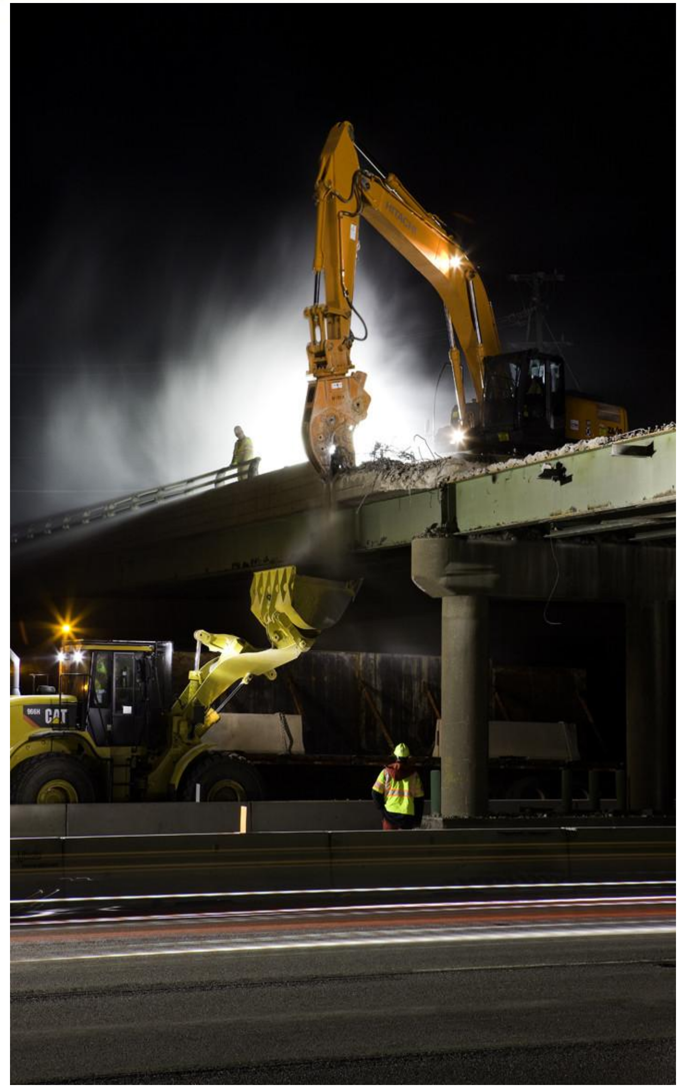
CONSTRUCTION UPDATE

- Design Build Contractor and Independent Engineer forecasting ‘on time & on budget’ completion. DB contract now more than 60% complete.
  - There are no Design Builder claims against the Project company
  - All design is complete and ‘approved for construction’ drawings issued
  - All Right of Way has been acquired
  - Services relocation is proceeding to schedule
  - HOT Lanes Operation Centre development ‘on time & budget’

CONSTRUCTION UPDATE

The 2010 Construction season was a big year

- One lost time injury – the second on the project in over 4.5 million man hours worked
- Over 35,000 cubic m of concrete
- 250,000 tons of asphalt
- 4,200 tons of steel erected
- 42,000 square m of retaining walls
- 10,000 linear m of sound walls
- More than 28% of overall DB contract completed



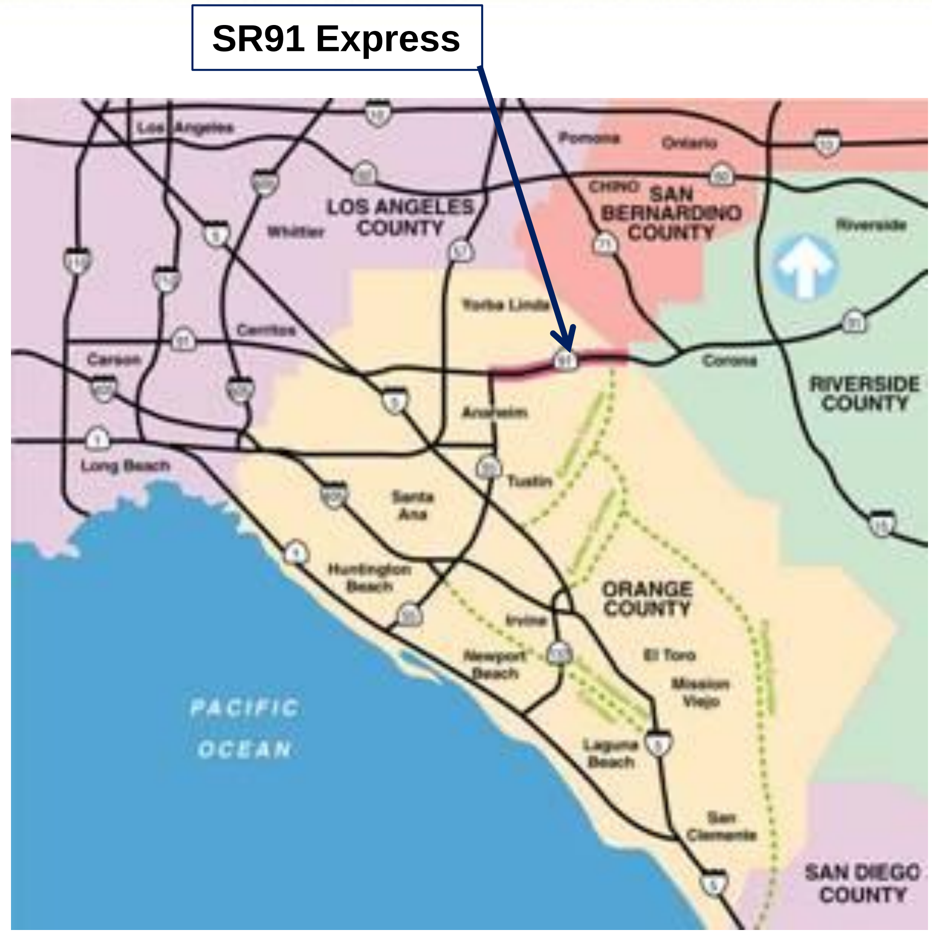
THE PROJECT VIEW

THE PROJECT VIEW

SR91 EXPRESS CASE STUDY

SR91 EXPRESS LANES

- The SR91 facility links the counties of Riverside and Orange in California
- The SR91 is a 10 mile HOT lane system that has 2 tolled lanes in each direction
- The HOT Lanes were opened to the public in December 1995
- Free flow tolling approaches are used to eliminate toll booths
- Toll rates are fixed via schedules for each hour and day of the week
- While SR91 applies simpler tolling than Capital Beltway will, it represents the closest match in terms of scale and operations

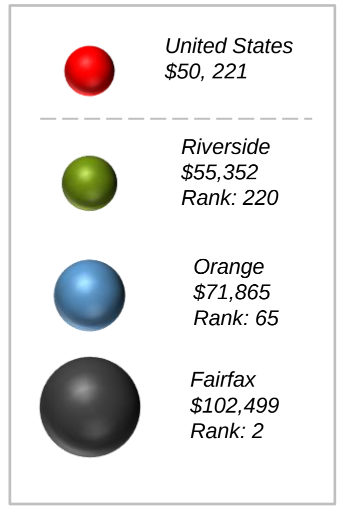


Note – SR91 is not a directly comparable tolling asset to Capital Beltway however has been used for comparative illustrative purposes.

SR91 CATCHMENT DEMOGRAPHICS

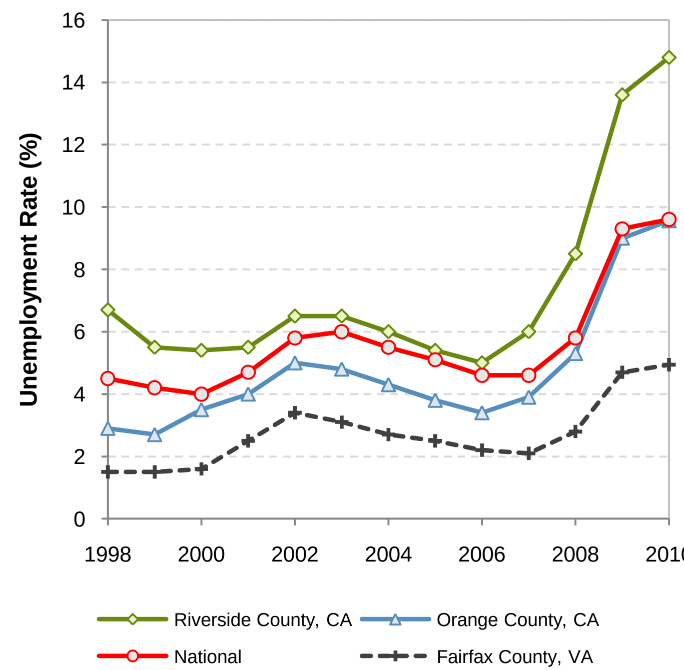
- The SR91 is predominantly seen as a commuter route between Riverside and Orange counties
- A comparison between the SR91 catchment and Fairfax (the key County for the Capital Beltway) demonstrates the relative strength of the CB catchment
  - Household wealth is significantly greater than SR91 and national values
  - Unemployment rates are substantially below the SR91 catchment and national averages

Household Wealth



Source: American Community Survey 2009

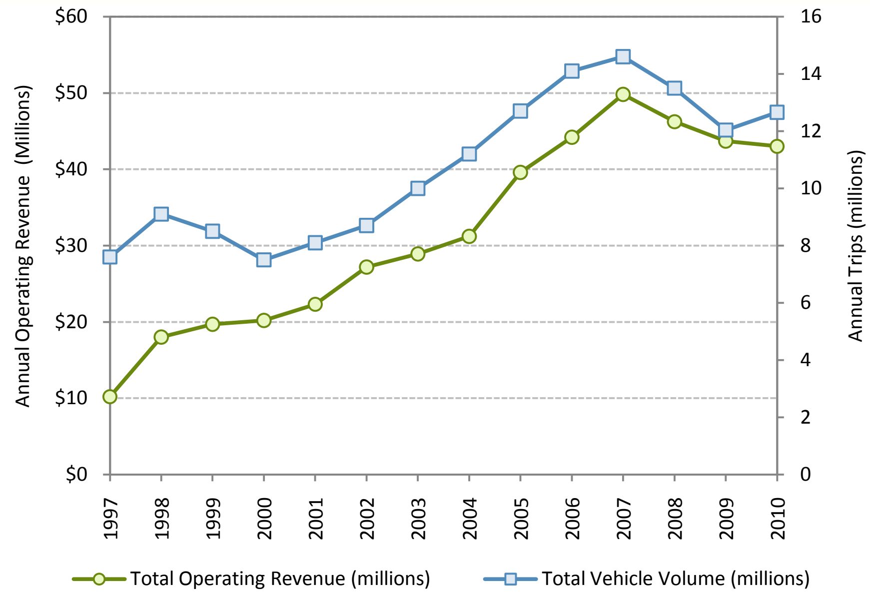
Annual Unemployment Rates

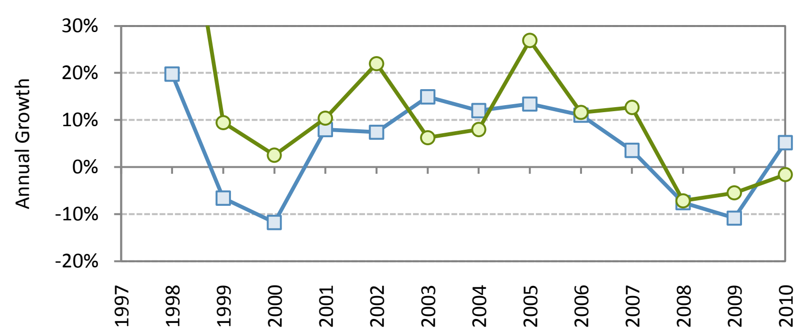


Source: Bureau of Labor Statistics

SR91 TRAFFIC AND REVENUE GROWTH

- The SR91 has shown strong and sustained growth in both trips and revenue throughout
- Through the ‘great recession’ of 2008 and 2009 trips and revenues declined moderately, but are showing signs of recovery
- Despite the recent recession growth rates (post ramp up) have averaged 7.4% per annum (1999 to 2010)





SR91 TOLL RATE GROWTH

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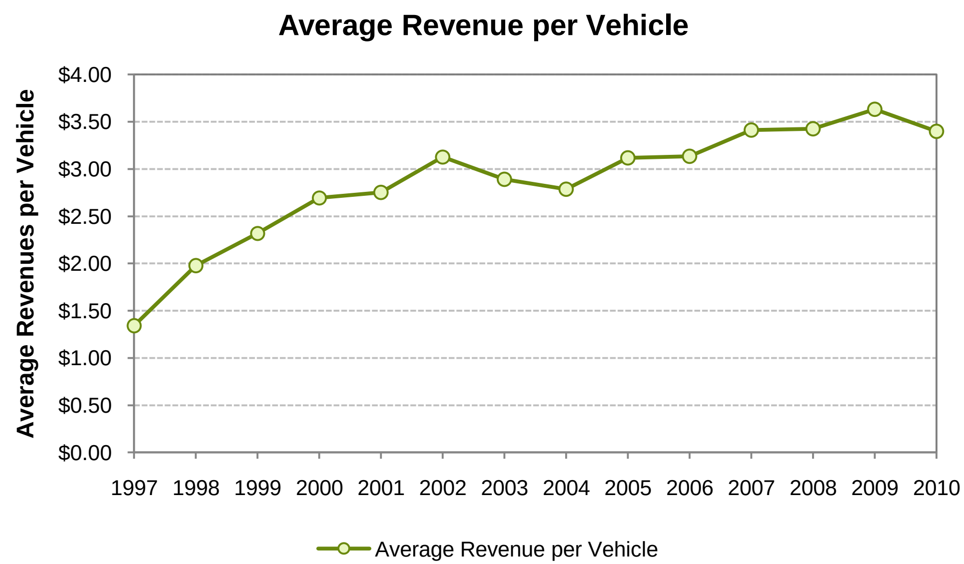
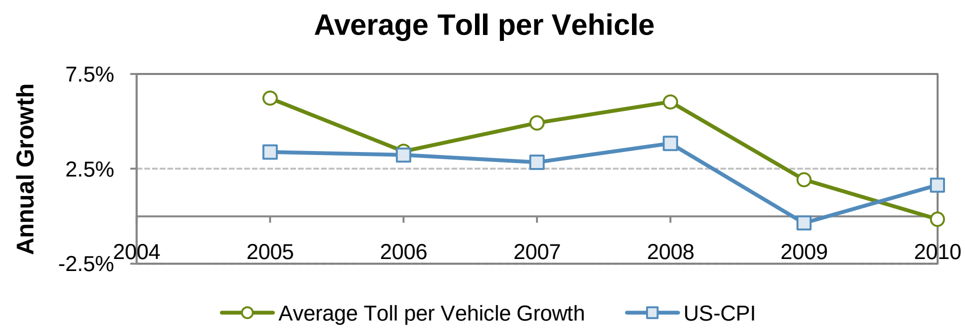
- Average revenue per vehicle has generally continued to climb since the SR91 opened, with only brief periods of flat or minor negative growth
- Average toll per vehicle has also continued to grow, and at a rates exceeding CPI





Source: SR91 weekly traffic and revenue results

CONCLUSION

Construction

- Construction progressing well – more than 60% complete
- No regulatory or permit requirements outstanding to complete build
- Key subcontracts – tolling technology and Operations Centre on time and budget

Demographics

- Region has shown resilience through economic downturn – main catchment area still leading nation for key criteria
- Traffic and revenue update on schedule

Next steps

- Continue to execute the design build contract to achieve on time, on budget completion at the end of 2012

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