

Business Plan 2016 - 2019



		Fabrizio Rossini Head of Investor Relation	➤ Introduction & Agenda
16.00 - 16.15	15 min	Pietro Salini Chief Executive Officer	➤ Who we are
16.15 - 16.30	15 min	<u>Guest speaker</u> Parag Khanna Global Strategist	➤ Infrastructures global market trends
16.30 - 16.50	20 min	Pietro Salini Chief Executive Officer	➤ A solid path to our future growth
16.50 - 17.15	25 min	Massimo Ferrari General Manager Finance & Corporate Group CFO	➤ Prioritizing Cash Flow generation
17.15 - 17.25	10 min	Robert E. Alger President & CEO Lane Industries, Inc.	➤ US market opportunities
17.25 - 17.30	5 min	Pietro Salini Chief Executive Officer	➤ Taking our success story to the next level
17.30			➤ Q&A & follow-up Cocktail

A Leading Global Pure Construction Player



Projects Completed in 2016

- ✓ Panama Canal
 - ✓ Athens Opera House
 - ✓ Gibe III HPP
 - ✓ Lake Mead tunnel
 - ✓ San Francisco Metro
-
- ✓ Construction Backlog Dec-15: €27billion
 - ✓ More than 26 projects completed since 2011 for > € 19 billion

Achievements

- 2011-2015
- ✓ Revenues CAGR 2011-2015: 43%
 - ✓ From €1.4bn to €6bn
 - ✓ New orders: €26 bn
- 2014-2015
- ✓ Revenues: +25%
 - ✓ EBITDA: +35%
 - ✓ EBIT: +29%
 - ✓ Net debt lowered by 87%

Financing Achievements

- ✓ S&P upgrade to BB+
 - ✓ New Rating by Dagong Europe: BB+
-
- ✓ € 400m Bond issued
 - ✓ Bank Debt Restructuring
-
- ✓ Dividends paid 2011-2015 approx. €650 million

M&A and Divestments Completed

ACQUISITIONS

- ✓ Impregilo
 - ✓ Lane
 - ✓ Arm asphalt plant
-

DIVESTMENTS

- ✓ Ecorodovias
- ✓ Shanghai Pucheng
- ✓ Fisia Babcock
- ✓ Todini



New Panama Canal

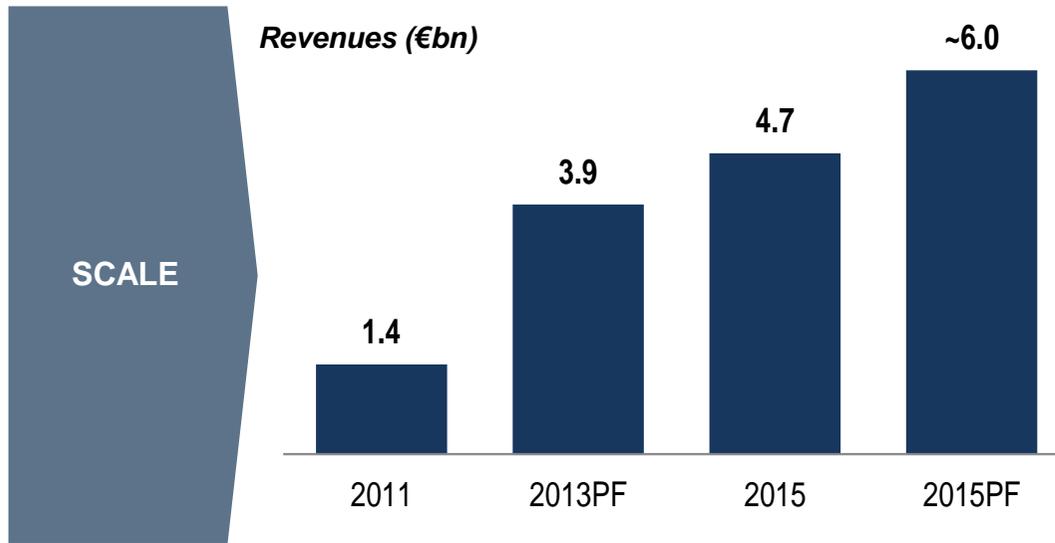
A SOLID PATH TO OUR FUTURE GROWTH



Riyadh Underground, Line 3



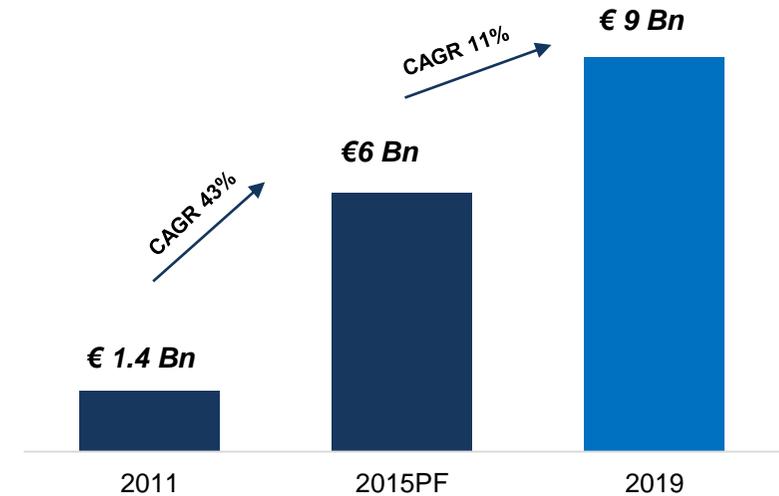
Historical Strategic Focus: Scale & Growth



€26 bn of new orders in 2011-2015 (excluding Lane)

Cash generated 2011-15 re-invested in order to support scale and revenue growth expansion

Strategy evolution: Smart Growth



€4 bn of new orders already awarded in 2016 YTD
Book-to-bill > 1.1x throughout the Business Plan

Cash generated to reduce debt and increase shareholder remuneration

To grow significantly through an efficient new orders selection. Targeting a book-to-bill >1.1x throughout the Business Plan

To reduce consistently our portfolio's risk exposure

To focus on cash generation through a suitable growth allowing a better use of financial and operational levers

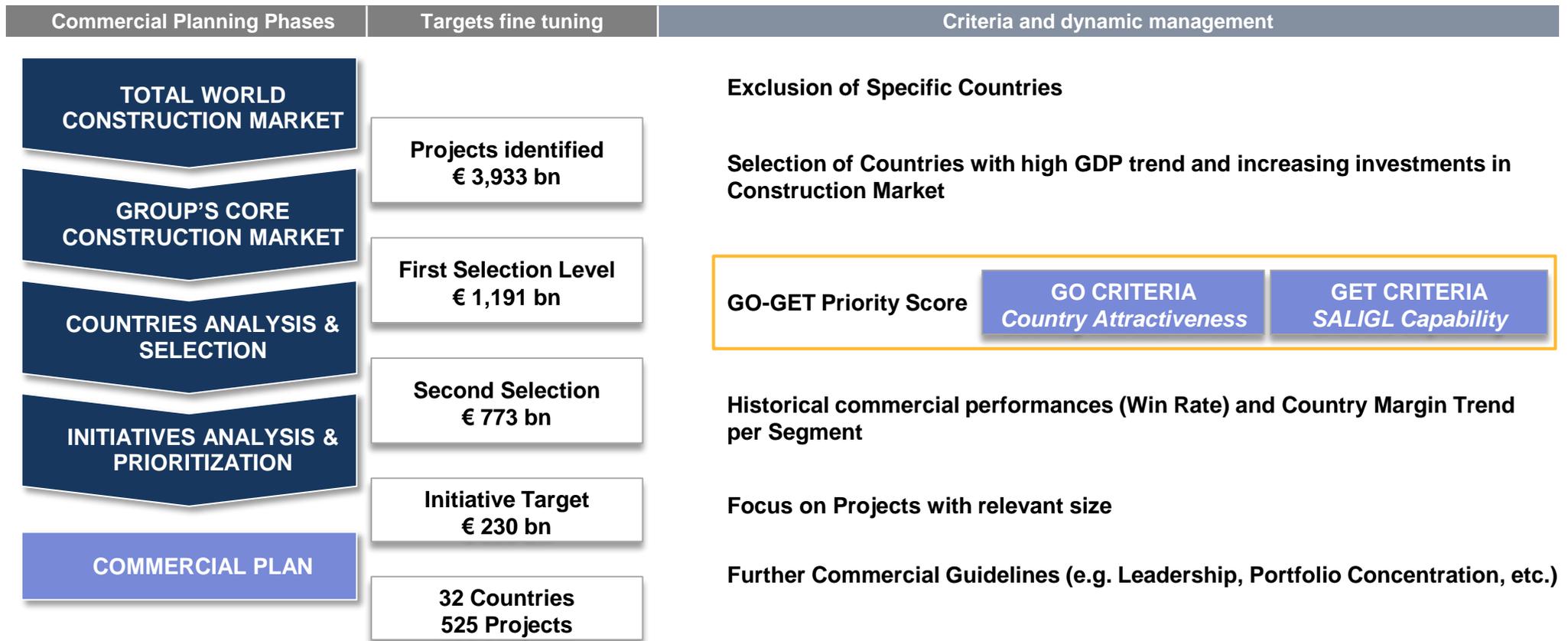
Targeting:

- 9 billion of revenues in 2019
 - Of which >30% In USA
- Cash generation
- Investment grade
- Leadership in innovation



Reshaping the portfolio

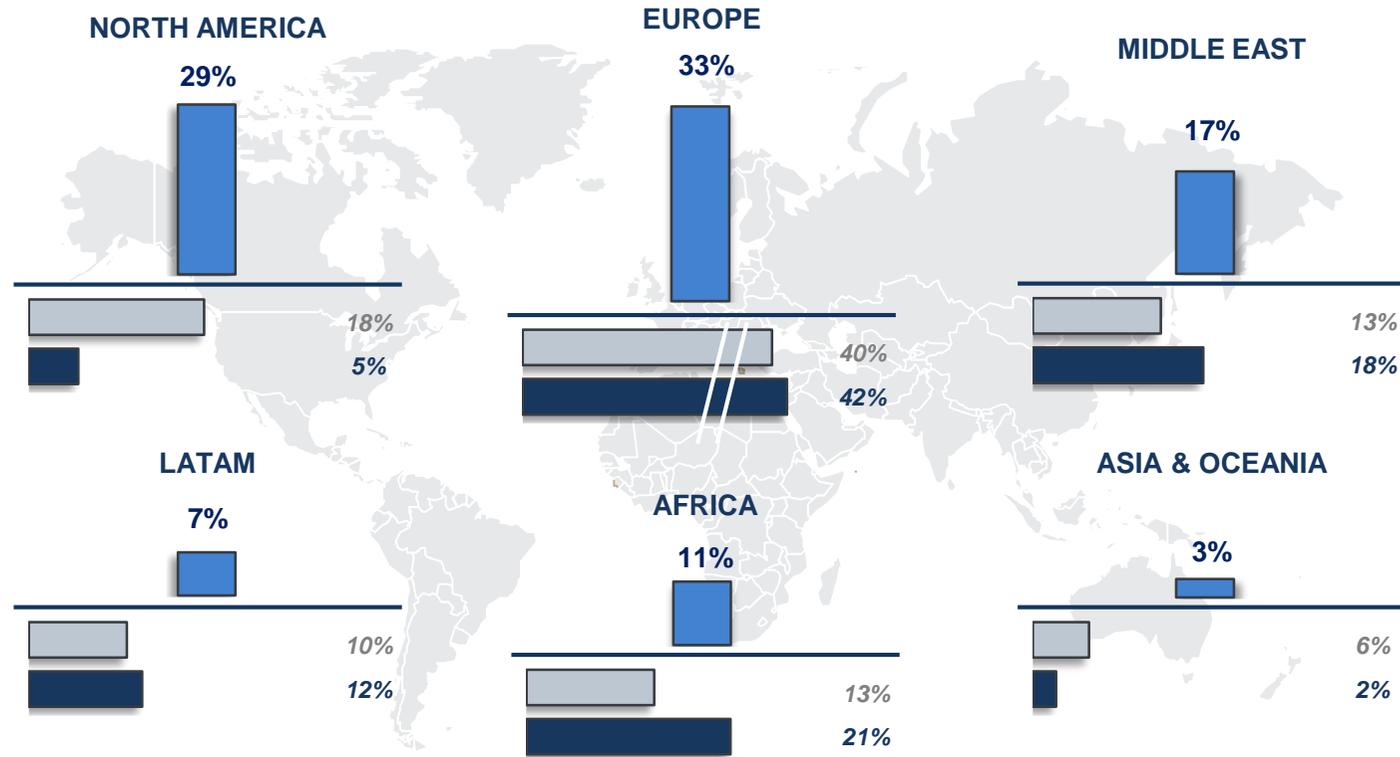
- Geographic diversification to Low Risk countries
- New commercial approach and dynamic portfolio management
- Bid selection based on the "Salini Impregilo risk/return approach"



Cum. Rev 2016-19
Total € 29 Billion

Construction Backlog 2019
Total €39 Billion

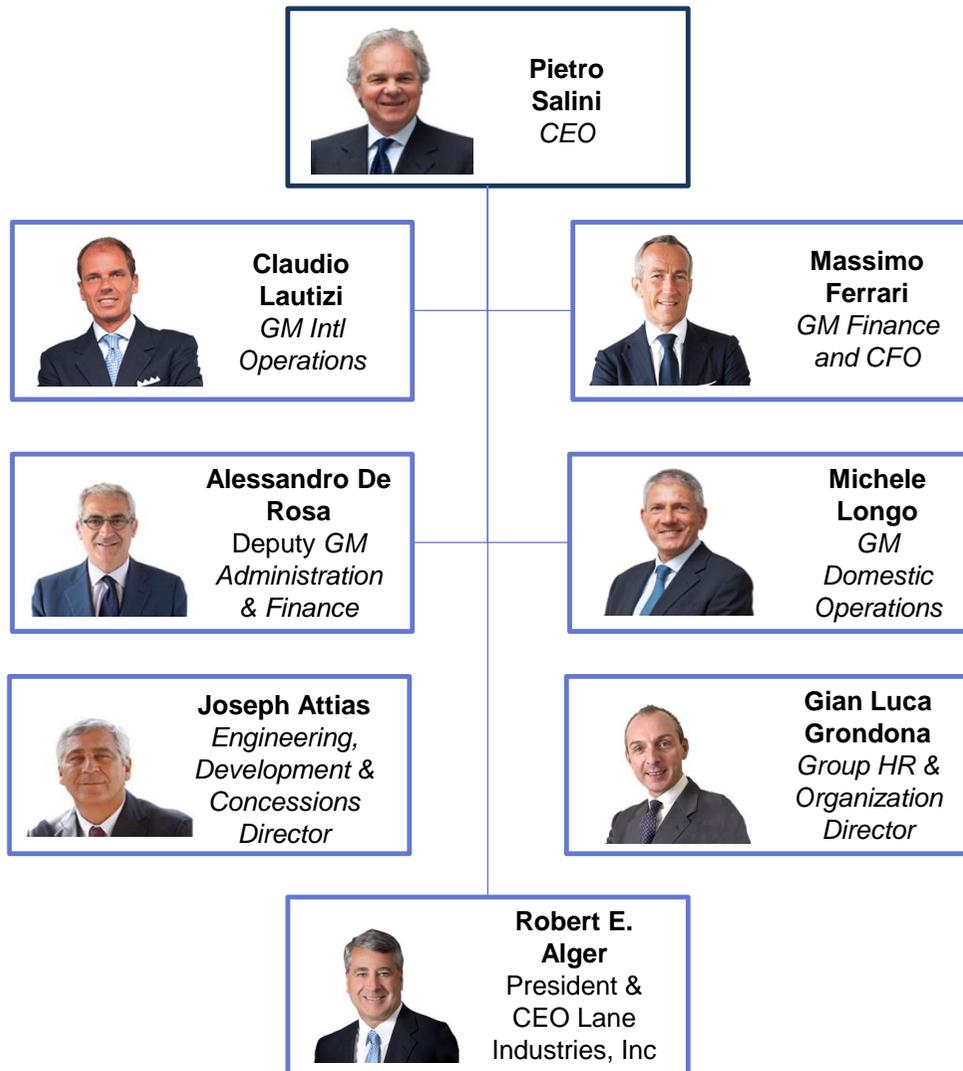
Construction Backlog 2015
Total € 27 Billion



Largest proportional increase in the North America portfolio (up to € 7 Billion Backlog)

North America and Europe lead cumulative revenues growth

Top Management



New organization structured to extract value from global processes

Centralized processes for procurement, HR, Capex, targeting G&A reduction

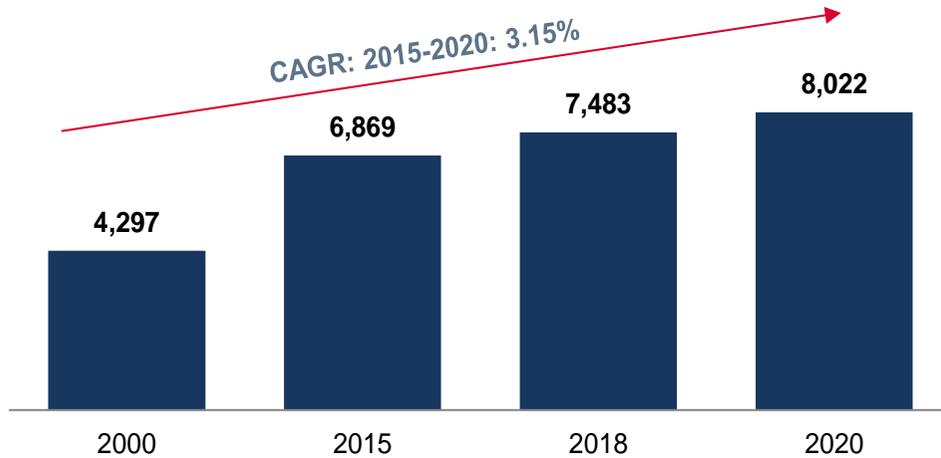
Focus on technical innovation

PRIORITIZING CASH FLOW GENERATION

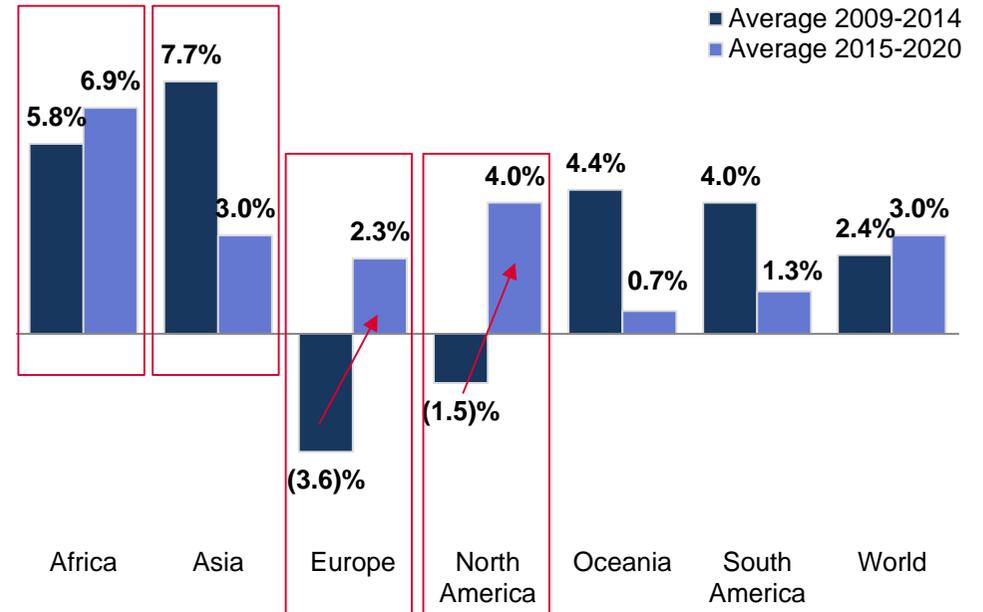


Stavros Niarchos Foundation Cultural Centre - Athens

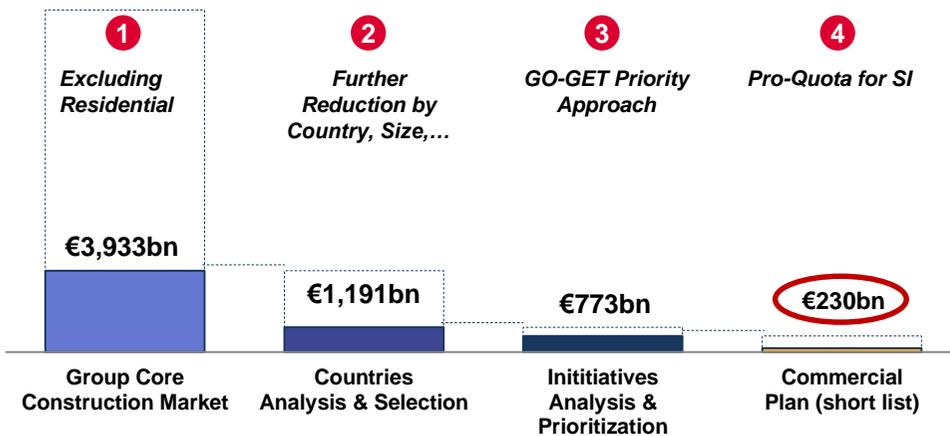
Global Infrastructures Market (€bn)



Average Annual Growth of Investments in Constructions



- Expected change in geographies growth profiles
- North America and Europe reverting to growth
- Emerging markets slowly losing momentum
- GO-GET Priority Approach



Cumulated infrastructure market €30 trillion

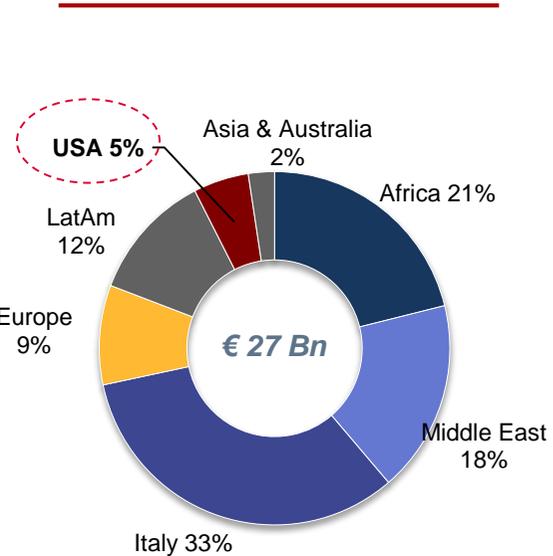


Our reference market: €230 billion

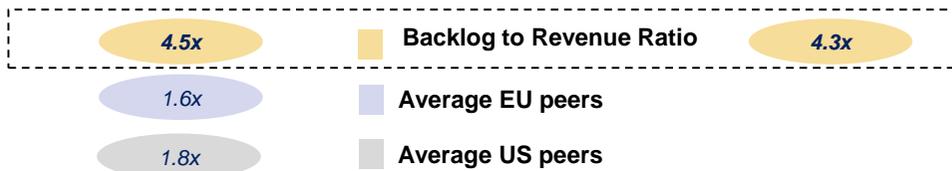
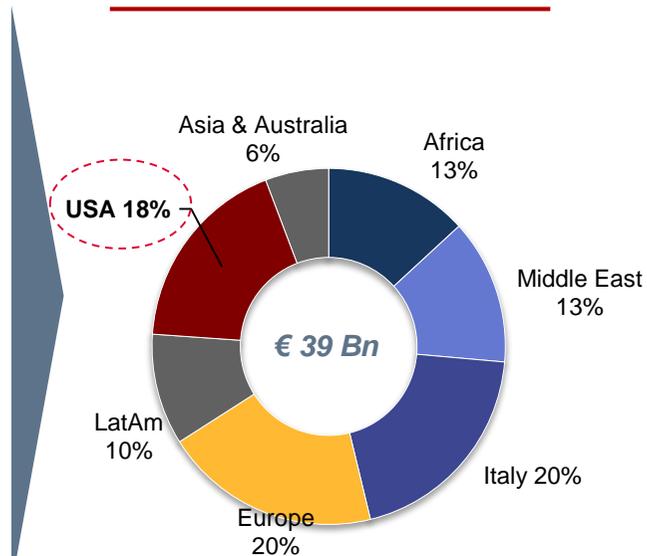
Source: CRESME

Construction Backlog by Geography

2015 (including Lane)



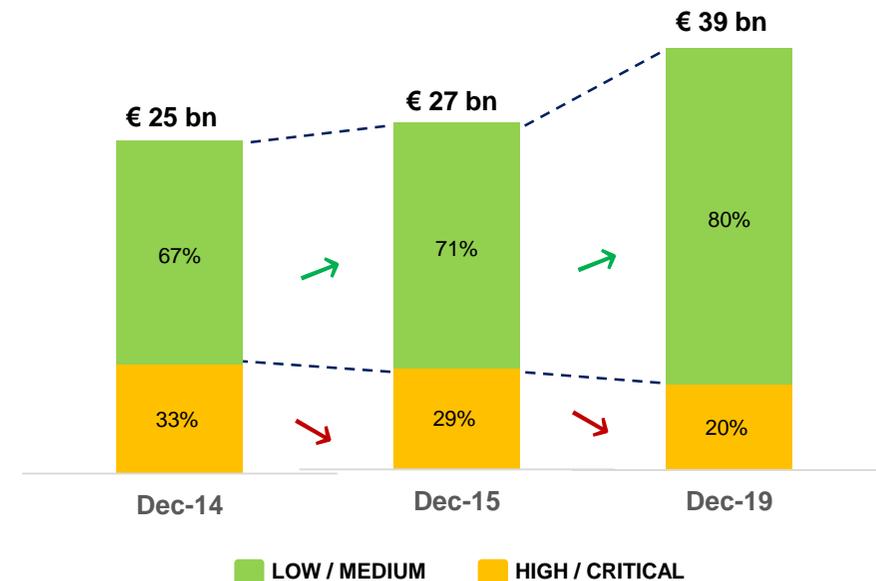
2019



Construction Backlog | Country Risk Breakdown

SAL

SAL + LANE

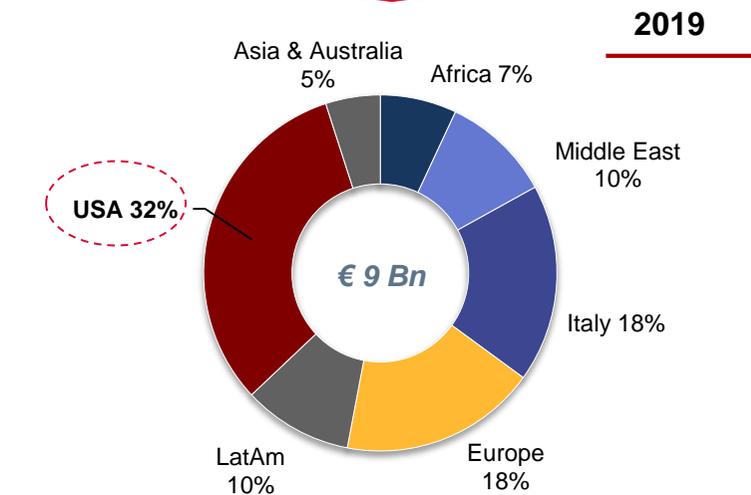
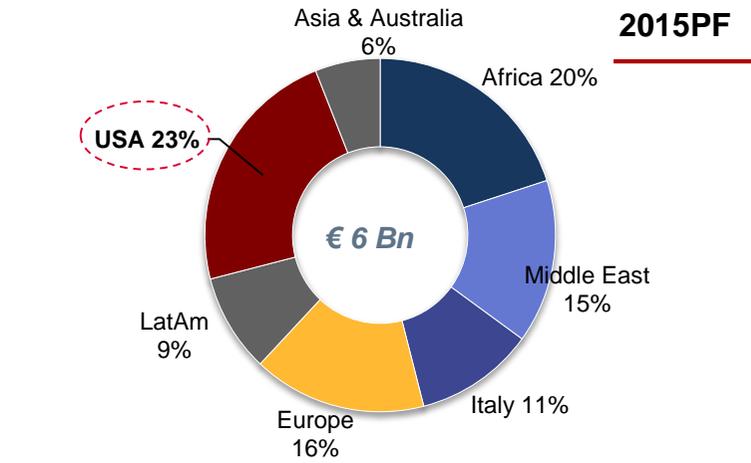
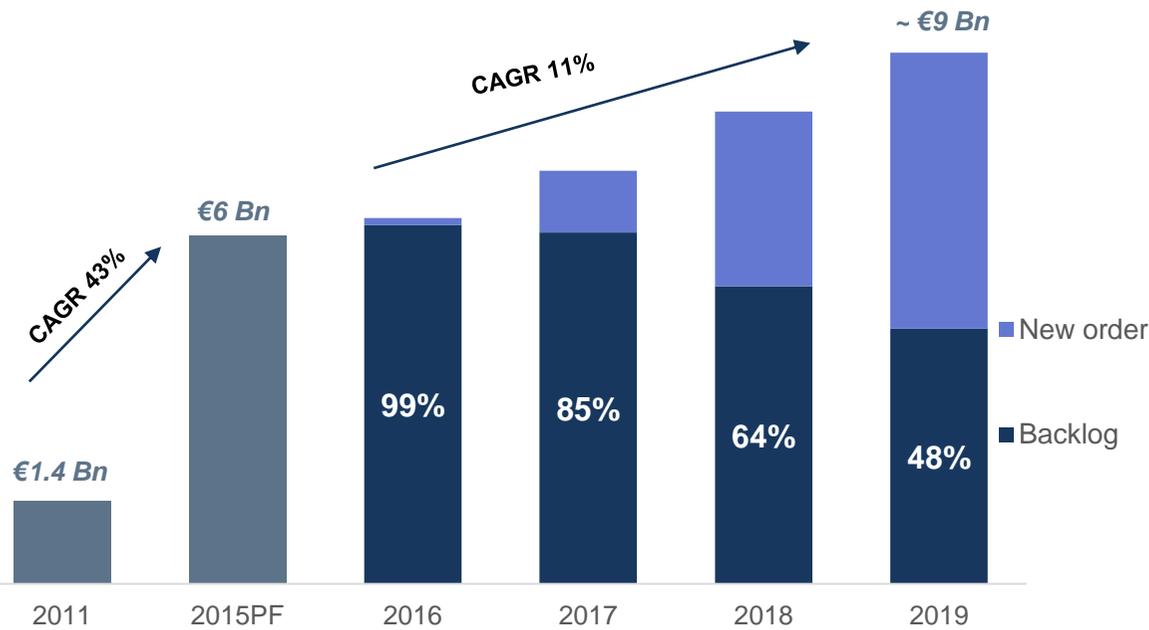


Largest proportional increase from the US

Continuing to improve the quality of our Backlog

Business Plan Construction Revenues Backlog Coverage

Revenues by Geography



- >70% of 16-19 revenues guaranteed by actual backlog
- >80% of 16-19 EBITDA guaranteed by actual backlog
- >30% EBITDA from USA

Selective Commercial Plan

EBITDA

Backlog

New orders

NWC

Savings

Centralized procurement/CAPEX process

HR Costs

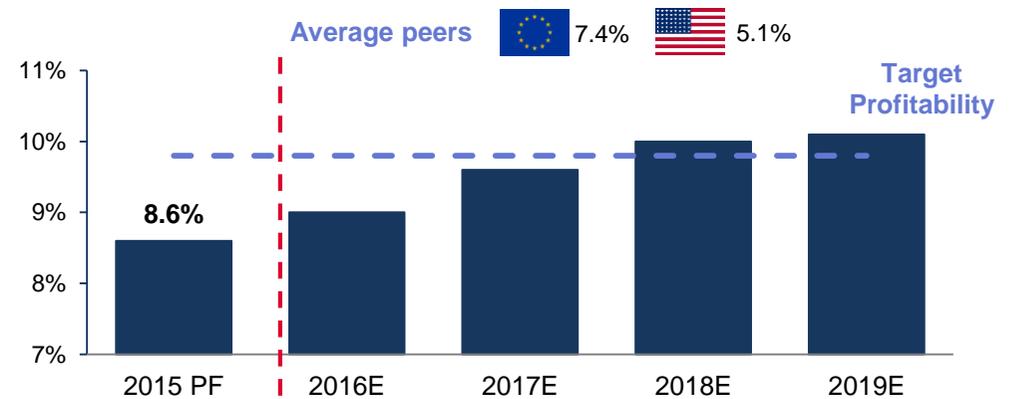
Plants & machinery effective rotation

Financial Items

G&A

FCF

Expected EBITDA margin



G&A to reduce from 4.5% to about 3.5% at the end of the Plan



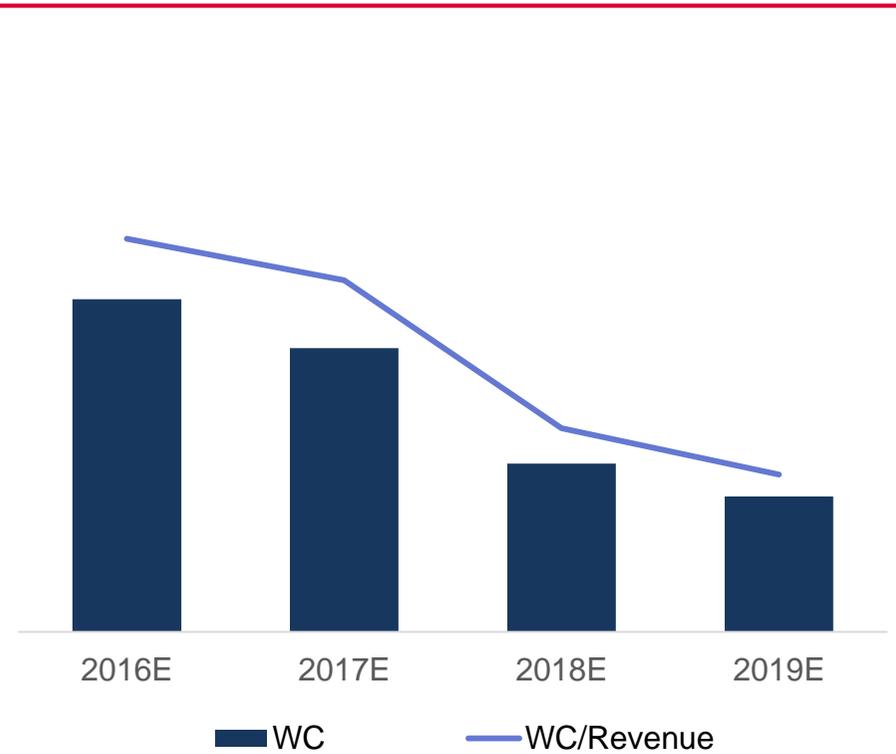
Focus on new contracts with advance payments

Optimization of stock levels

Improved management of payables and receivables cycle



Expected Working Capital Trend (€m)



Expected total cash release of around €150 million



Considerations

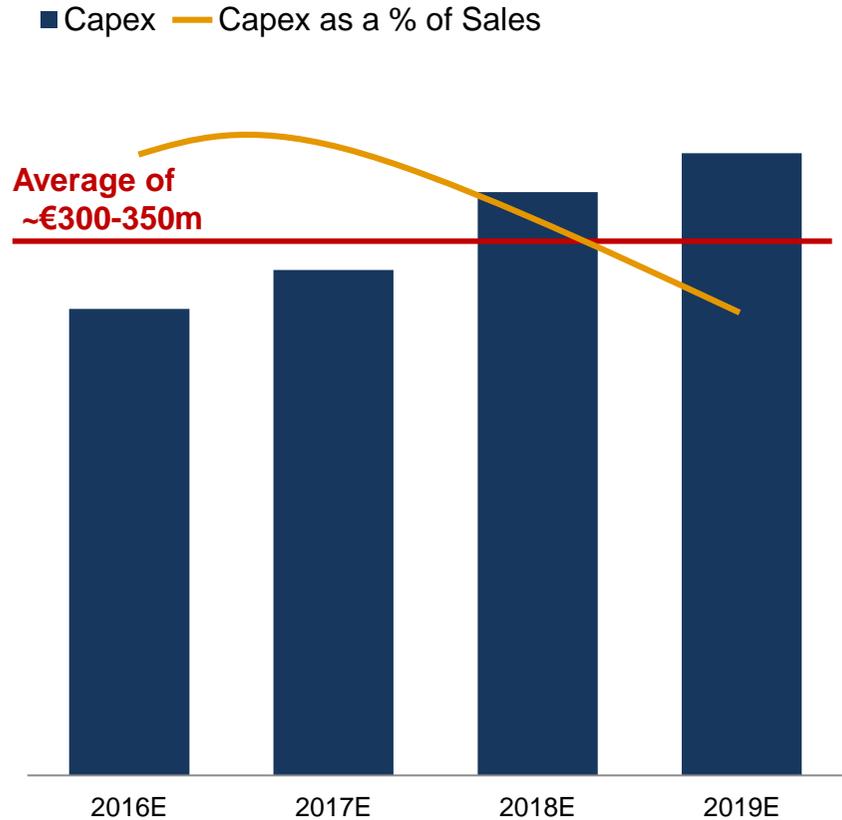
- Pure construction companies require greater capex investments
- Large projects are more Capital intensive
- Projects complexity and extended duration drive capex requirements

Selected Example



HPP project - €1.7bn revenues, €150m capex

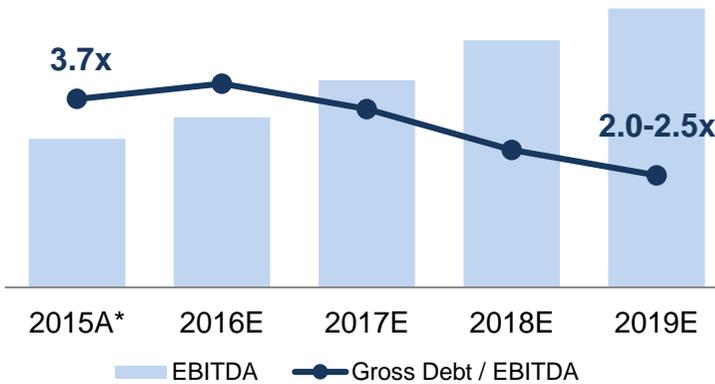
Expected Trend



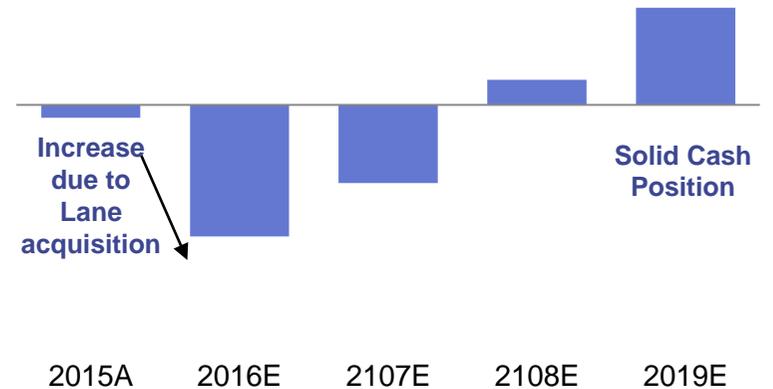
▶ Average capex is dependent on the project mix



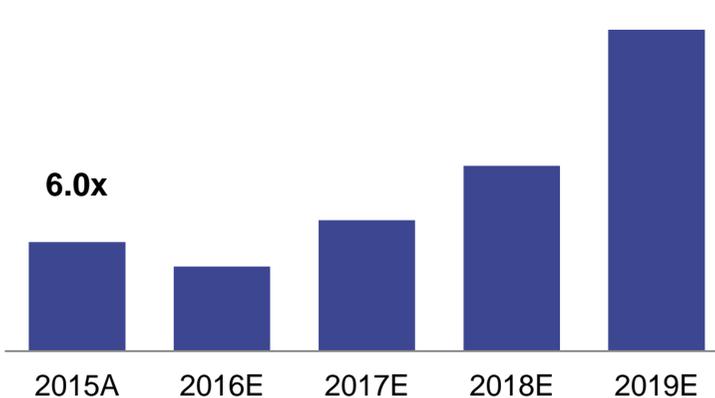
Gross Debt / EBITDA



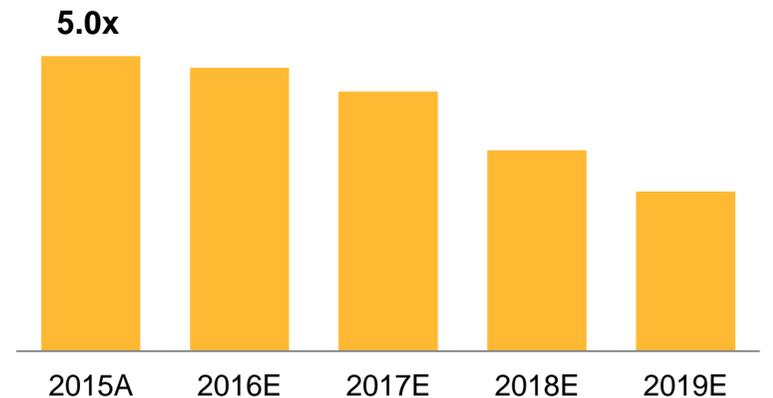
Net Debt / EBITDA



EBITDA / Gross Interest Expenses



Adjusted Gross Leverage / FFO



Ready to Target Investment Grade Rating

* 2015 data does not include Lane

Optimize Financing Costs

Significantly Reduced Average Total Debt Cost

5.3%  **3.8%**
At 31-Dec-2014 At 31-Dec-2015

Average Bank Debt Cost

4.3%  **2.6%**
At 31-Dec-2014 At 31-Dec-2015

Further
reduce Avg.
cost of debt
thanks to
favourable
markets

Net Financial Expenses

>€100m

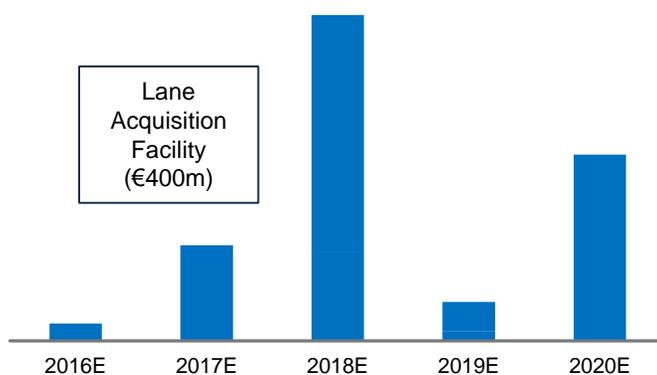
<€70m

2016

2019

Extend Maturities

Debt maturities

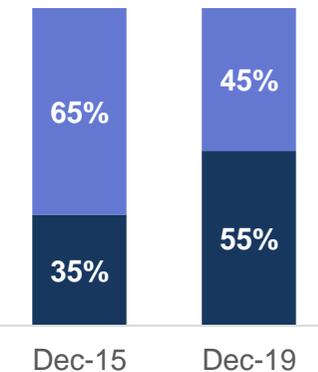


Increase average debt maturities to >4 years

Balanced mix of bank debt and capital markets instruments

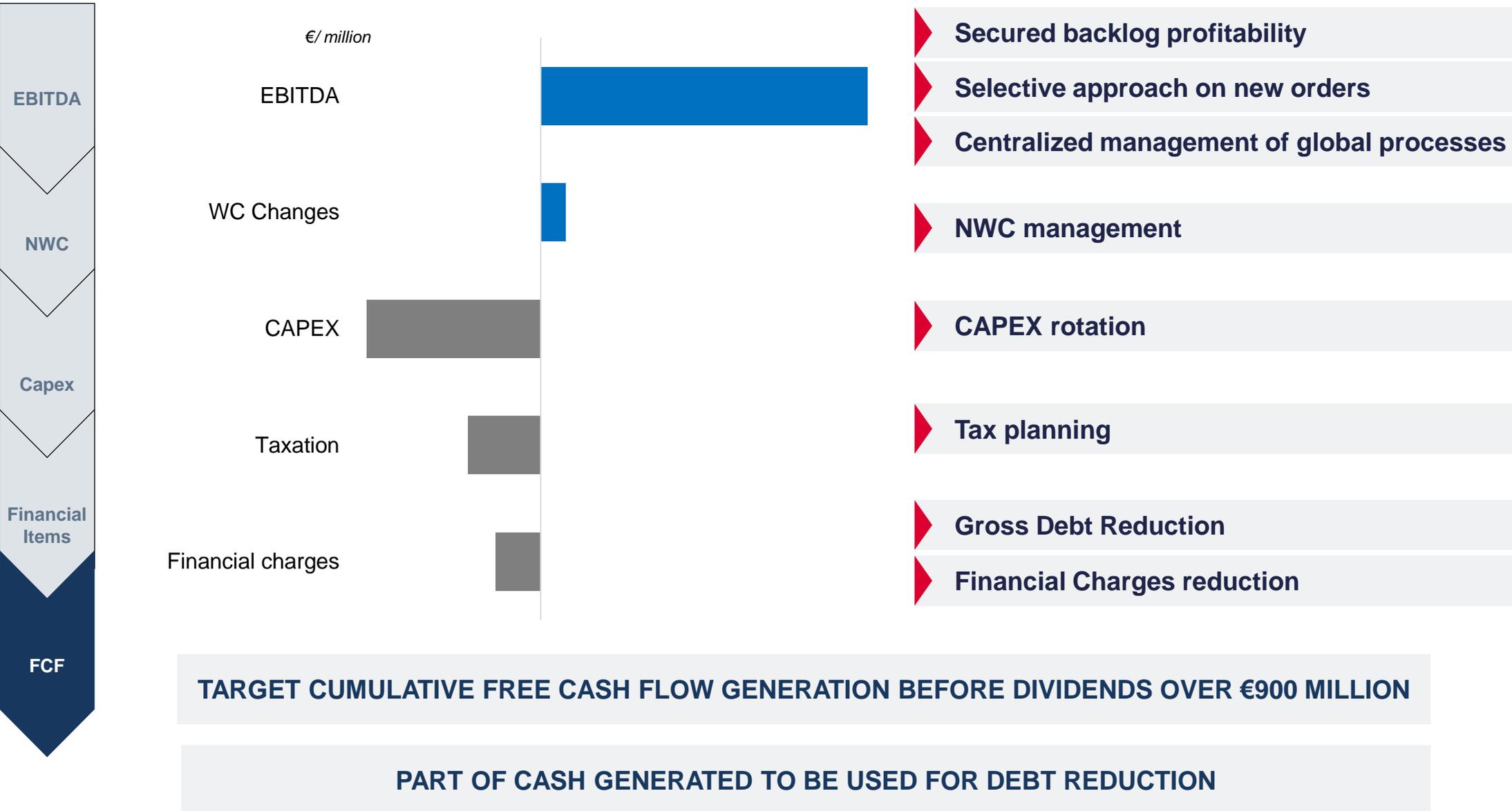
Increase fixed rated portion to benefit from current market conditions

Corporate debt rate



■ fixed ■ variable





THE US MARKET OPPORTUNITY



New Gerald Desmond Bridge - CALIFORNIA

■ Importance of US construction market

- US non-residential market: 3rd largest market at a global level, expected to achieve \$228 billion by 2020
- Stable market with a good level of profitability thanks to favourable payment terms

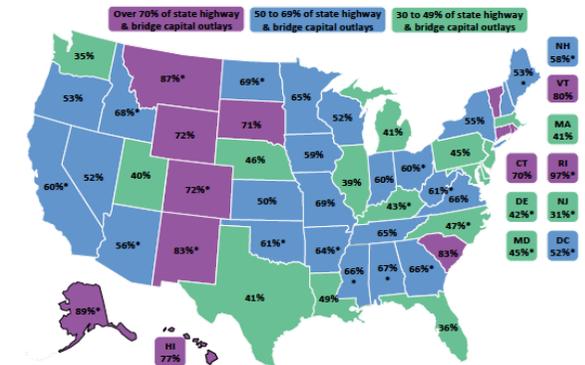
■ The US construction market has favourable growth dynamics

- US Congress passed FAST ACT, a bill of \$352 billion investments in Transport Infrastructures over next 5 years
- Favourable growth drivers as a result of strong demographic trends, new infrastructure investments need and upgrade to existing infrastructures. Estimated investment needed by 2020: \$3.6 trillion

■ US Transport market is concentrated in few main states and is highly “state-specific“

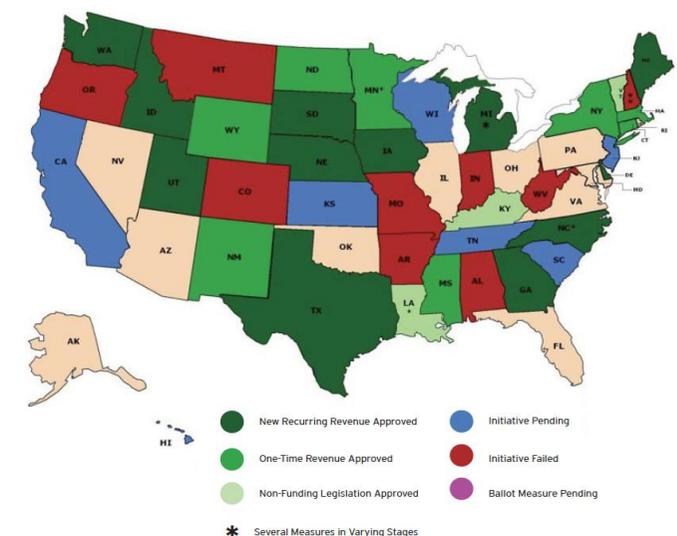
- 10 top states cover more that 50% of total market value (CA, TX & NY account for ~30% of the total market)
- Lane has a presence in 8 of the top 10 States mainly in the Highways/Roads segment

Federal funds, on average, provide 52% of annual State DOT capital outlays for highway & bridge projects

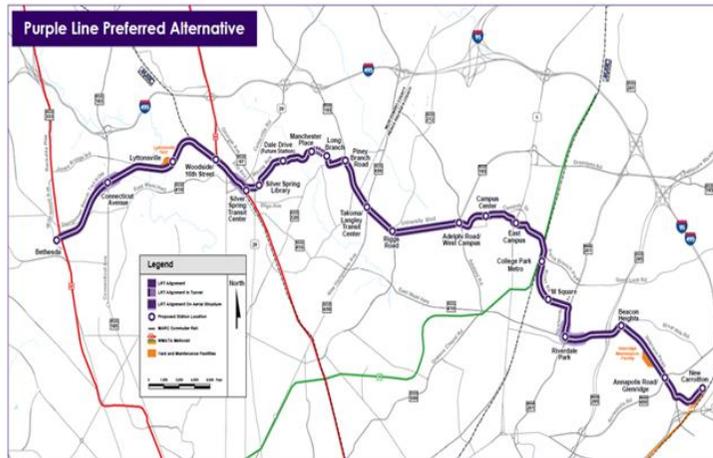


Source: ARTBA analysis of FHWA Highway Statistics data, total 10 year average 2004-2013 from tables SF-1 and SF-2. The percent is the ratio of federal aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, right of way and engineering, but are also used for debt service for GARVEE bonds.

2015 State Transportation Funding Initiatives



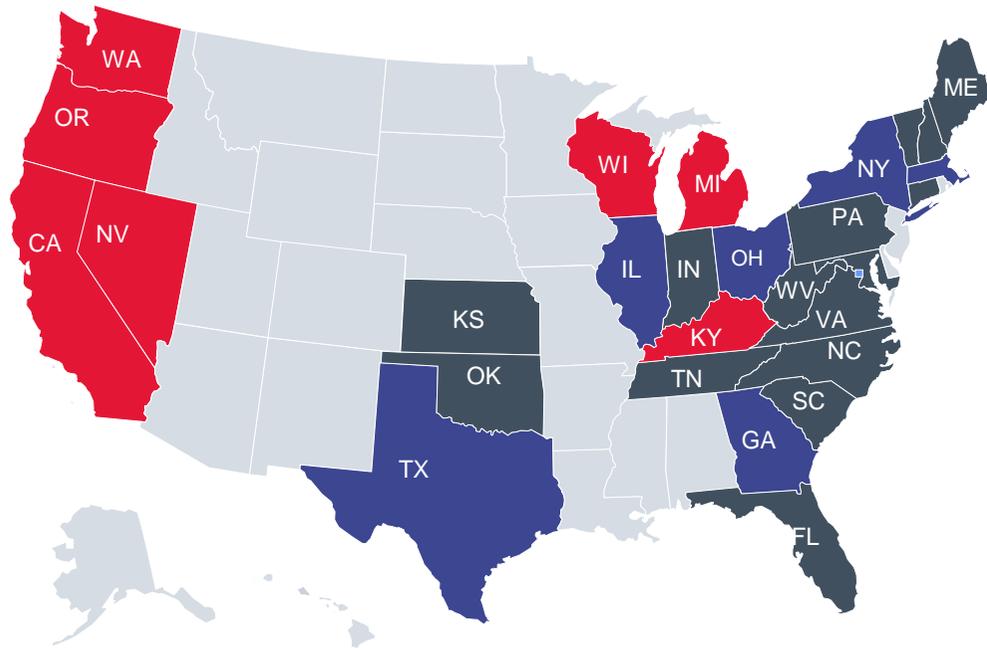
Source: ARTBA U.S. Transportation Construction Market Forecast 2016



- **Purple Line, Montgomery and Prince George's Counties, MD**
- **Contract Value:** \$2bn (Lane share 30%)
- 16-mile route design-build project with 21 stations
- **I-4 Ultimate Project, Orange & Seminole Counties, FL**
- **Contract Value:** \$2.3bn (Lane share 30%)
- Reconstruction of 21 miles of I-4, including the addition of four tolled express lanes
- **IH-35E Managed Lanes, Dallas & Denton Counties, TX**
- **Contract Value:** \$849mn (Lane share 20%)
- 28 miles long consisting of the installation of reversible managed lanes

Thanks to its track record, technical experience and the strategic location of its materials plants Lane is participating to some of the largest and most complex transportation projects in the US

Salini Impregilo and Lane Presence in the US



- Lane's Presence
- Salini Impregilo's Presence
- Joint Presence

Main Assumptions

- **Solid financial strength**
 - Bonding capacity in excess of \$3bn
 - \$1.35b in annual revenue
 - \$2.62bn backlog
 - \$1.2bn new orders
- **Significant commercial synergies with Lane and Salini Impregilo**
 - Provides access to larger pool of projects to drive expansion into new market sectors and geographies
 - Increases availability of private capital and innovative alternative funding opportunities
- **Main segments of focus:**
 - Roads and highways
 - Bridges
 - Tunnels and mass transit
 - Rail
 - Water infrastructures
 - Paving



CLOSING REMARKS



To become the largest pure construction player focused on complex large infrastructure projects

To improve people's life quality and to contribute to economic development of the countries we work with

To be the “Go to” player in the world of complex infrastructure projects

To focus on cash generation for the purpose of shareholder remuneration and debt reduction

Solid revenues growth supported by secured selected backlog

EBITDA growth supported by backlog and cost reduction

Free Cash Flow generation

Ready for investment grade rating

Increasing payout ratio towards 40%

**€ 9 billion
Revenues**

**above 10%
EBITDA margin**

**> € 900 million of
FCF generation in
the Business Plan**

This presentation may contain forward-looking objectives and statements about Salini Impregilo's financial situation, operating results, business activities and expansion strategy.

These objectives and statements are based on assumptions that are dependent upon significant risk and uncertainty factors that may prove to be inexact. The information is valid only at the time of writing and Salini Impregilo does not assume any obligation to update or revise the objectives on the basis of new information or future or other events, subject to applicable regulations.

Additional information on the factors that could have an impact on Salini Impregilo's financial results is contained in the documents filed by the Group with the Italian Securities Regulator and available on the Group's website at www.salini-impregilo.com or on request from its head office.



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