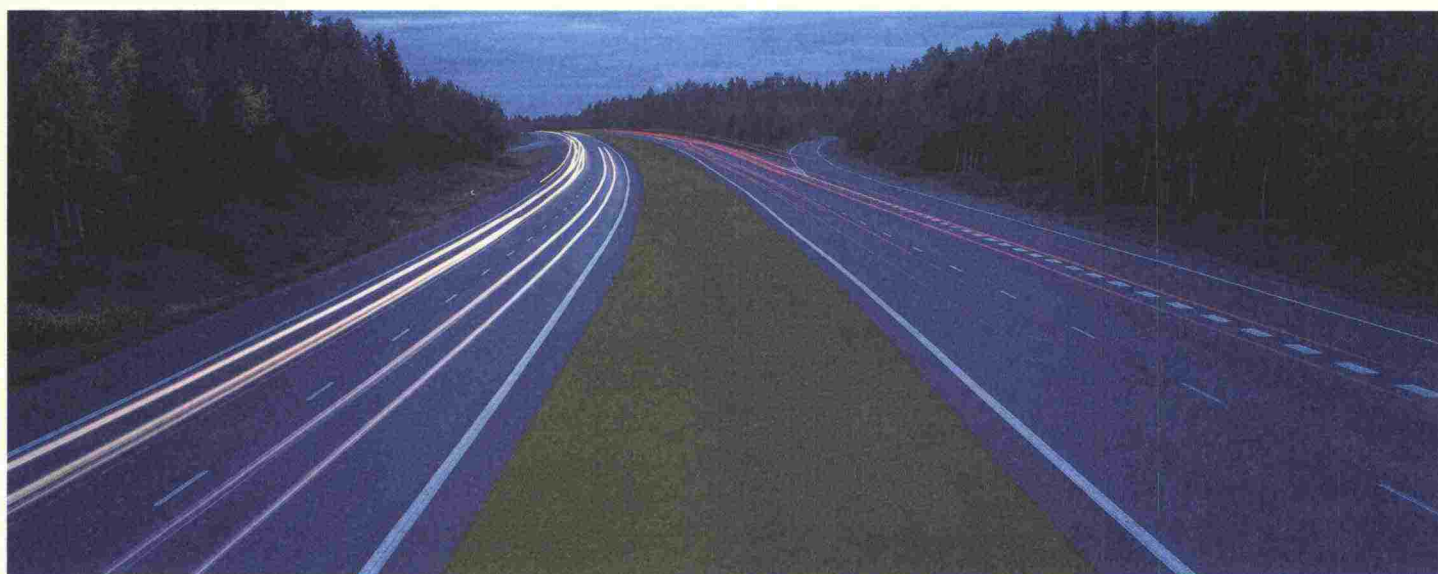
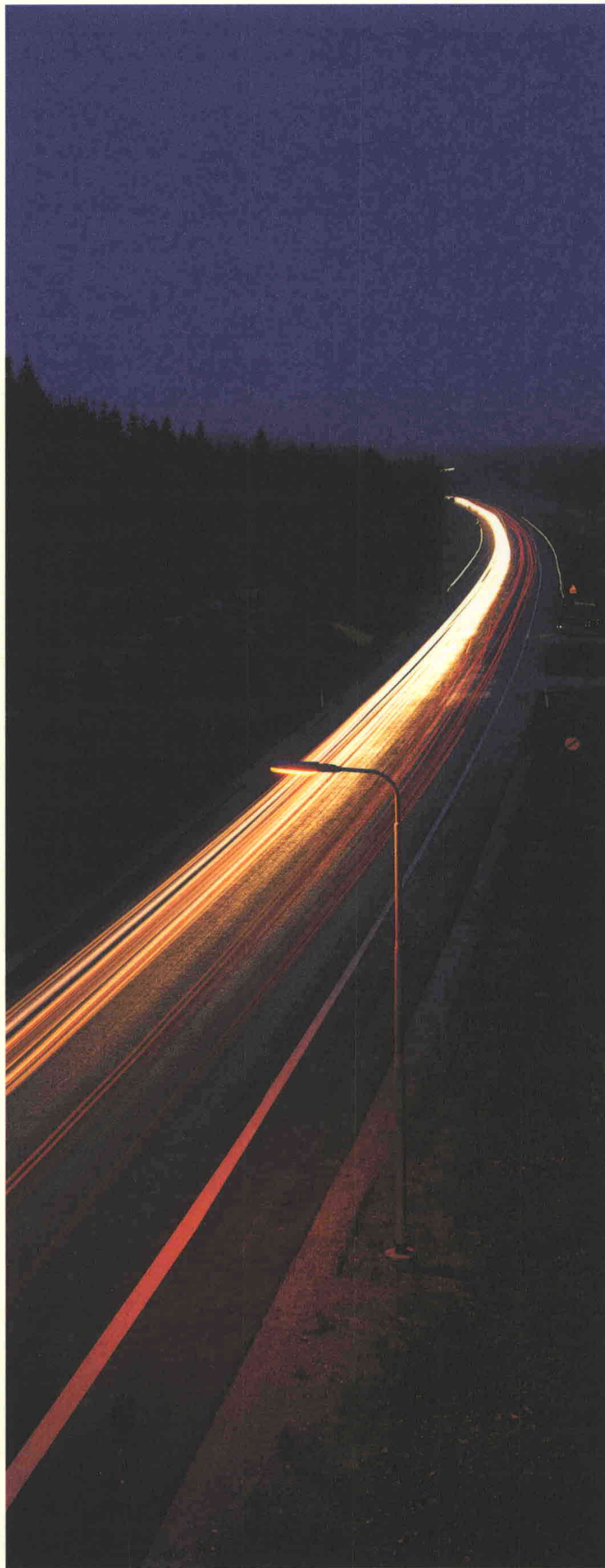


MOTORWAY TO LAHTI



Public road with private financing



Lahti Motorway is a main traffic artery

Highway 4 is one of the busiest roads in Finland, a main artery for traffic. Thousands of cars head north for Lahti and continue to central Finland, northern Ostrobothnia and Lapland, the provinces of Savo or Kainuu, or travel southward to the Helsinki metropolitan area. At present, though, the Lahti Highway is congested and prone to traffic accidents.

Today, the Lahti Highway faces a significant and long awaited change. The present highway segment all the way from Järvenpää to Lahti will be upgraded into a modern motorway. The work started in the summer of 1997 and will be completed in the autumn of 2000. Road users can then enjoy a much better, faster and safer traffic route.

A critical factor contributing to the rapidly progressing construction of the road was the new implementation concept: the motorway will be built with private financing. The private road company, Nelostie Oy, will carry out the project and will also operate the road under a comprehensive long-term contract. The company will shoulder the responsibility for the road and its maintenance for a period of 15 years, until the end of August 2012, when the road will revert to the Finnish Road Administration Finnra.



Lasse Weckström,

Director General, Finnra:

"The ultimate goal of Finnra is to create better operating conditions for the society as a whole, ensure the safety of transports and guarantee a safe and flexible traffic system for all road users. At times of tight public economy, it is not easy to achieve these objectives. That is why we must be prepared to grasp new opportunities without prejudices. The privately financed construction of the Lahti Motorway represents "an hour of truth" both for the contractors, the road company which bears the financial responsibility for its success, and also for Finnra which commissioned the project. The work started briskly. For road users the important issue is that although the road was built and operated by a private company, they can use it free of charge. Finnra compensates Nelostie Oy for its commitment on the basis of traffic volumes, and motorists will pay no road tolls."

Panorama on the road - a new experience for motorists



The road construction company is taking steps whenever possible to ensure that motorists need not seek alternative routes even during the construction phase. Although traffic must be stopped at times because of rock blasting work, the road will not be closed.

The new route of the Lahti Motorway will quite closely follow the present road. In fact, the thousands of motorists using the road can admire a constantly changing and evolving "performance" during the hour it takes to travel the whole segment.

During the construction phase, the motorists can see 70 km of road being built, 88 bridges taking shape, 1.5 million cu.m. of rock and even more soil being excavated. Environmental concerns are given top priority: groundwater is being protected, game fences are being built all the way, and more noise barriers are being constructed.

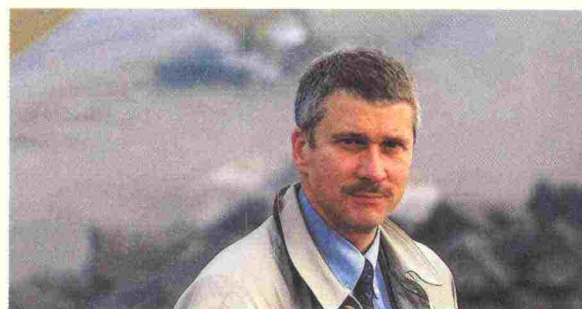


Tom Schmidt,

President, Nelostie Oy:

"The roles of the parties to this construction project were distributed in an innovative way: The road is being built for Finnra by the producer - contractor - Nelostie Oy, and built by the joint venture formed by Tekra Oy and Skanska Oy.

Nelostie Oy's sponsors include Sweden's Skanska BOT Projects AB, Britain's Hyder Investments B.V., as well as Skanska Oy, Eläke-Varma Mutual Insurance Company, Industrial Insurance Company and electricity company Espoon Sähkö. The lenders are Postipankki and the Nordic Investment Bank NIB. To be successful, the project requires close cooperation both with Finnra and the municipalities within the road's sphere of influence. We would like



to see motorists "own" the road, and hope that it will have a positive impact on the economic development of the region. We want businesses to realize the new logistic opportunities offered by the Lahti Motorway and welcome them to enter its sphere of influence. Benefits include, for instance, fast connections to the Helsinki-Vantaa International Airport and to several harbours, as well as a convenient cross-border route to Russia."



Juhani Ilmonen, Project Manager,
Joint Venture Tekra-Skanska:

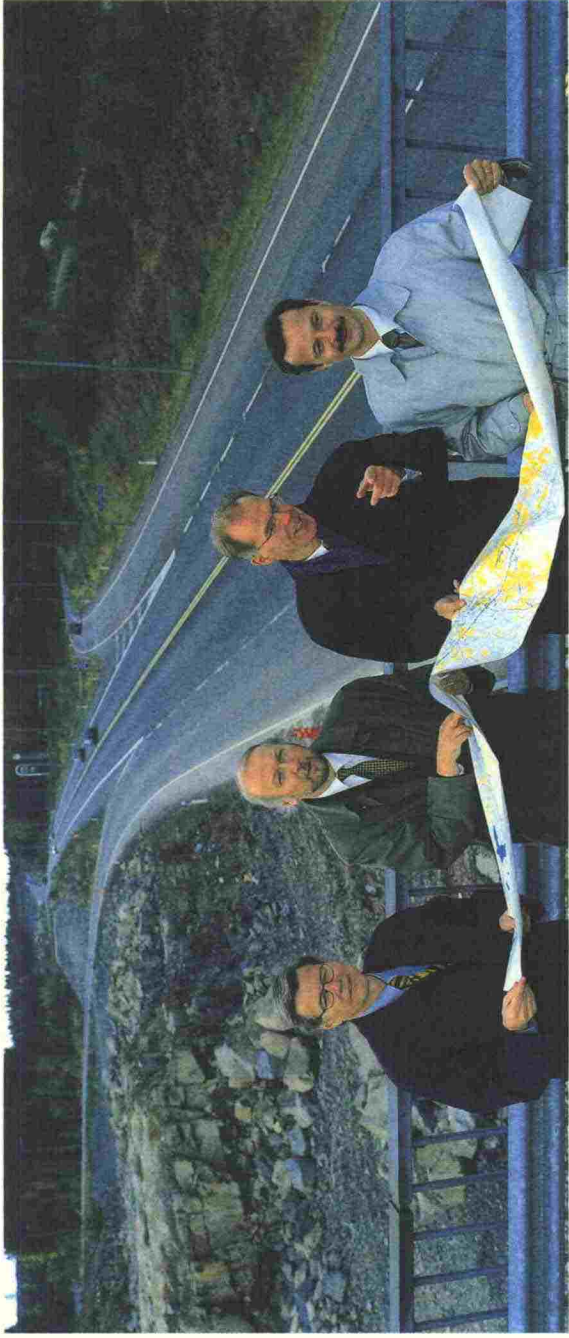
"The positive influence of private financing shows in the rapidly progressing construction of the Lahti Motorway. Changes in the Finnish State Budget do not form obstacles which would slow down the pace. Also the delay between planning and construction has become considerably shorter. In the past, road construction could start only after the planning phase was completely over. This could take up to two years - now the interval has diminished to a couple of months. A clear overall view is of course the key; however, partial plans can be made in phases; planning is integrated with construction. This creates many new opportunities: you can select the latest technology, optimize the financial benefits, introduce changes flexibly and more economically than before. Specifications need not be made too rigid too early. Yet the new operating concept is a question of attitude, a mental change. It requires skills to manage risks and to encourage more people to share the responsibilities."

New construction schedule, innovative culture

The Finnra-Nelostie contract is valued at FIM 1.2 billion (USD 225 million). The actual investments represent about half of this figure. Thanks to the new operating model, the Lahti Motorway project can be built on a schedule which has been accelerated by up to five years, resulting in a net benefit of over FIM 400 million (USD 75 million) for the Finnish economy.

The project is being implemented by Joint Venture Tekra-Skanska which has joined forces with roughly two dozen subcontractors, all of them construction specialists in their own fields. The contract is the first of its kind in Finland - everyone wants to be part of it. The total work force at its peak will be 300, the number of machines and pieces of equipment used is 80. About 50 planners from several consulting firms are working on the design and planning of the project. The total employment effect of the project is about 2000 man-years.

An important milestone will be reached in the autumn of 1999 when the 30 km long segment between Järvenpää and Mäntsälä will be complete. Motorists will be charged no road tolls during any construction or operation phase.



Mr. Kari Salmi, Mr. Martti Heinonen, Mr. Erkki Kukkonen and Mr. Esko Kaioresalo.

The Motorway opens up new opportunities for municipalities

The Lahti Motorway will link the urban communities and the municipalities in its sphere of influence ever closer to the Helsinki metropolitan area. An efficient traffic artery, the Lahti Motorway will reduce distances both in the Lahti region and all of southern Finland, and exercise a significant positive impact far into the north.

While the urban communities of Lahti, Orimattila and Järvenpää and the municipality of Mäntsälä reap immediate benefits from the road, its positive importance for Tuusula, Nastola and Hollola, to name a few of the other municipalities, is by no means depreciable. At a time of lively internal migration within the country, the Motorway offers potential for growth and improved quality of life.

The cities and the municipalities have responded swiftly to the new situation. New town plans are under way, resources are being invested in marketing targeted at companies seeking efficient logistics and families looking for a pleasant place to live. The Lahti region is no mere satellite to the Helsinki metropolitan area but an equal partner that contributes to its development.

Mr. Erkki Kukkonen, Mayor of Järvenpää:
"The modern uniqueness of the new Motorway is aptly illustrated by its financing concept - a private road company. The Motorway will essentially improve traffic safety on the section north of Järvenpää. A free and safe route will also increase commercial services along the Motorway. From the environmental point of view, the concentration of high traffic volumes represents obvious advantages."

Mr. Esko Kaioresalo, Mayor of Mäntsälä:
"Over a third of the working population of Mäntsälä - roughly 300 residents - work outside their municipality of residence, most of them in the Helsinki metropolitan area. Faster transport to work and improved safety are important aspects for all of them. Although Mäntsälä is traversed by many roads, the attitudes of its residents to the Motorway are positive. The number of industrial sites and family homes along the route is high."

Mr. Martti Heinonen, Mayor of Orimattila:
"We are active and have already made decisions to expand the economic structure of our municipality. A town plan to improve the village of Pennala in the cross-roads of the Motorway and Highway 12 was started immediately. An active, lively village community with educational and shopping services and a modern municipal infrastructure in the vicinity of a technology park scheduled by the City of Lahti will provide an ideal environment for innovative businesses."

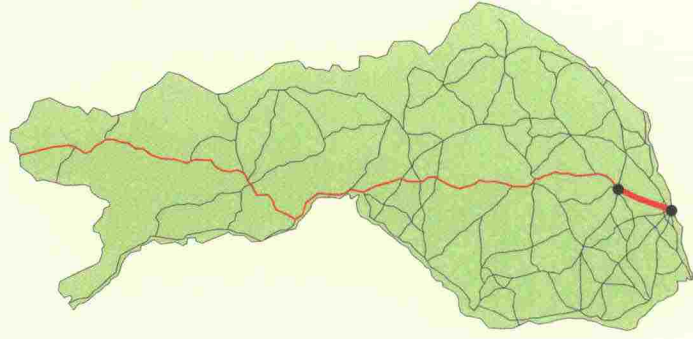
Mr. Kari Salmi, Mayor of Lahti:
"The business community in Lahti nurtures close ties with the Helsinki metropolitan region. From the perspective of businesses, Lahti will shortly operate within the same distances and travel times as the wide metropolitan area. However, we offer building sites, a service network and an urban environment on very advantageous terms. We are creating a compact technology park at Renkomäki, near the Motorway intersection, to enable companies to realize the best features of their networking."

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Risto Pelttari, Project Manager,
Finnra's privately financed DBFO project

"DBFO is an acronym for the private financing concept, and the letters stand for the tasks of the company which has assumed total responsibility for the road project: design, building, financing and operation. Finnra has ordered the comprehensive service from a private company on the basis of an international bidding competition. The road company will act as road operator during the validity of the contract, and will return the road to Finnra at the end of the contract period. The private financing concept does not increase public borrowing and ties no public funds in the project in the construction phase. This means that the initiation of important projects need not be postponed due to budget deficits. The implementation concept of the Lahti Motorway is the first of its kind in Finland, and the experiences gained will have great significance for future decisions."

Technical data:

Length of the motorway	69.0 km
Number of bridges	88
Rock excavation	1,500,000 m ³
Soil excavation	1,800,000 m ³
Concrete	40,000 m ³
Reinforcing steel	3,500,000 kg
Form board	800 km
Concrete piles	120 km
Game fencing	140 km
Groundwater protection	200,000 m ²
Asphalt surfacing	1,000,000 m ²

Milestones of progress

