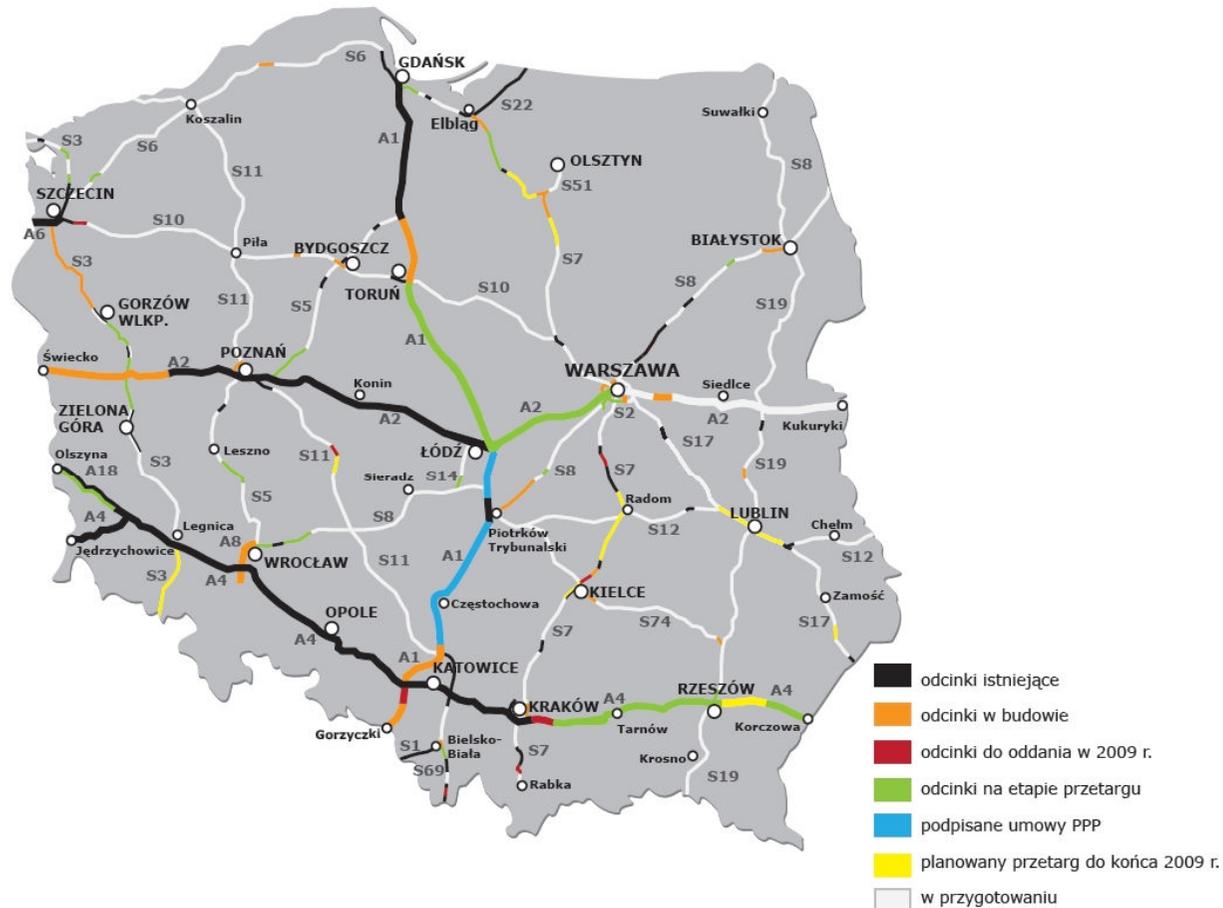


TOLLING SCHEME IN POLAND



A2 - Autostrada Wielkopolska S.A.

A4 - Autostrada Małopolska S.A.

A1 - Gdańsk Transport Company S.A.

Current developments related to charging scheme

General vehicle classification

1. Class I (motorcycles, and 2-axle motor vehicles)
2. Class II (motor vehicles with two axles of which at least one is equipped with twin tyres, motor vehicles with two axles and motorcycles with trailers)
3. Class III (motor vehicles with three axles and motor vehicles with two axles of which at least one is equipped with twin tyres with trailers)
4. Class IV (motor vehicles with more than tree axles, motor vehicles with three axles and trailers)
5. Class V (oversized vehicles)

Toll rates

On A1 - Close system. The basic toll rates are per Km:

- TOLL Category 1 for Class 1
- TOLL Category 2 for Class 2, 3, 4

On A2 - Open system. TOLL Categories are different, fixed per section and in accordance with
General Vehicle Classification

On A4 - Open system

- TOLL Category 1 - Class I motorcycles and motor vehicles with two axles
- TOLL Category 2 - Class II, III, IV, V

Current developments related to charging scheme

- The systems vary depending on the type of concession and vehicle.
- Generally toll is distance based and established for all vehicles
 - **exception: Class III and IV (Class III vehicles of total admissible weight no less than 12 T and maximum 3 axles, and Class 4 for 4 axle vehicles - holding a valid vignette Polish Road Charge Card, (1 and 7 days; 1, 6 and 12 months) can use the motorway free of charge.**
- ETC is not available on toll motorways
- No interoperability
- Polish concessionaires have started preparing to apply the EETC Directive on interoperability and looking for common solution with the operators of state owned toll motorways.

Implementation of the EETC in Poland

- **2011.5** - Vignettes expire, ETC system to be applied to HGV, the distance base charge system to be applied to passenger cars on existing rules:
 - Sections built in the traditional system - Tolls defined by the Minister of Infrastructure (economically optimum rate)
 - In consideration Tolls impose on expressways and whole domestic roads network
 - Concessions' Sections (A2 , A4) - Tolls defined by the concessionaires, or the Minister for A1 and A2 (Swiecko-Nowy Tomysl)
- Implementation of basic legal framework
 - Act on Toll Motorways covers the implementation of the EU Directive on the interoperability of ETC
 - Other amendments and legal regulation required

Implementation of EETC in Poland

Solutions to be found in the following issues:

- Operating model: national, state operator/private operator
- Toll collecting entity (different options : state/private owned)
- EETC provider
- Selection of technology:
 - Microwave (DSRC)
 - Satellite (GPS)
 - Variable frequency (GSM - GPRS)
- Tender to be announced before end 2009, selection in IQ2010
- Interoperability will be an issue
- Freedom to decide to joint the common system
- Concessionaires prepare own solutions

Thank you for attention

www.autostrada-a2.pl