

**POLISH GENERAL REPORT  
ASECAP STUDY AND INFORMATION DAYS  
KRAKOW 24 – 27 MAY 2008**

***Network length***

The total length of the Polish Motorways network in 2008, including the State-owned network is 767 km. (235 km tolled and 532 km non-tolled.)

<b>Year</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>	<b>Non-tolled State-owned</b>
<b>2006</b>	<b>none</b>	Nowy Tomysl – Konin <b>149 km</b>	Katowice – Krakow <b>61 km</b>	A1, Tuszyn – Piotrkow Trybunalski <b>17 km</b> ; A2, Konin Strykow I <b>104 km</b> , A4 st. border – Jedrzychowice <b>2 km</b> , Krzywa – Katowice <b>278 km</b> , Krakow by-pass <b>24 km</b> ; A6, st. border Kolbaskowo – Kijewo <b>22 km</b> , A18, Golnice Krzywa <b>17 km</b>
<b>2007</b>	<b>25 km</b> (temporary non-tolled in 2007): Rusocin – Stanislawie 18 km, Stanislawie – Swarozyn 7 km	<b>149 km</b>	<b>61 km</b>	as above in total <b>464 km</b>
<b>2008</b>	<b>25 km</b> (opened in 2007) tolled in 2008 65 km non- tolled in 2008 (Swarozyn - Pelplin 13 km, Pelplin – Kopytkowo 25.5 km Kopytkowo- Nowe Marzy 26.5 km)	<b>149 km</b>	<b>61 km</b>	as above and <b>A2</b> , Strykow I – Strykow II <b>3 km</b>  total 467 km and temporary non –tolled 65 km A1 In total <b>532 km</b>

The Polish membership of ASECAP consists of three Companies: Autostrada Wielkopolska SA (AWSA), Stalexport Autostrada Malopolska SA (SAM) and Gdansk Transport Company SA (GTC).

AWSA has been the first company in Poland with an objective to finance, develop and operate A2 toll Motorway and was awarded with two concessions on the sections from Swiecko (boundary with Germany) to Nowy Tomysl (105 km) and from Nowy Tomysl to Konin (149 km).

SAM company is a special purpose vehicle (SPV) for the project of the construction by transformation of 61 km section of A4 Katowice - Krakow motorway to meet the requirements of toll motorway and its operation. The 30 years of concession was granted in 1997. The length of the A4 motorway Katowice – Krakow is 61 km.

GTC, in turn, is a special purpose company, established exclusively for the implementation of the 152 km length of the A1 Motorway between Gdansk and Torun. The company has the concession to finance, design, build and operate that length of the Motorway. After the opening of the entire section GTC will operate it until 2039.. The first section of A1 from Gdansk to Swarozyn interchange was opened to traffic on December 22, 2007. The next section of the project, 65 km from Swarozyn to Nowe Marzy, was open into the traffic on October 14, 2008 (without tolling in 2008). Realization of the additional 65 km of the A1 Motorway from Nowe Marzy to Torun was commenced in August 2008. The project will be ready by December 2011.

### ***Openings in 2009***

The foreseen openings for 2009

<b>Tolled</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>

	<b>65 km</b> of a new Toll motorway: Swarozyn – Nowe Marzy	none	none
--	---	------	------

### **Investments**

The amount of the investments in Euros for 2008;  
The foreseeable amount for 2008, indicating:

- new sections - A1
- investments on the A2, A4 motorways in service.

<b>Year</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>
<b>2008</b>	Investment spent in 2008:  Commercially sensitive PLN m 759.37 EUR 182 million  Construction of the Motorway New section, 65 km, opened into the traffic by November October 2008	PLN m 154.0 EUR m 36.91*  Investment in the strengthening of the Motorway pavement on section Poznan – Wrzesnia, 37.5 km	PLN m 92.4 EUR m 22.15 Investment in renovation of Motorway bridges and Motorway pavement resurfacing
<b>2009</b>	Commercially sensitive information  Construction of a new section, 62 km	Commercially sensitive information. Investment in the strengthening of Motorway pavement on section Nowy Tomysl – Poznan, 50.4 km	PLN m 97.2 EUR m 23.3 Investment in renovation of Motorway bridges and Motorway pavement resurfacing

\* 1 EUR = 4.1724 PLN source: National Bank of Poland, 31<sup>st</sup> December 2008

## **Financing**

The origin of the financing system for each Project is as follows :

<b>A1</b>	<b>A2</b>	<b>A4</b>
<p>The Project was/is financed by the loans from shareholders funds and international financial institutions (EIB, NIB) and commercial banks (SEK)</p>	<p>The Project was financed from the following funds: (in EUR) Equity 115 m, Shareholders Loans 123 m, Senior Loan 235 m, Gov. Guaranteed EIB loan 275 m, Revenue and Interest on cash during Construction 55 m. The pavement strengthening is financed from operational revenues.</p>	<p>In December 2005 a consortium of 4 banks granted a long-term loan to SAM for renovation works which include:</p> <ul style="list-style-type: none"> <li>▪ bridge renovation,</li> <li>▪ motorway resurfacing,</li> <li>▪ environmental works and other construction works (noise screens, drainage and water protection works).</li> </ul>

## **Traffic**

Since toll collection started in the year 2000 on Polish Motorway A4 and, in 2003 on A2, and in 2008 on A1 the traffic has steadily been increasing. During this period the traffic conditions have been changed due to such essential impacts like: change in toll collection categories, Poland's accession to the EU, new toll collection rules, extension of motorway sections and opening of Polish borders (Schengen Treaty).

Since the Polish Toll Motorway Network in service does not form any "stable network", no calculated *ratio* of traffic growth is credible and would lead to incorrect conclusions.

On the A1 the toll collection started in February 2008 and the drivers have learnt to appreciate the quality of travelling on the motorway and despite the compulsory toll they gradually were returning to the A1 instead of driving on national road.

Year/Average daily traffic (LV + HV)	A1	A2	A4
2005	-	8 695	22 543
2006	-	13 141	26 825
2007	10 522	16 533	28 191
2008	16 048	18 149	28 666

In 2008 traffic increased by 1.7 % on A4 to 9,8 on A 2 in comparison to 2007.

### **Tolls**

The value of the average tariff per kilometre in Euro as at 31.12.2008:

- for light vehicles
- for heavy loads of 3 - 5 axles and more.

<b>Tolls</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>
Toll Classes	<p><b>Toll class 1</b> Motorcycles motorbikes and vehicles with two axles <b>Toll class 1** = 0.115 PLN + VAT /0.003* €/km</b> of motorway + VAT</p> <p><b>Toll Class 2*</b> - vehicles with two axles of which at least one is fitted equipped with dual</p>	<p><b>Toll Class 1</b> - motorbikes and vehicles with two axles <u>Toll class 1 = 11.00 PLN /3.07 EUR*</u> i.e. <b>0.22 PLN/0.06 €/km</b> of motorway</p> <p><b>Toll Class 2</b> - vehicles with two axles of which at least one is equipped with twin wheels,</p>	<p><b>Toll Class 1</b> - motorbikes and vehicles with two axles <u>Toll class 1 = 13.00 PLN /3.12 EUR*</u> i.e. <b>0.21 PLN/0.05 €/km</b> of motorway</p> <p><b>Toll Class 2 with discount</b> - vehicles with two axles of which at least one is equipped with</p>

	<p>twin wheels, vehicles with two axles and motorbikes with trailers (no dual wheels), vehicles with three axles and vehicles with two axles of which at least one is equipped with twin wheels.</p> <p><b>Toll Class 2** = 0.38 PLN + VAT / 0.09 €/km of motorway + VAT</b></p> <p><b>Toll Class 3* -</b> vehicles with three axles with at least one axle with twin tyres, vehicles with two axles and trailers (total number of axles are three, at least one axle with dual wheel).</p> <p><b>Toll Class 3**= 0.38 PLN +VAT / 0.09 €/km of motorway +VAT</b></p> <p><b>Toll Class 4* -</b> vehicles with more than three axles and a trailer, vehicles with more than three axles with a trailer</p> <p><b>Toll Class 4** = 0.38 PLN + VAT / 0.09 EUR*/km of motorway + VAT</b></p> <p><b>Toll Class 5* -</b> vehicles that do not</p>	<p>vehicles with two axles and motorbikes with trailers, vehicles with three axles and vehicles with two axles of which at least one is equipped with twin wheels.</p> <p><u>Toll Class 2* = 27.00 PLN /7.54 EUR*</u> i.e. <b>0.54 PLN/0.15 €/km</b> of motorway</p> <p><b>Toll Class 3 -</b> vehicles with three axles, two axle vehicles with at least one axle with twin tyres, vehicles with two axles and trailers.</p> <p><u>Toll Class 3* = 41.00 PLN /11.45 EUR*</u> i.e. <b>0.82 PLN/0.23 €/km</b> of motorway</p> <p><b>Toll Class 4 -</b> vehicles with more than three axles and three-axle vehicles with trailers.</p> <p><u>Toll Class 4* = 63.00 PLN /17.58 EUR*</u> i.e. <b>1.23 PLN/0.35 €/km</b></p> <p>*In Poland the above mentioned vehicles with permissible total weight from 3.5 t are free of toll charge on motorways, providing they have valid Polish Road</p>	<p>twin wheels, vehicles with two axles and motorbikes with trailers, vehicles with three axles and vehicles with two axles of which at least one is equipped with twin wheels and with trailers</p> <p><u>Toll Class 2 = 25.00 PLN /5.99 EUR*</u> i.e. <b>0.41 PLN/0.10 €/km</b> of motorway</p> <p><b>Toll Class 2 without discount*</b> - vehicles with more than three axles, vehicles with three axles and trailers, oversize vehicles</p> <p>*In Poland the above mentioned vehicles are free of toll charge on motorways, providing they have valid Polish Road Charge Cards (vignette).</p> <p><u>Toll Class 2 = 49.00 PLN /11.74 EUR*</u> i.e. <b>0.80 PLN/0.19 €/km</b> of motorway</p> <p><b>There were no toll changes in 2008.</b></p>
--	--	--	---

	<p>fall into Toll Categories 1-4 and vehicles whose dimensions and/or axle load or weight exceed the limits permissible specified in the laws regarding traffic (Authorised Abnormal Vehicles)</p> <p><b>Toll Class 5** = 1.60 PLN + VAT / 0.38 €/km of motorway + VAT</b></p> <p>**The toll rates effective on 31December 2008.</p> <p><b>There were toll changes in 2008.</b></p>	<p>Charge Cards (vignette).</p> <p><b>Toll Class 5</b> vehicles that do not fall into Toll Categories 1-4 and vehicles whose dimensions and/or axle load or weight exceed the limits permissible specified in the laws regarding traffic.</p> <p>Toll Class 5* = 110 PLN/26,36EUR*</p> <p><b>There were no toll changes in 2008.</b></p>	
--	---	--	--

\* 1 EUR = 4.1724 PLN source: National Bank of Poland, 31<sup>st</sup> December 2008

## **Revenues**

Below is the main revenue received in 2008, in Euro (and in national currency, indicating the exchange rate into Euro).

The observed trend is connected with the significant growth in traffic as an economic effect of Poland joining to European Union and the change of the Toll collection system starting from September 1, 2005. The Toll Motorway Act of July 28, 2005 mandated that all heavy commercial vehicles weighing at least 3.5 tons and possessing a valid road charge card, signifying payment of Polish road user fees, be allowed toll-free travel on Poland's tolled motorways. Following the introduction of the shadow tolling, considerable shifts of heavy vehicle traffic to the tolled motorways from alternate routes occurred.

In 2008 revenue on A4 decreased by 4.9 % in comparison to 2007.

<b>Revenue (million) net</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>
2007	Inaccessible	489.3 m PLN/ 136.6 m EUR	126 m PLN/ 30.2 m EUR
2008	Inaccessible	610.9 m PLN/ 146.4 m EUR	119.8 m PLN/ 28.7 m EUR

\* 1 EUR = 4.1724 PLN source: National Bank of Poland, 31<sup>st</sup> December 2008

## **Safety**

The following main *ratios* are indicated below:

	In number per one billion (1,000,000,000) in 2008			Variation in % in 2007/2008		
	A1	A2	A4	A1	A2	A4
Personal injury rate	9	50	132	Not applicable	- 32	- 6
Fatal accident rate	0	4.6	1.6	Not applicable	-26	- 50
Rate of dead	0	6.5	1.6	Not applicable	-10	- 66

The improvement in rate of safety traffic condition is caused mainly by a decrease in nominal number of road accidents with parallel growth of the traffic volume as well as actions, programmes and preventive measures that have been taken

## **Long-term forecasts and tendencies**

The official long-term forecasts until the year 2012 for the development of the tolled and non-tolled motorways in Poland

foresees the construction of: A1 Motorway – from Gdansk to Gorzyczki (Czech border); A2 Motorway – from Swiecko to Warsaw, A4/A18 Motorway – from German border to Korczowa (Ukrainian border), reaching 1605 km of motorways network.

***Significant actions already started (and/or to be achieved in 2008) and foreseen for 2009.***

In the year 2008 the Financial Close was achieved for A1 section from Nowe Marzy to Torun. In the year 2009 are foreseen, the new motorway construction on A1, strengthening of the pavement on A2 section and renovation works on A4 motorway.

Furthermore, the Financial Close is expected to be achieved for A1 section from Nowe Marzy to Torun and A2 section from Swiecko to Nowy Tomysl. and A1 section from Nowe Marzy to Torun.

In 2009 the Government of Poland is going to introduce new toll collection regulations.

**MAIN ASECAP KEY FIGURES**

<b>Country: Poland</b>	<b>2008</b>		
	<b>A1</b>	<b>A2</b>	<b>A4</b>
Network length: <b>2 x 2 lanes</b> plus hard shoulder for emergency stop of 3 m width:	25 km (and 65 in operation as a toll free) 25 km	149 km  149 km	61 km  61 km
No. of km in construction	65 62 km	none	none
Forecast opening of motorways section	65 km in 2009 as tolled 65 km in 2011	none	none
Annual toll revenue	Commercially sensitive information	146.4 m €	28.7 m €
Permanent staff	16 190 (Operator)	23 327 (Operator)	19 217 (Operator)
Average daily traffic (LV)	<b>13 743</b> cars/day	<b>9 433</b>	<b>21 785</b>
Average daily traffic (HV)	<b>2 306</b> cars/day	<b>8 716</b>	<b>6 881</b>
Average daily traffic (LV+HV)	<b>16 048</b> cars/day	<b>18 149</b>	<b>28 666</b>
Total number of accidents	6	37	57
No. of personal injury accidents	6	51	85
No. of dead	0	7	1
Km travelled (10 <sup>6</sup> x km) in 2008	176	1,070.78	641.38
No. of toll plazas	6 (including 1 Toll Plaza and 5 Toll Stations)	3	2
No. of lanes	39	3 x 5 x 2 = 30	2 x 7 x 2 = 28
No. of teletoll equipped lanes	0	0	0

No. of teletoll subscribers	0	0	0
No. of rest areas (with petrol stations services)	2	6	4
No. of rest areas	6	10	0
No. of restaurants	0	4	5
No. of hotels	0	1	1