

**POLISH GENERAL REPORT  
ASECAP STUDY AND INFORMATION DAYS  
MARRAKESH 18 – 21 MAY 2008**

***Network length***

The total length of the Polish Motorways network in 2007, including the State-owned network is 699 km. (210 km tolled and 488 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>90 km</b> (including 25 km opened in 2007) tolled in 2008	<b>149 km</b>	<b>61 km</b>	as above and <b>A2</b> , Strykow I – Strykow II <b>3 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 from Swiecko (boundary with Germany) to Konin.

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. GTC was established in 1996 with a view to execute the northern section of A1 Motorway and holds a concession to finance, design, develop and operate part of the motorway A1 from Gdansk to Torun. The first section of A1 Motorway from Gdansk to Swarozyn interchange was opened to traffic on December 22, 2007.

### ***Openings in 2008***

The foreseen openings for 2008

<b>Tolled</b>	<b>A1</b>	<b>A2</b>	<b>A4</b>
	<b>65 km</b> of a new motorway: Swarozyn – Pelplin - 13 km; Pelplin – Kopytkowo - 20 km; Kopytkowo – Nowe Marzy - 32 km.	none	none

### ***Investments***

The amount of the investments in Euros for 2007; 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>2007</b>	Investment spent in 2007: Euro 195 m 25 km opened in December 2007	PLN m 123 141 EUR m 34 378 <sup>x</sup>  Investment in the strengthening of Motorway pavement on section Wrzesnia – Konin 48 km	PLN m 145 604 EUR m 40 649* Investment in the renovation of Motorway bridges and Motorway pavement resurfacing on Katowice-Krakow section
<b>2008</b>	Investment spent in 2008: Euro 182 m New section 65 km to be opened by November 2008	Commercially sensitive information. Investment in the strengthening of Motorway pavement	Commercially sensitive information.

\* 1 EUR = 3.5820 PLN source: National Bank of Poland, 31<sup>st</sup> December 2007

## ***Financing***

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

<b>A1</b>	<b>A2</b>	<b>A4</b>
Project is financed by the loans from the European Investment Bank, Nordic Investment Bank and from Shareholders funds.	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.	In December 2005 a consortium of 4 banks granted a long-term loan to SAM for renovation works which include: <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> Part of the above mentioned works was commenced in 2002 and financed from the Project's revenues.

## Traffic

Since toll collection started in the year 2000 on Polish Motorway A4 and in 2003 on A2, 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.

## Tolls

The value of the average tariff per kilometre in Euro as at 31.12.2007:

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

Tolls	A1	A2	A4
Toll Classes	Not applicable (no tolls being collected yet)	<p><b>Toll Class 1</b> - motorbikes and vehicles with two axles</p> <p><u>Toll class 1 = 11.00 PLN /3.07 EUR*</u></p> <p>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, vehicles with two axles and motorbikes with trailers, vehicles with three axles and vehicles with two</p>	<p><b>Toll Class 1</b> - motorbikes and vehicles with two axles</p> <p><u>Toll class 1 = 13.00 PLN /3.63 EUR*</u></p> <p>i.e. <b>0.21 PLN/0.06 €/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 twin wheels, vehicles with two axles and motorbikes with trailers, vehicles with three axles</p>

		<p>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 Charge Cards (vignette).</p> <p><b>There were no toll changes in 2007.</b></p>	<p>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 /6.98 EUR*</u> i.e. <b>0.41 PLN/0.11 €/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/13.68 EUR*</u> i.e. <b>0.80 PLN/0.51 €/km</b> of motorway</p> <p><b>There were no toll changes in 2007.</b></p>
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\*1 EUR =3.5820 PLN source: National Bank of Poland, 31<sup>st</sup> December 2007

## Revenues

Below is the main revenue received in 2007, 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.

Revenue (million)	A1	A2	A4
2006	Not applicable	365.7 m PLN/ 102.1 m EUR	121 m PLN/ 33.8 m EUR
2007	Not applicable	489,3 m PLN/ 136.6 m EUR	Commercially sensitive information

\*1 EUR =3.5820 PLN source: National Bank of Poland, 31<sup>st</sup> December 2007

## Safety

The following main *ratios* are indicated below:

	In number of kilometres \ sections in 2007			Variation in % in 2006/2007		
	A1	A2	A4	A1	A2	A4
Personal injury rate	Not applicable	74	88	Not applicable	- 35,7	- 19.3

Fatal accident rate	Not applicable	36	3	Not applicable	-48,8	- 50.0
Rate of dead	Not applicable	7	3	Not applicable	-29,8	- 50.0

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.

### ***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 2007) and foreseen for 2008.***

The new motorway construction on A1, strengthening of the pavement on A2 and renovation works on A4 motorway are foreseen in the year 2008. Furthermore, the Financial Close is expected to be achieved for A1 section from Nowe Marzy to Torun and for A2 from Swiecko to Nowy Tomysl.

In 2008 the Government of Poland is going to introduce new toll collection regulations.

## MAIN ASECAP KEY FIGURES

Country: Poland	2007		
	A1	A2	A4
Network length	25 km	149 km	61 km
2 x 2 lanes .....	25 km	149 km	61 km
2 x 3 lanes .....			
2 x 4 lanes.....			
No. of km in construction	65 km	none	none
Forecast opening of motorways section	2008	none	none
Annual toll revenue	N/A	Commercially sensitive information	Commercially sensitive information
Permanent staff	16 48 (Operator)	24 327 (Operator)	19 217 (Operator)
Average daily traffic (LV)	211 800 km/day <b>9 932</b> cars/day	<b>8 474</b>	<b>21 414</b>
Average daily traffic (HV)	14 335 km/day <b>590</b> cars/day	<b>8 059</b>	<b>6 777</b>
Average daily traffic (LV+HV)	226 135 km/day <b>10 522</b> cars/day	<b>16 533</b>	<b>28 191</b>
Total number of accidents	1	35	62
No. of personal injury accidents	0	72	88
No. of dead	0	7	3
Km travelled (10 <sup>6</sup> x km) in 2007	-	975	627
No. of toll plazas	6 (with Toll Stations)	3	2
No. of lanes	38	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 stations services)	0	6	4
No. of rest areas	2	10	0
No. of restaurants	0	3	4
No. of hotels	0	1	1