

POLISH GENERAL REPORT 2012

Polish ASECAP membership

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

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 (106 km) and from Nowy Tomysl to Konin (149 km). In 2009 the concession on the section Swiecko – Nowy Tomyśl was handed over to new set up company Autostrada Wielkopolska II SA.

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.

AWSA II is special purpose entity created in February 2009 in accordance with the governmental requirements in order to build and operate the A2 motorway Świecko – Nowy Tomyśl 106 km long. AWSA II will operate this section until 2037 under the availability payment scheme. AWSA II is connected with AWSA.

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.

Network length

The total length of the Polish Motorways network as for December 2012 was 1,362 km. It was consisted of motorways operated by ASECAP members (468 km; all tolled) and public road administration (894 km; partially tolled). Details are shown in the tables:

Year	<i>ASECAP Members</i>				
	GTC (A1)	AWSA (A2)	AWSAII (A2)	SAM (A4)	Total tolled
2006	-	149 km	-	61 km	210 km
2007	25 km Rusocin – Swarozyn (non-tolled in 2007)	149 km	-	61 km	210 km
2008	as above plus 65 km Swarozyn – Nowe Marzy (non-tolled in 2008) TOTAL 90 km	149 km	-	61 km	235 km
2009	90 km	149 km	-	61 km	300 km
2010	90 km	149 km	-	61 km	300 km
2011	as above plus 62 km Nowe Marzy – Torun (non-tolled in 2011) TOTAL 152 km	149 km	106 km Swiecko – Nowy Tomysl (non-tolled in 2011)	61 km	300 km
2012	152 km	149 km	106 km	61 km	468 km

Year	<u>State-owned</u>
2006	A1: Tuszyn – Piotrkow Trybunalski 17 km; A2: Konin – Strykow I 104 km; A4: st. border – Jedrzychowice 2 km, Krzywa – Katowice 278 km, Krakow by-pass 24 km; A6: st. border Kolbaskowo – Kijewo 22 km; A18: Golnice – Krzywa 17 km; TOTAL 464 km
2007	as above TOTAL 464 km
2008	as above plus A2: Stryków I – Strykow II 3 km TOTAL 467 km
2009	as above plus A4: Zgorzelec – Krzyzowa 50 km; A4: Krakow – Szarow 20 km; TOTAL 537 km
2010	as above plus A1: Belk – Zory 7 km; Sosnica interchange 2 km; TOTAL 546 km
2011	as above plus A1: Zory – Swierklany 7 km A1: Sosnica – Gliwice 6 km A2: Tolling on Konin – Strykow (107 km) A8: Wroclaw by-pass 36 km TOTAL 595 km
2012	as above plus A1: Pyrzowice – Gliwice 36 km A1: Gorzyczki – Mszana 11 km A1: Kowal – Strykow 75 km A2: Strykow II – Konotopa 90 km A2: Minsk Mazowiecki by-pass 21 km A4: Szarow – Tarnow Polnoc 57 km A4: Rzeszow Polnoc – Rzeszow Wschod 7 km A4: Tolling on Wroclaw – Gliwice (164 km) A6: Kijewo – Rzasnica 2 km TOTAL 894 km

Openings in 2013

The foreseen openings for 2013:

A. ASECAP Members:

- GTC (A1): none
- AWSA (A2): none
- AWSA II (A2): none
- SAM (A4): none

B. State-owned*:

- Motorway A1: Mszana – Swierklany 7 km
- Motorway A4
 - a) Debica Wsch – Rzeszow Zach 33 km
 - b) Jaroslaw Zach – Przemysl 26 km
 - c) Przemysl – Korczowa 21 km

*Source: General Directorate of National Roads and Motorways's website

Investments

The amount of the investments referring to ASECAP members in PLN and Euros for 2008, 2009, 2010, 2011, 2012 and the foreseeable amount for 2013:

Year	GTC (A1)	AWSA (A2)	SAM (A4)
2008	Commercially sensitive information Construction of the Motorway section, 65 km, opened into the traffic in October 2008	154.0 m PLN/36.91m EUR: strengthening of the motorway pavement on section Poznan – Wrzesnia, 37.5 km	92.4 m PLN/ 22.15 m EUR: renovation of motorway bridges and motorway pavement resurfacing
2009	Commercially sensitive information Construction of a new section, 62 km	234.2 m PLN/ 58.5 m EUR: strengthening of motorway pavement on section Nowy Tomysl – Poznan, 50.4 km. 377,85 m PLN/ 91,98 m EUR: investment on new section Swiecko – Nowy Tomysl 106,0 km	125.72 m PLN/30.6 m EUR: renovation of motorway bridges and motorway pavement resurfacing
2010	Commercially sensitive information Continuation of construction of a new section, 62 km	2 704.3 m PLN/ 658.3 m EUR: investment on new section Swiecko – Nowy Tomysl, continuation of construction	40.0 m PLN/ 9.74 m EUR: renovation of 22 motorway bridges and environmental protection

2011	Commercially sensitive information Continuation of construction of a new section, 62 km	1918.5 m PLN/484.4 m EUR: investment on section Swiecko – Nowy Tomysl; continuation of construction, 65.0 m PLN/ 16.4 m EUR: construction of the deferred interchanges: Gluchowo, Kleszczewo and Slupca 3.3 m PLN/ 0.8 m EUR: renovation of pavement on rest areas	54.9 m PLN/ 12.42 m EUR: renovation of motorway bridges and environmental protection (continuation)
2012	Commercially sensitive information	68.0 m PLN/ 15.4 m EUR*: construction of the deferred interchanges Gluchowo, Kleszczewo and Slupca (continuation) 8.0 m PLN/ 1.8 m EUR*: renovation of pavement on rest areas (continuation) and toll plazas	52.87 m PLN/ 12.9 m EUR*: renovation of motorway bridges and environmental protection (continuation), extension of Toll Plaza in Brzeczkwice
2013	Commercially sensitive information	4.0 m PLN / 0.98 m EUR*: design of the third lanes on Poznan by-pass 2.5 m PLN / 0.61 m EUR*: renovation of pavement on internal roads	53.27 m PLN / 13.03 m EUR*: extension of the Toll Plaza in Balice, new investments on the environmental protection (drainage system and noise screens)

*1 EUR = 4,0882 PLN source: National Bank of Poland, 31st December 2012
As the section A2 operated by AWSAII is brand new there were no investments in 2012 and there are no investments planned for 2013.

Financing

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

- A. GTC (A1): the Project was/is financed by the loans from shareholders funds and international financial institutions (EIB, NIB) and commercial bank (SEK)
- B. AWSA (A2):
 - a) The Project Nowy Tomysl – Konin 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.

b) The pavement strengthening, deferred interchanges, renovation of pavement on rest areas and toll plazas were / are financed from operational revenues

C. AWSAII (A2): the project was financed from the following funds: Equity 50 m, Shareholders Loans 134 m, Commercial Loan 400 m, Gov. Guaranteed EIB loan 1000 m, VAT loan during Construction 36m

D. SAM (A4): in December 2005 a consortium of 4 banks granted a long term loan to SAM for renovation works which include:

- a) bridge renovation,
- b) motorway resurfacing,
- c) environmental works and other construction works (noise screens, drainage and water protection works).

Traffic

The toll collection started in the year 2000 on Polish Motorway A4, in 2003 on A2, and in 2008 on A1. 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, opening of Polish borders (Schengen Treaty), the drop of traffic due to economical crisis, implementing of vignettes system in terms of HVG in 2005 and its abolishment in 2011. The daily average traffic since 2005 are shown in the table:

Year	GTC (A1)	AWSA (A2)	AWSAII (A2)	SAM (A4)
2005	-	8 695	-	22 543
2006	-	13 141	-	26 825
2007	10 522	16 533	-	28 191
2008	16 048	18 149	-	28 670
2009	19 677	19 004	-	28 603
2010	18 607	20 059	-	30 020
2011	21 481	18 850	-	30 630
2012	31 395	19 513	11 991	28 630

Tolls

Vehicle categories :

Class 1: motorbikes and passenger cars with two axles;

Class 2: vehicles with two axles, at least one of which is equipped in twin tyres and vehicles with two axles with trailers;

Class 3: vehicles with three axles and vehicles with two axles, at least one of which is equipped in twin tyres with trailers;

Class 4: vehicles with more than three axles, vehicles with three and more axles with trailers;

Class 5: vehicles which do not fit within classes 1 though 4 and vehicles, the dimensions, axle load or weight are in excess of the standards set out in the road traffic regulations.

The value of the average tariff per kilometre in PLN/EUR as for 31.12.2012:

GTC SA	AWSA	AWSAII	SAM
Toll class 1 0.20 PLN/km 0.05 EUR/km	Toll Class 1 0.28 PLN/km 0.07 EUR/km	Toll Class 1 0.20 PLN/km 0.05 EUR/km	Toll Class 1 0.29 PLN/km 0.07 EUR/km
Toll Class 2, 3, 4 0.47 PLN/km 0.11 EUR/km	Toll Class 2 0.54 PLN/km 0.13 EUR/km	Toll Class 2, 3, 4, 5 0.47 PLN/km 0.11 EUR/km	Toll Class 2 and 3 0.49 PLN/km 0.12 EUR/km
	Toll Class 3 0.82 PLN/km 0.20 EUR/km		
	Toll Class 4 1.26 PLN/km 0.31 EUR/km		Toll Class 4 and 5 0.80 PLN/km 0.19 EUR/km
Toll Class 5 1.97 PLN/km 0.48 EUR/km	Toll Class 5 2.80 PLN/km 0.68 EUR/km		

1 EUR = 4,0882 PLN source: National Bank of Poland, 31st December 2012

Revenues

Below is the main revenue received in 2012, in EUR (and in national currency, indicating the exchange rate into EUR).

Year	Revenue net			
	GTC SA	AWSA	AWSAII	SAM
2007	Inaccessible	489.3 m PLN/ 136.6 m EUR		126 m PLN/ 30.2 m EUR
2008	Commercially sensitive information	610.9 m PLN/ 146.4 m EUR		119.8 m PLN/ 28.7 m EUR
2009	As above	544.3 m PLN/ 132.4 m EUR		128.4 m PLN/ 31,2 m EUR
2010	As above	597.0 m PLN/ 150.7 m EUR		155.2 m PLN/ 39.2 m EUR
2011	As above	485.2 m PLN/ 109.8 m EUR		169.5 m PLN/ 38.4 m EUR
2012	As above	391.8 m PLN/ 95.8 m EUR	71.4 m PLN/ 17.5 m EUR	178.8 m PLN/ 43.7 m EUR

1 EUR = 4,0882 PLN source: National Bank of Poland, 31st December 2012

Safety

The following main *ratios* are indicated below:

	In number per one billion (1,000,000,000) kilometres travelled in 2012				Variation in % in 2011/2012			
	GTC	AWSA	AWSAII	SAM	GTC	AWSA	AWSAII	SAM
Personal injury rate	94.79	15.03	38.69	105.10	-53	-47	¹	+29
Fatal accident rate	1.41	3.75	2.15	-	-67	+96	¹	²
Rate of dead	1.41	3.75	2.15	-	-67	+96	¹	²

¹ There is no reference because 2012 was the first year of operation

² There is no reference because in 2012 the rates had value 0

Long-term forecasts and tendencies

The network of the Polish motorways and expressways according to governmental policy should reach finally 7,480 km (including nearly 2,000 km motorways). As for the end of 2012 there were 1,362 km of motorways and 1,106 km of express ways completed.

Significant actions already started (and/or to be achieved in 2012) and foreseen for 2013.

In 2012:

- ✓ the Polish motorway network has been extended from 1,063 km to 1,362 km in total
- ✓ the toll collection on the section A1 Motorway between Nowe Marzy and Torun operated by GTC SA was implemented on February 11th
- ✓ the construction of new interchanges Gluchowo and Kleszczewo (next to Poznan) was completed by AWSA in May, shortly before EURO 2012 Championship. Poznan was one of the host cities during this event
- ✓ the toll collection on the section A2 Motorway between Swiecko and Nowy Tomysl operated by AWSAII was implemented on May 21st
- ✓ renovation of bridges and construction of environmental protection systems have been continued, extension of the Toll Plaza in Brzeczkwice has been completed and replacement of the tolling equipment has been started on the A4 Motorway operated by SAM
- ✓ the motorway A2 between Lodz and Warsaw became “passable” shortly before EURO 2012 Championship. It connected Polish capital with European motorway system
- ✓ the electronic toll system on motorways (for all vehicles), express roads and some national roads (for trucks only) operated by public road administration has been expanded.

In 2013:

- ✓ according to General Directorate of National Roads and Motorways there are nearly 90 km to be opened to traffic until the end of this year

- ✓ the replacement of the tolling equipment will be continued, new investments on the environmental protection (drainage system and noise screens), new Rest areas and extension of the Toll Plaza at Balice are expected
- ✓ electronic toll system on the State-owned motorways, express roads and some national roads will be further expanded

MAIN ASECAP KEY FIGURES

Country: Poland	2012			
	GTC (A1)	AWSA (A2)	AWSAII (A2)	SAM (A4)
Network length: 2 x 2 lanes plus emergency lane of 3m width:	152 km 152 km	149 km 149 km	106 km 106 km	61 km 61 km
No. of km in construction	none	none	none	none
Forecast opening of motorways section	none	none	none	none
Annual toll revenue	Commercially sensitive information	95.8 m €	17.5 m €	43.7 m €
Permanent staff	19 300 (Operator)	24 344 (Operator)	10 175 (Operator)	30 199 (Operator)
Average daily traffic (LV)	25 990	11 449	12 907	24 586
Average daily traffic (HV)	5 705	7 401	6 606	6 044
Average daily traffic (LV+HV)	31 395	18 850	19 513	30 630
Total number of accidents *	38	15	10	37
No. of personal injury accidents	37 (67 persons injured)	15 (16 persons injured)	10 (18 persons injured)	37 (67 persons injured)
No. of dead	1	4	1	0
Km travelled (10 ⁶ x km) in 2011	706.83	1 064.15	465.22	637.45
No. of toll plazas	11 (2 Toll Plazas +9 Toll Stations)	5 (3 Toll Plazas +2 Toll Stations)	4 (1 Toll Plaza +3 Toll Stations)	2 (2 Toll Plazas)
No. of lanes	74	39	22	34
No. of teletoll equipped lanes	0	0	0	0
No. of teletoll subscribers	0	0	0	0
No. of rest areas (with petrol stations services)	4	6	4	4
No. of rest areas	14	16	6	4
No. of restaurants	2	4	4	5
No. of hotels	0	1	0	3

* only accidents with personal injuries or fatalities are registered as accidents. Others are registered as collisions or incidents.