

# **POLISH GENERAL REPORT 2011**

## ***Polish ASECAP membership***

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.

## ***Network length***

The total length of the Polish Motorways network in December 2011, including the State-owned network is 1,063 km. (407 km tolled and 656 km non-tolled). Details are shown in the table:

Year	<i><b>ASECAP Members</b></i>			<i><b>State-owned</b></i>
	<b>GTC (A1)</b>	<b>AWSA (A2)</b>	<b>SAM (A4)</b>	
<b>2006</b>	<b>none</b>	Nowy Tomysl – Konin <b>149 km</b>	Katowice – Krakow <b>61 km</b>	<b>A1:</b> Tuszyn – Piotrkow Trybunalski <b>17 km</b> ; <b>A2:</b> Konin – Strykow I <b>104 km</b> ; <b>A4:</b> st. border – Jedrzychowice <b>2 km</b> , Krzywa – Katowice <b>278 km</b> , Krakow by-pass <b>24 km</b> ; <b>A6:</b> st. border Kolbaskowo – Kijewo <b>22 km</b> ; <b>A18:</b> Golnice – Krzywa <b>17 km</b> ; TOTAL <b>464 km</b>
<b>2007</b>	<b>25 km</b> Rusocin – Swarozyn (non-tolled in 2007)	<b>149 km</b>	<b>61 km</b>	as above TOTAL <b>464 km</b>
<b>2008</b>	<b>65 km</b> Swarozyn – Nowe Marzy (non-tolled in 2008); Tolling on 25 km (Rusocin – Swarozyn) TOTAL <b>90 km</b>	<b>149 km</b>	<b>61 km</b>	as above plus <b>A2:</b> Stryków I – Strykow II <b>3 km</b> TOTAL <b>467 km</b>
<b>2009</b>	Tolling on 65 km (Swarozyn – Nowe Marzy) TOTAL <b>90 km</b>	<b>149 km</b>	<b>61 km</b>	as above plus <b>A4:</b> Zgorzelec – Krzyzowa <b>50 km</b> ; <b>A4:</b> Krakow – Szarow <b>20 km</b> ; TOTAL <b>537 km</b>
<b>2010</b>	<b>90 km</b>	<b>149 km</b>	<b>61 km</b>	as above plus <b>A1:</b> Belk – Zory <b>7 km</b> ; <b>Sosnica</b> interchange <b>2 km</b> ; TOTAL <b>546 km</b>
<b>2011</b>	as above plus <b>62 km</b> Nowe Marzy – Torun (non-tolled in 2011) TOTAL <b>152 km</b>	as above plus <b>106 km</b> Swiecko – Nowy Tomysl (non-tolled in 2011) TOTAL <b>255 km</b>	<b>61 km</b>	as above plus <b>A1:</b> Zory – Swierklany <b>7 km</b> <b>A1:</b> Sosnica – Gliwice <b>6 km</b> <b>A2:</b> Tolling on Konin – Strykow (107 km) <b>A8:</b> Wroclaw by-pass <b>36 km</b> TOTAL <b>595 km</b>

## Openings in 2012

The foreseen openings for 2012:

### A. ASECAP Members:

- GTC (A1): Tolling on 62 km (Nowe Marzy – Torun)
- AWSA (A2): Tolling on 106 km (Swiecko – Nowy Tomysl)
- SAM (A4): none

### B. State-owned\*:

- Motorway A1
  - a) Torun – Strykow 144 km
  - b) Swierklany – Gorzyce 18 km
  - c) Pyrzowice – Piekary 16 km
- Motorway A2
  - a) Strykow II – Konotopa 90 km
  - b) Minsk Mazowiecki by-pass 21 km
- Motorway A4
  - a) Szarow – Brzesko 23 km
  - b) Wierzchoslawice – Korczowa 179 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 and the foreseeable amount for 2012:

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

<b>2010</b>	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
<b>2011</b>	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)
<b>2012</b>	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	101,9 m PLN/ 23.1 m EUR*: renovation of motorway bridges and environmental protection (continuation), investment on new Rest areas and extension of interchange

1 EUR = 4,4168 PLN source: National Bank of Poland, 30<sup>th</sup> December 2011

## ***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 Project Swiecko – Nowy Tomysl 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 36 m

- c) The pavement strengthening, deferred interchanges, renovation of pavement on rest areas and toll plazas were / are financed from operational revenues
- C. 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) and the drop of traffic due to economical crisis. 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. In 2011 there was a toll system change (dated 1.07.2011) – liquidation of vignettes system what had its negative influence on traffic flow on the motorways managed by AWSA and SAM. The daily average traffic since 2005 are shown in the table:

Year	GTC (A1)	AWSA (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
<b>2011</b>	<b>21 481</b>	<b>18 850</b>	<b>30 630</b>

## 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 at 31.12.2011:

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

Tolls	GTC SA	AWSA	SAM
Toll Classes	<b>Toll class 1</b> 0.16 PLN + VAT /0.040 €/km + VAT (23%)	<b>Toll Class 1</b> 13.00 PLN / 2.94 € i.e. 0.26 PLN /0.06 € /km	<b>Toll Class 1</b> 16.00 PLN /3.62 € i.e. 0.26PLN /0.059€ /km
	<b>Toll Class 2, 3, 4</b> 0.38 PLN + VAT / 0.096 € /km + VAT	<b>Toll Class 2</b> 27.00 PLN / 6.11 € i.e. 0.54 PLN/0.12 € /km	<b>Toll Class 2 and 3</b> 30.00 PLN /6.79 € i.e. 0.49 PLN/0.11 €/km
	<b>Toll Class 5</b> 1.60 PLN + VAT / 0.40 €/km + VAT	<b>Toll Class 3</b> 41.00 PLN / 9.28 € i.e. 0.82 PLN / 0.18 € /km	<b>Toll Class 4 and 5</b> 49.00 PLN /11.08 € i.e. 0.80 PLN/0.18 €/km
		<b>Toll Class 4</b> 63.00 PLN /14.25 € i.e. 1.23 PLN / 0.28 €/km	

		<b>Toll Class 5</b> 130 PLN/29.41 € i.e. 2.6 PLN/0.59 €/km	
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1 EUR = 4,4168 PLN source: National Bank of Poland, 30<sup>th</sup> December 2011

There was a toll system change in 2011 (dated 1.07.2011) – liquidation of vignettes system and introduction of electronic VIA toll system on the National Roads.

### **Revenues**

Below is the main revenue received in 2011, in EUR (and in national currency, indicating the exchange rate into EUR).

<b>Year</b>	<b>Revenue net</b>		
	<b>GTC SA</b>	<b>AWSA</b>	<b>SAM</b>
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	Commercially sensitive information	544.3 m PLN/ 132,49 m EUR	128.4 m PLN/ 31,2 m EUR
2010	Commercially sensitive information	597.0 m PLN/ 150.7 m EUR	155.2 m PLN/ 39.2 m EUR
2011	Commercially sensitive information	485.2 m PLN / 109.85 m EUR	169.5 m PLN/ 38.4 m EUR

1 EUR = 4,4168 PLN source: National Bank of Poland, 30<sup>th</sup> December 2011

## **Safety**

The following main *ratios* are indicated below:

	In number per one billion (1,000,000,000) kilometres travelled in 2011			Variation in % in 2010/2011		
	A1	A2	A4	A1	A2	A4
Personal injury rate	55.32	28.76	74.78	-21	+15	-28
Fatal accident rate	2.13	1.91	4.4	-77	-141	*
Rate of dead	2.13	2.88	4.4	-77	-124	*

\* For A4 – no reference level because in 2010 the rates had value 0.

## **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 (German border) 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 2011) and foreseen for 2012.**

In 2011:

- ✓ the polish motorway network has been extended from 846 km to 1.063 km in total
- ✓ the A1 Motorway operated by GTC SA has been extended – the section between Nowe Marzy and Torun was opened to traffic on October 14<sup>th</sup>
- ✓ the A2 Motorway operated by AWSA has been extended – the section Swiecko (German border) and Nowy Tomysl was opened to traffic on December 1<sup>st</sup>



- ✓ renovation of bridges and construction of environmental protection measures have been continued on the A4 Motorway operated by SAM
- ✓ the polish government launched electronic toll system on motorways (as far the A2 Motorway section between Konin and Strykow), express roads and some national roads.

In 2012:

- ✓ according to General Directorate of National Roads and Motorways there are about 500 km to be opened to traffic until the end of this year
- ✓ the toll collection on the section A1 Motorway between Nowe Marzy and Torun will be implemented
- ✓ the toll collection on the section A2 Motorway between Swiecko and Nowy Tomysl will be implemented
- ✓ the renovation works of the bridges on A4 Motorway between Katowice and Krakow will be continued and new investments on the environmental protection, new Rest areas and extension of interchange are expected
- ✓ electronic toll system on the State-owned motorways, express roads and some national roads will be extended

**MAIN ASECAP KEY FIGURES**

<b>Country: Poland</b>	<b>2011</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:	152 km	255 km	61 km
	152 km	255 km	61 km
No. of km in construction	none	none	none
Forecast opening of motorways section	none	none	none
Annual toll revenue	Commercially sensitive information	109,85 m €	38,4 m €
Permanent staff	19 300 (Operator)	33 434 (Operator)	23 206 (Operator)
Average daily traffic (LV)	<b>18 044</b>	<b>11 449</b>	<b>24 586</b>
Average daily traffic (HV)	<b>3 437</b>	<b>7 401</b>	<b>6 044</b>
Average daily traffic (LV+HV)	<b>21 481</b>	<b>18 850</b>	<b>30 630</b>
Total number of accidents *	21	23	33
No. of personal injury accidents	20 (26 persons injured)	23 (30 persons injured)	33 (51 persons injured)
No. of dead	1	3	3
Km travelled (10 <sup>6</sup> x km) in 2011	469.90	1 063.50	681.97
No. of toll plazas	10 (including 2 Toll Plazas and 8 Toll Stations)	3	2
No. of lanes	67	3 x 5 x 2 = 30	2 x 8 x 2 = 32
No. of teletoll equipped lanes	0	0	0
No. of teletoll subscribers	0	0	0
No. of rest areas (with petrol stations services)	4	6	4
No. of rest areas	14	16 (total)	4
No. of restaurants	0	4	5

No. of hotels	0	1	3
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\* only accidents with personal injuries or fatalities are registered as accidents. Others are registered as collisions or incidents.