

**TEMPLATE OF THE NATIONAL REPORT
TO BE PRESENTED BY EACH DELEGATION
DURING THE ASECAP STUDY AND INFORMATION DAYS
PARIS, 29-31 MAY 2017**

Network length

The total length of the Polish Motorways network as for December 2016 was 1,660 km. It was consisted of Motorways operated by:

A. ASECAP members (468 km; all tolled):

- | | |
|---|--------|
| a) Gdansk Transport Company (A1) | 152 km |
| b) Autostrada Wielkopolska SA (A2) | 149 km |
| c) Autostrada Wielkopolska II SA (A2) | 106 km |
| d) Stalexport Autostrada Malopolska SA (A4) | 61 km |

B. public road administration (1,192 km; partially tolled).

Openings in 2017

The sections operated by ASECAP members have been completed and there are no openings on the public network planned for 2017.

Investments

There were following investments carried out by ASECAP members in 2016:

- a) new investments in the environmental protection (drainage system and noise screens), toll system replacement, reconstruction of 2 motorway junctions on A4 Motorway managed by Stalexport Autostrada Malopolska SA
- b) implementation of free wifi zones on all Service Areas on A1 Motorway operated by Gdansk Transport Company SA
- c) increasing of fence height from 1,50 m to 2,40 m on 17 km long stretch of A1 Motorway operated by Gdansk Transport Company SA

- d) replacement of payment terminals for faster payment methods on A1 Motorway operated by Gdansk transport Company SA
- e) extension of the Toll Plazas in Nagradowice (achieving of the target number of lanes 6+8) and in Goluski (achieving of the target number of lanes 5+9) on A2 Motorway operated by Autostrada Wielkopolska SA
- f) implementation of an internal radio system operating in TETRA standard in compliance with the ETSI (European Telecommunications Standards Institute) recommendations and standards along the A2 Motorway operated by Autostrada Wielkopolska SA
- g) modernization of 3 interchanges on the Poznań Bypass (part of the A2 Motorway operated by Autostrada Wielkopolska SA)
- h) extension of the Toll Plaza in Tarnawa (current number of lanes: 5+8) on A2 Motorway operated by Autostrada Wielkopolska II SA.

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, deffered 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): shareholders funds and long-term loan granted to SAM in 2005 year by a consortium of 4 banks for renovation/investment works which include:
- a) bridge renovation,
 - b) motorway resurfacing,
 - c) environmental works and other construction works (noise screens, drainage and water protection works), reconstruction of 3 interchanges, construction of new rest areas, etc.).

Traffic

There were 4,434 M km travelled on the sections operated by ASECAP members in 2016. Referring to 2015 (4,020 M km) there is increase of 414 M km travelled.

The average daily traffic on the sections operated by ASECAP members in 2016 were 34,384 vehicles. Referring to 2015 (31,572) there was increase of 8,9%.

Tolling system and tolling technologies used

On the sections operated by ASECAP members there are:

- a) open toll system on the section of A2 between Poznan and Konin as well as A4 between Katowice and Krakow
- b) close toll system on the section of A1 between Gdansk and Torun as well as A2 between Swiecko and Poznan.

Generally, the ASECAP members in Poland use the manual tolling on toll plazas and toll stations. The only exception is the section of the A4 motorway Katowice - Krakow, where in addition to the manual toll collection, in July 2016, the ability to pay tolls using proprietary electronic toll collection (A4Go service) was introduced. There is no progress in negotiations conducted with the public road administration to implement interoperability of the concession tolling systems and the national electronic toll collection system on the sections operated by ASECAP members.

Toll rates

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 31.12.2016:

| GTC SA | AWSA | AWSAII | SAM |
|---|---|--|---|
| Toll class 1 0.20 PLN/km 0.05 EUR/km | Toll Class 1 0.36 PLN/km 0.08 EUR/km | Toll Class 1 0.20 PLN/km 0.05 EUR/km | Toll Class 1 0.32 PLN/km 0.07 EUR/km |
| Toll Class 2, 3, 4 0.47 PLN/km 0.10 EUR/km | Toll Class 2 0.58 PLN/km 0.14 EUR/km | Toll Class 2, 3, 4, 5 0.47 PLN/km 0.10 EUR/km | Toll Class 2 and 3 0.54 PLN/km 0.12 EUR/km |
| | Toll Class 3 0.88 PLN/km 0.20 EUR/km | | Toll Class 4 and 5 0.87 PLN/km 0.20 EUR/km |
| | Toll Class 4 1.36 PLN/km 0.32 EUR/km | | |
| Toll Class 5 1.97 PLN/km 0.46 EUR/km | Toll Class 5 3.60 PLN/km 0.81 EUR/km | | |

1 EUR = 4,42 PLN source: National Bank of Poland, 31st December 2016

Revenues

Total revenues (toll revenues and those referring to sublease contracts) achieved by AWSA, AWSAII and SAM in 2016 are 977,7 M PLN. There is yearly increase of 9,7 %. The main reason of such trend is increase of traffic volume.

The incomes of GTC are commercially sensitive data.

Safety

Indicate the following main *ratios*:

| | Definition and method of calculation | In number for one billion kilometres travelled in 2016 | Variation in % in 2015/2016 |
|----------------------|--|--|-----------------------------|
| Personal injury rate | Number of injured people for 1 billion kilometres travelled | 49.62 | -6.8 |
| Fatal accident rate | Number of accidents with fatalities for 1 billion kilometres travelled | 1.80 | +3,4 |
| Rate of dead | Number of fatalities for 1 billion kilometres travelled | 1.80 | -19,6 |

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). Within time most of them will be tolled.

The Polish government is expanding the national electronic toll system referring to trucks using national roads including state owned motorways.

Significant actions already started (and/or to be achieved in 2016) and foreseen for 2017.

Since the talks with public road authority regarding implementation of the national electronic toll collection on private motorways have not been successful the concessionaires introduced alterations in their toll facilities – AWSA, AWSAII and GTC extended their toll plazas while SAM implemented its own electronic toll collection system. All concessionaires are increasing the number of fleet cards accepted.

AWSA will continue designing and obtaining relevant permits to construct third lanes on Poznan bypass. Due to lengthening process, the commencement of construction works will be

possible in 2018. In 2017 AWSA is going to reinforce the pavement on the section between Wrzesnia and Konin (50 km).

SAM: in 2016 activities focused on increasing the capacity of toll plazas (replacement of tolling equipment allowed to introduce new, faster payment methods including proprietary electronic toll collection system) and on the environment protection, by modernisation of the drainage system. In 2016 the company conducted works on reconstruction of 2 motorway junctions – one of them in 2016 was fully completed and put into operation, the other is to be completed on early 2017. Within heavy maintenance: 24 km of the motorway carriageways were fully resurfaced.

The plan for 2017 includes the construction of noise screens, continuation of the modernization of the motorway drainage. New elements of the traffic management systems will be implemented. Within heavy maintenance: 36 km of the motorway carriageways will be resurfaced and the pavement on two junctions will be renovated. Moreover, a couple of viaducts will be modernised.

GTC: in 2017 GTC will continue works connected with increasing of fence from 2,0 m to 2,4 m on 61 km long stretch of the motorway.

MAIN ASECAP KEY FIGURES

| Country: Poland | Indicate below how you calculate each figure provided in the “2016” column | 2016 Figure |
|---|---|----------------------|
| Network length (Km) 468 2 x 2 lanes (Km) 468 2 x 3 lanes (Km) - 2 x 4 lanes (Km) - | | 468 (all 2x2) |
| Number of km in construction | | none |
| Forecasts of opening motorways section | | none |
| Annual toll revenues* (in millions of Euros) | Toll revenues net collected by AWSA, AWSAI and SAM SA; in case of GTC SA the revenues are commercially sensitive information 1 EUR = 4,42 PLN source: National Bank of Poland, 31 st December 2016 | 221.2 |
| VAT % (Indicate the VAT % percentage to the toll revenues) | | 23 % |
| Permanent staff | Total staff number of Concessionaires and operating companies | 1,231 |
| Average daily traffic (light vehicles) | Weighted average from A1, A2 and A4 | 27,172 |
| Average daily traffic (heavy vehicles) | Weighted average from A1, A2 and A4 | 7,212 |
| Average daily traffic (total = light + heavy vehicles) | Weighted average from A1, A2 and A4 | 34,384 |
| Total number of accidents | Number of accidents as road incidents involving fatalities and injured people | 147 |
| Number of personal injury accidents | Number of accidents with the injured | 139 |
| Number of dead | Number of fatalities | 8 |
| Fatality rate | Number of the killed for 1 billion kilometres travelled | 1.80 |
| Kilometres travelled (10 ⁶ x km) | | 4,434 |

| | Indicate below how you calculate each figure provided in the “2016” column | 2016 |
|---|--|-------|
| Number of toll transactions (Total) | | |
| Number of toll transactions (light vehicles): | | |
| Number of toll transactions (heavy vehicles): | | |
| Number of toll stations | | 24 |
| Number of toll lanes | Total number of entrance and exit lanes | 206 |
| Number of ETC lanes | | 39 |
| Number of ETC subscribers (Total): | | 6,845 |
| Number of ETC subscribers (light vehicles): | | |
| Number of ETC subscribers (heavy vehicles): | | |
| Number of service areas (equipped with petrol stations) | | 18 |
| Number of rest areas | | 40 |
| Number of restaurants | | 17 |
| Number of hotels | | 4 |

*please provide the figure VAT and other taxes excluded.