



Polish Roads Projects Financing

Gdańsk
June 2015

Responsible for the development of the road infrastructure in Poland

The largest public investor in terms of road investments in Poland

In operation approx. 19 000 km of national roads, including 3000 km high-speed roads:

- **1 553 km of motorways**
- **1 472 km of expressways**

Polish road authorities organisational structure

The Minister for Infrastructure and Development
(supervisor)

General Director for National Roads and Motorways

GDDKiA Central Office

16 GDDKiA Regional Divisions

105 GDDKiA Subdivisions

273 GDDKiA Road Areas

The framework for roads projects

Law on public roads (21.05.1985)

Law on special rules of national roads preparation and realization (10.04.2003)

Law on land transport financing (16.12.2005)

Law on paid motorways and national road fund (27.10.1994)

The framework for roads projects

National Transport Policy for 2006 – 2025, approved by the Council of Ministers in June 2005

Programme for National Roads Construction 2011 – 2015, approved by the Council of Ministers January 2011

Programme for National Roads Construction 2014 – 2023

Programme for National Roads Construction

Main goals:

To integrate Polish road system with European one

To improve Polish economic and social competitiveness

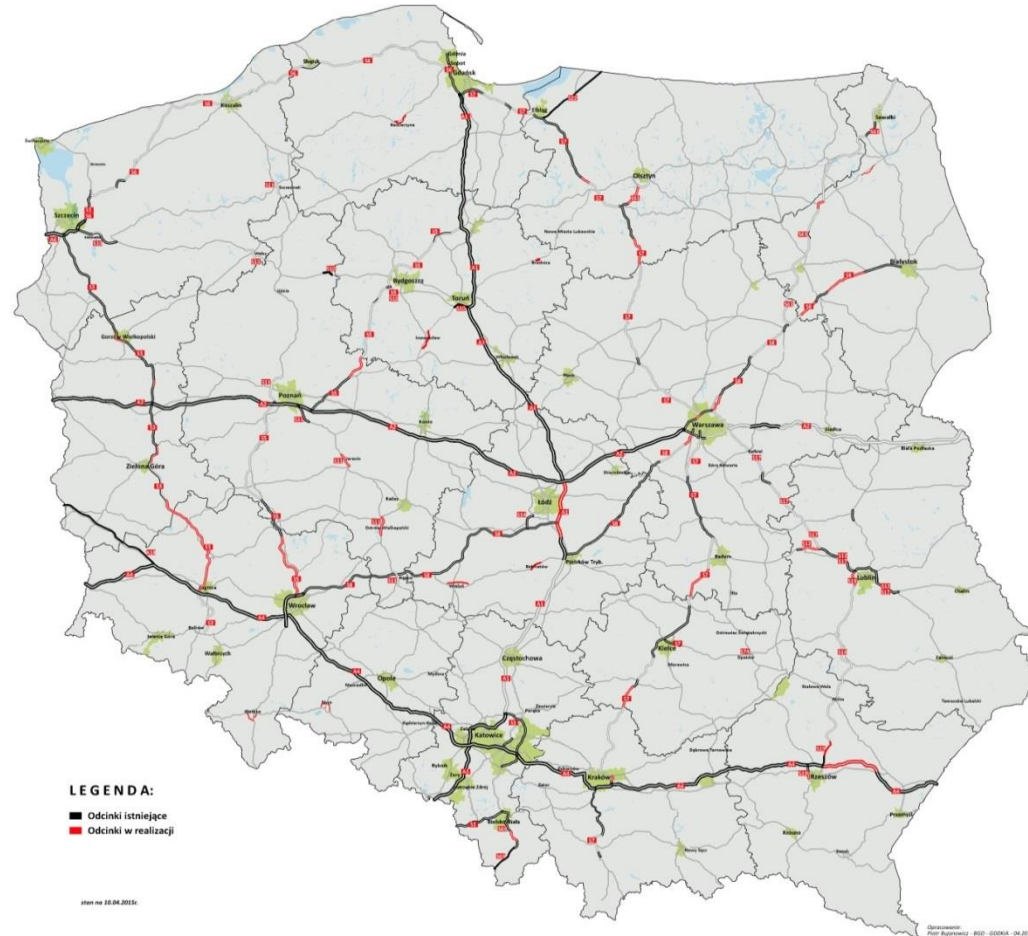
Budget 2011-2015 – 82,8 billion zł

Budget 2014-2023 - 92,7 billion zł

Programme for National Roads Construction results



2007 r.
674,2 km of motorways
248,4 km of express ways

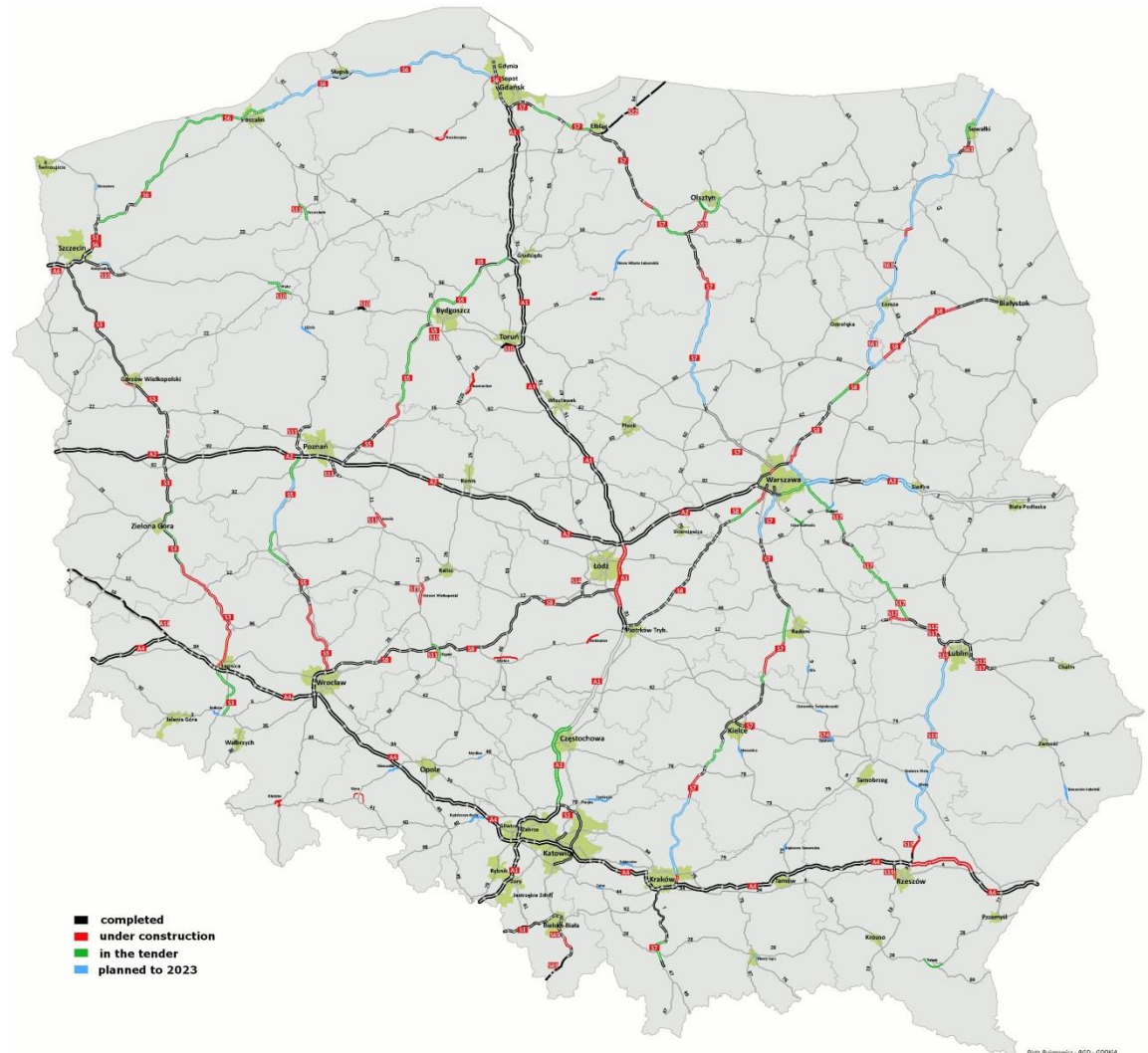


2015 r. (current)
1553,2 km of motorways
1472,5 km of express ways

National Road Network in Poland 2014-2023

According to the new National Road Construction Programme planned for 2014-2023 construction of over 2200 km new roads is foreseen including:

- 71,5 km of highways
- 1790 km of expressways
- 35 ring roads with a total length of 366.1 km



Source of Financing

- **State budget**
 - **EU Funds**
- **National Road Fund**
- **Private funds - PPP**

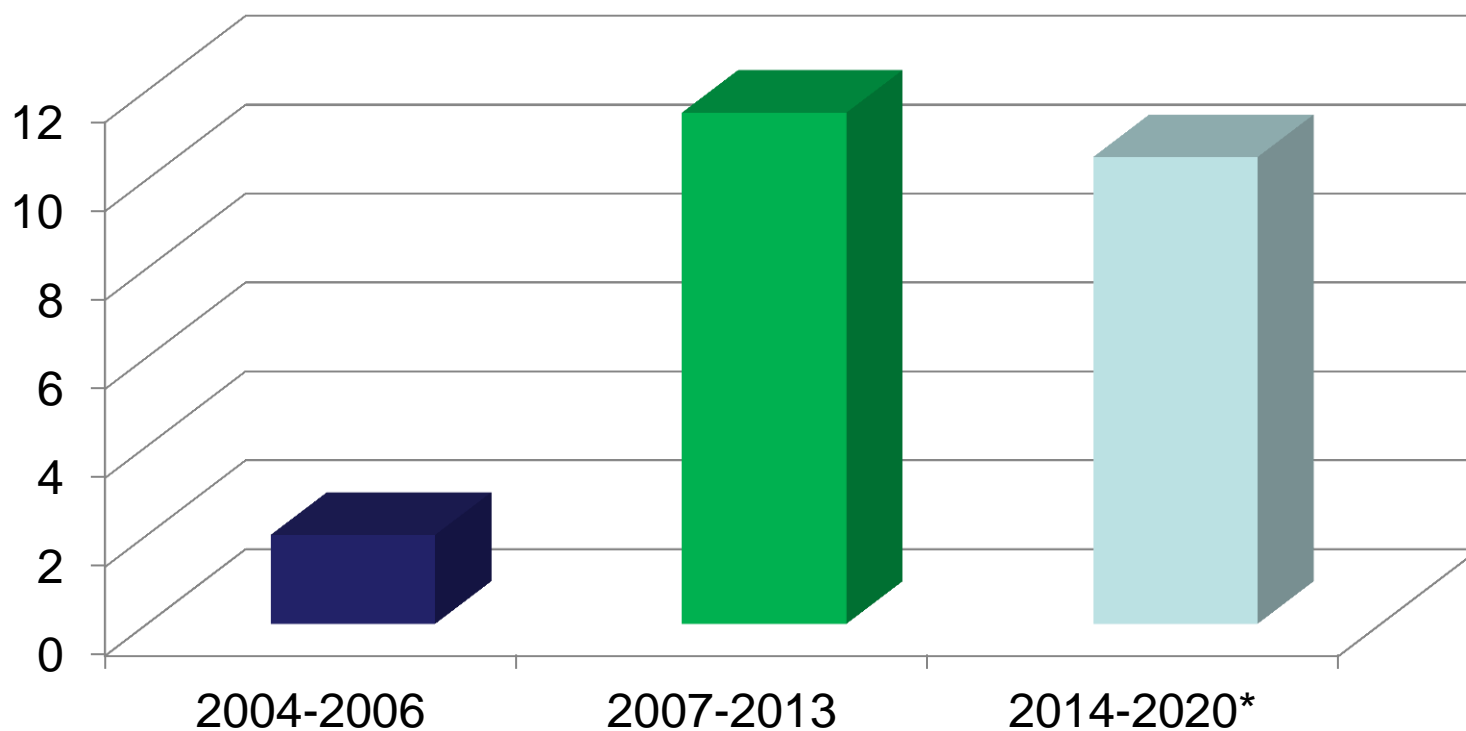
State budget

Expenses related to roads construction, reconstruction, modernization, maintenance, safety and management are defined in yearly budget aproved by parliament

EU Funds

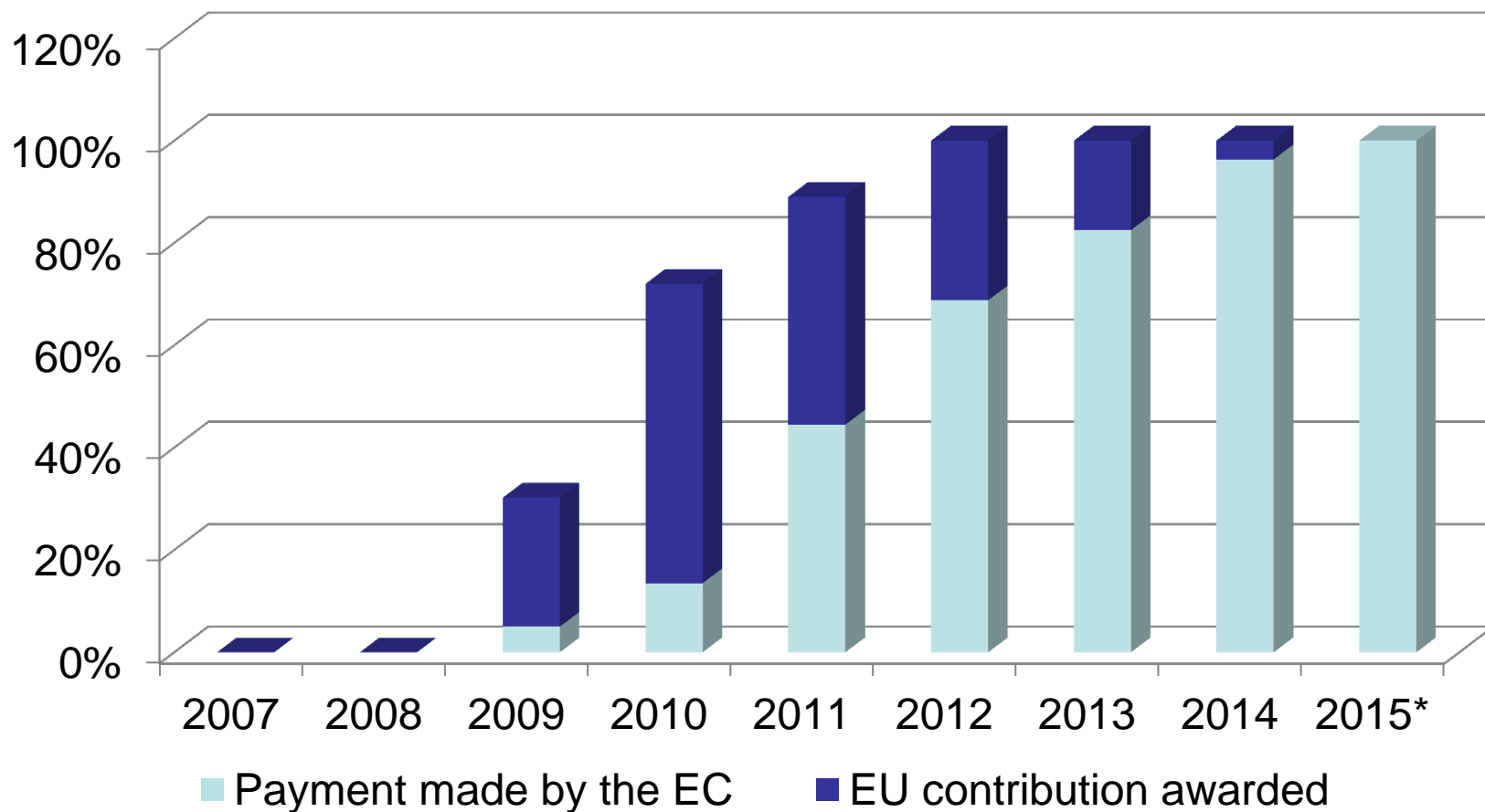
GDDKiA is the biggest single beneficiary of the biggest EU financial assistance in Poland

EU contribution available (bln EUR)

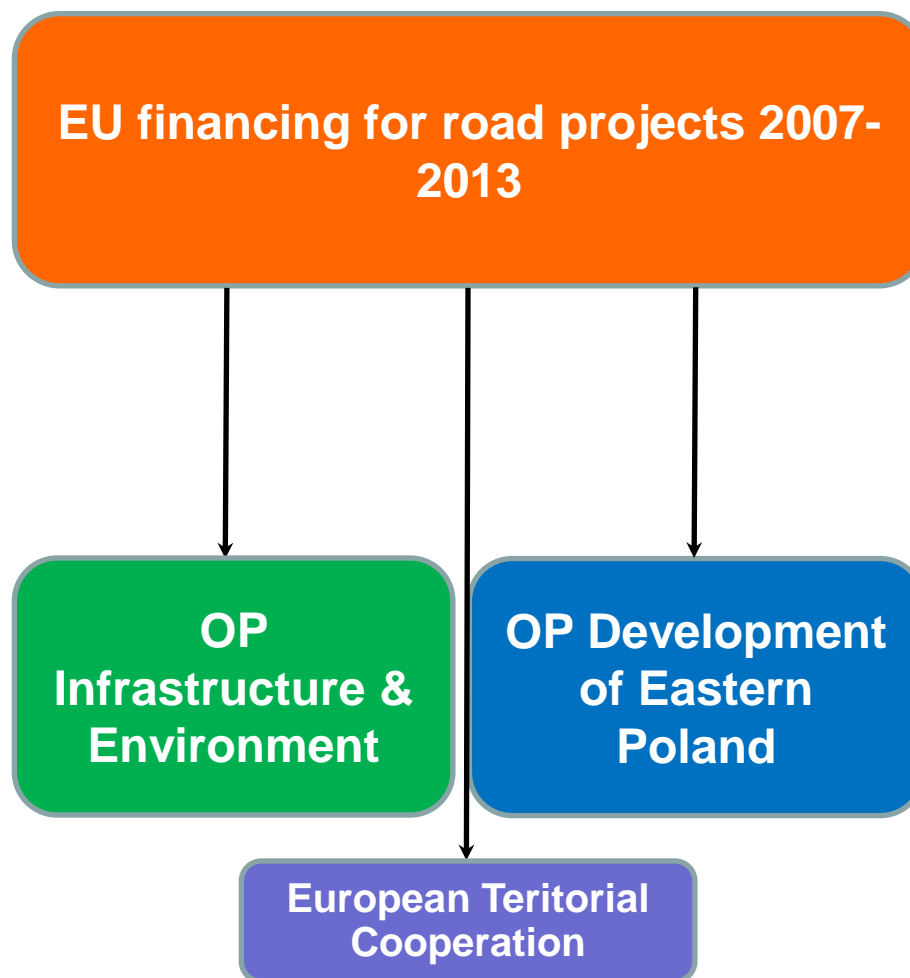


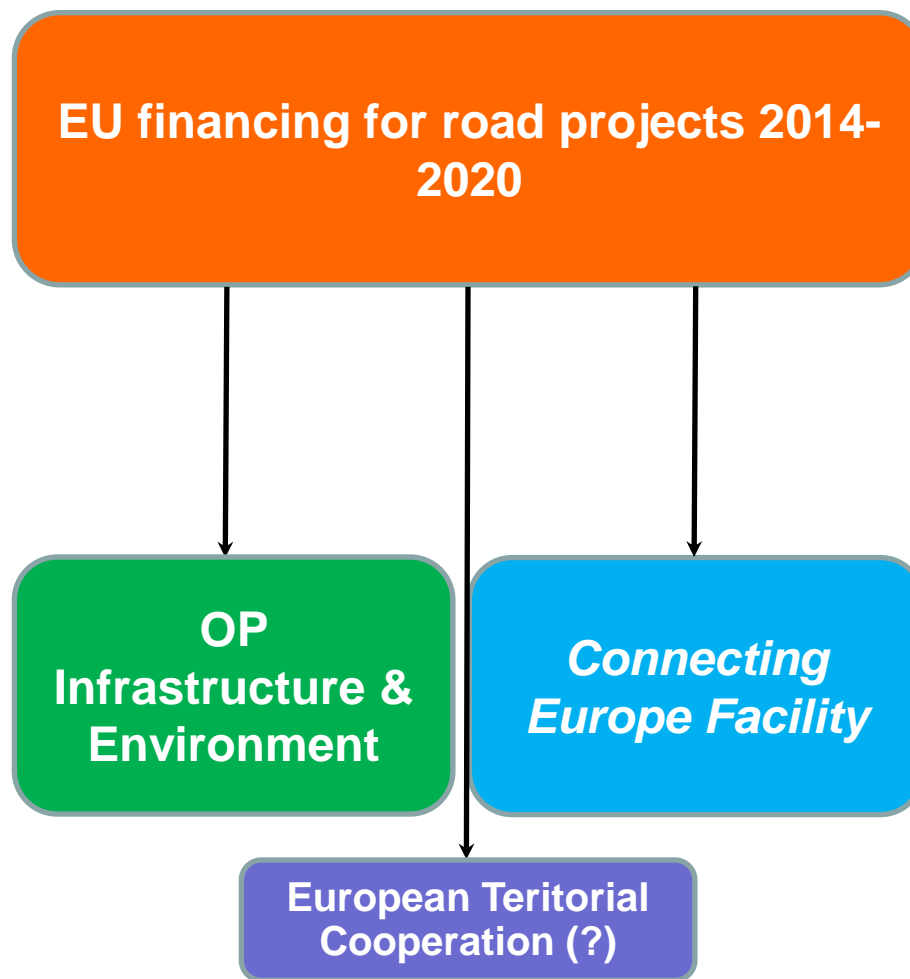
* CEF not included

Financial perspective 2007 - 2013



* forecast





Operational Programme Infrastructure and Environment 2007-2013

- 48 investment projects in total
 - 39 revenue generating (art. 55 Reg. 1083/2006)
 - 1 social campaign (road safety)
 - 5 special awards (i.a. for the most successful social campaign 2010, innovation in media 2011)
 - 2 projects for preparatory works
 - ca. 10,3 bln EUR EU Contribution

Operational Programme Infrastructure and Environment 2014-2020

- ca. 10 bln EUR EU contribution
- ca .50 investment projects planned

National Road Fund

- National Roads Fund financially is run by Bank Gospodarstwa Krajowego (BGK) and supports the Programme for National Roads Construction
- Covers expenditures for construction, reconstruction and modernisation of national roads
- The Fund uses the financial resources according to the yearly plan The incomes of NRF are:
 - Fuel fee
 - European Union funds
 - Bank loans
 - Bonds
 - Revenues from Toll Collection

Bonds

- Bank Gospodarstwa Krajowego (BGK) handles the underwriting of government guaranteed National Road Fund (NRF) bonds.
- The capital obtained by issuing bonds is used to fund NRF operations.
- These bonds may have various maturities - 5, 10 years or more.
- The volume and schedule of issuance in different years are based on cash flow needs of NRF, and analysis of market conditions, supply and demand for government securities in a given time period.

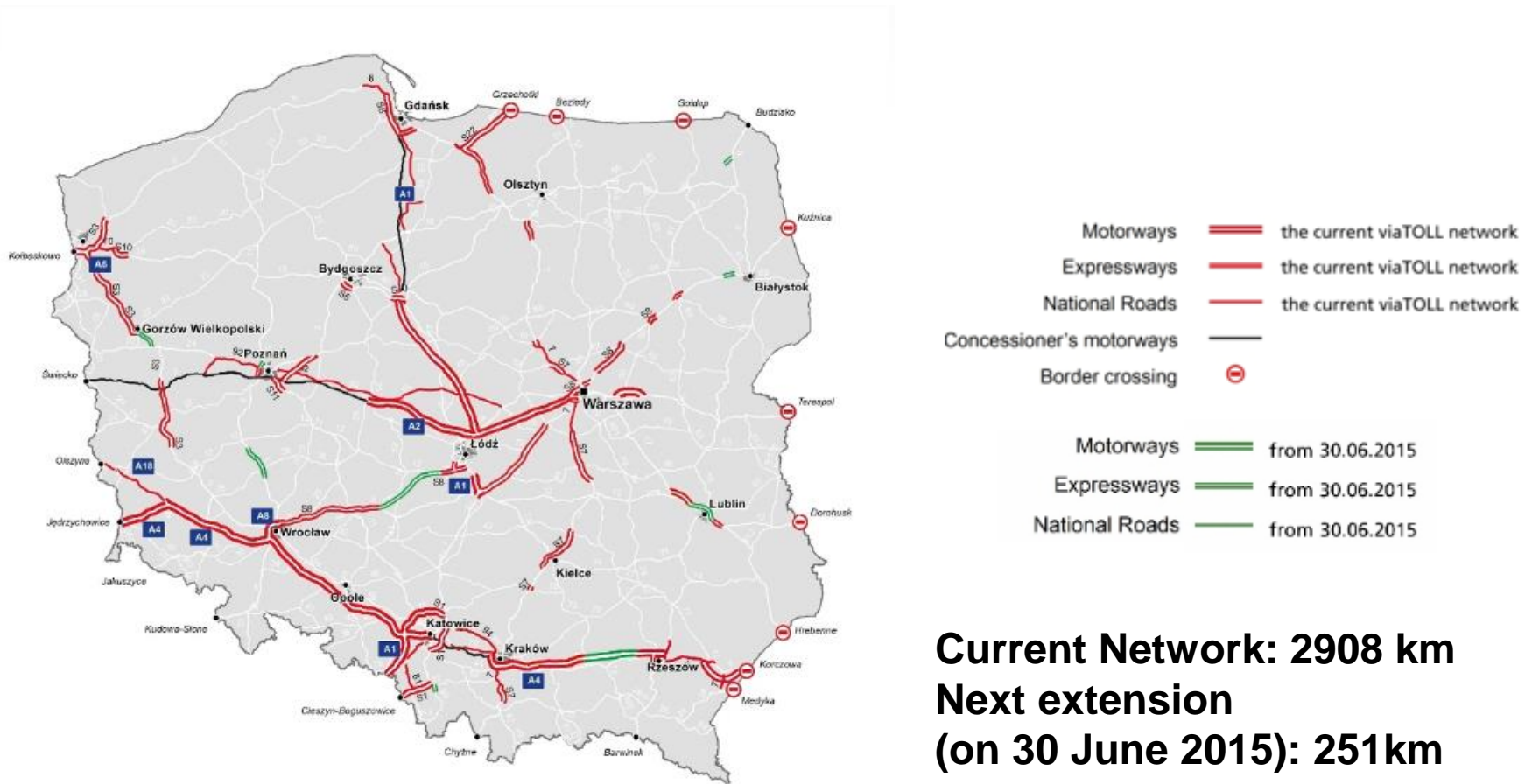
National toll collection system



National toll collection system

- General Director for National Roads and Motorways collects electronic toll fee that constitutes income for the National Road Fund (Law on public roads, art. 13hb., dated March 21st, 1985).
- Construction and operation of the Electronic Toll System was entrusted to Kapsch Consortium. The agreement was signed on November 2nd, 2010 under the project called: „Design, Delivery and Service of the National Point of the Electronic Toll System and Manual Toll System”.
- National Road Fund collects funds and finances construction and reconstruction of the national roads, construction, implementation and operation of the Toll Systems (Law on the paid motorways and National Road Fund, art. 39a, dated October 27th, 1994).

Tolled road network



Income from the viaTOLL system in 2011-2015

	Electronic Toll Collection	Manual Toll Collection	TOTAL
2011 (from 01.07)	343 641 866,65	33 757 569,73	377 399 436,38
2012	813 742 294,03	131 567 403,09	945 309 697,12
2013	1 007 736 820,02	184 533 691,83	1 192 270 511,85
2014	1 229 665 410,53	191 456 442,62	1 421 121 853,15
2015 (to 05.06)	532 843 561,05	75 839 435,96	608 682 997,01
RAZEM	3 927 629 952,28	617 154 543,23	4 544 784 495,51

Costs of the viaTOLL system

The costs of building and operation of the National Toll Collection System	2011	2012	2013	2014	2015	TOTAL
	(from 01.07)				(to 08.06)	
	595 292 699,13	980 653 453,30	372 350 048,08	419 287 896,72	127 277 937,27	2 494 862 034,50

National toll collection system

Tolls from via**TOLL**



The National Road Fund



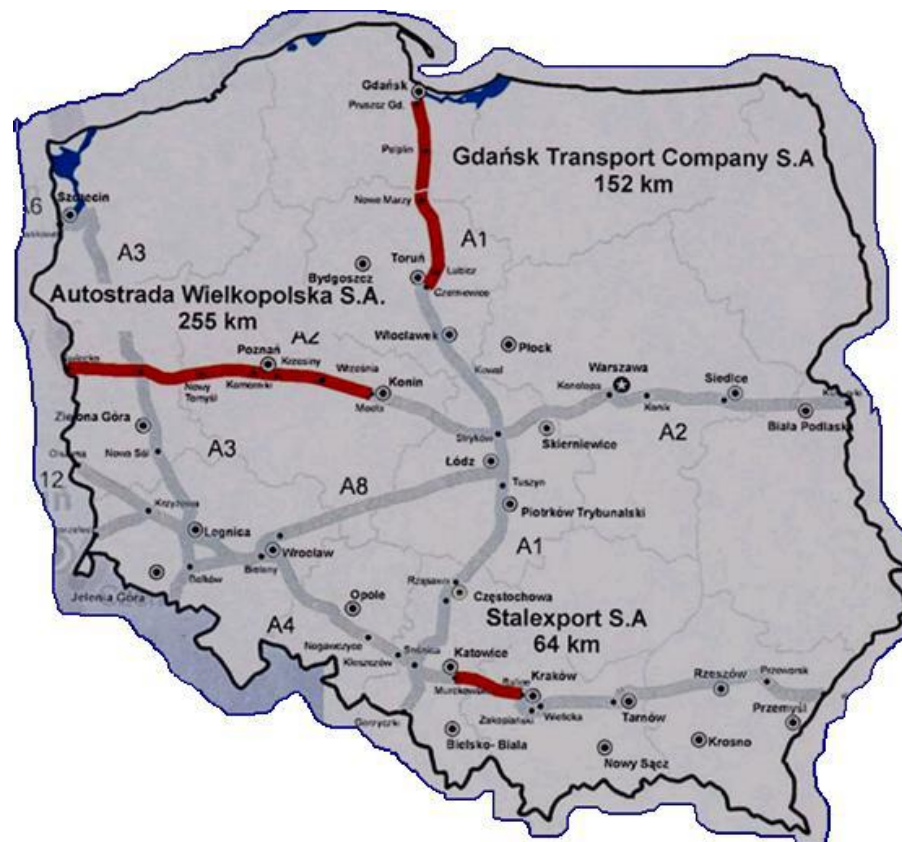
The development of the road network
managed by GDDKiA

National toll collection system

The viaTOLL system is obligatory for all motor vehicles and combination of vehicles with a maximum permissible weight of over 3,5 tones and for buses regardless of their maximum permissible weight. Electronic Toll Collection (ETC) applies in Poland on toll motorways, expressways and selected national roads. All viaTOLL system incomes will be forwarded to the National Road Fund. They will be spent on further investments in the development of the road network in Poland and the modernization of the existing road infrastructure.



Current PPP projects in Poland



Public Private Partnership

A1 Motorway, section Gdańsk – Toruń

Stage I Gdańsk – Grudziądz

- Construction period: XI 2005 – X 2008
- Total Cost: 0,66 billion zł (cost of construction 0,5 billion euro)
- Length: 89 km

Stage II Grudziądz - Toruń

- Construction period: VIII 2008 – XI 2011
- Total Cost: 1,1 billion zł (cost of construction 0,92 billion euro)
- Length: 62 km

Public Private Partnership

A2 Motorway, section Konin - Nowy Tomyśl

Construction period: 2000 - 2004

Total Cost: 0,87 billion zł (cost of construction 0,63 billion euro)

Length: 149 km

A2 Motorway, section Nowy Tomyśl – German border

Construction period: VII 2009 – V 2012

Total Cost: 6,5 billion zł (cost of construction 1,29 billion euro) Length:

105 km

Public Private Partnership

A4 Motorway, section Kraków - Katowice

30 year contract granted in 1997 by the Minister of Transport to STALEXPORT

Length: 61 km

Remuneration based on collected toll

Thank you for your attention

General Directorate for National Roads and Motorways

Wronia 53 Str.

00-874 Warszawa

tel. + 48 22 375 88 88

e-mail: kancelaria@gddkia.gov.pl

www.gddkia.gov.pl

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