



## Polish Roads Projects Financing

Istanbul

May/June 2016

**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**
- **1 497 km of expressways**

# Polish road authorities organisational structure

The Minister for Infrastructure and Construction  
(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

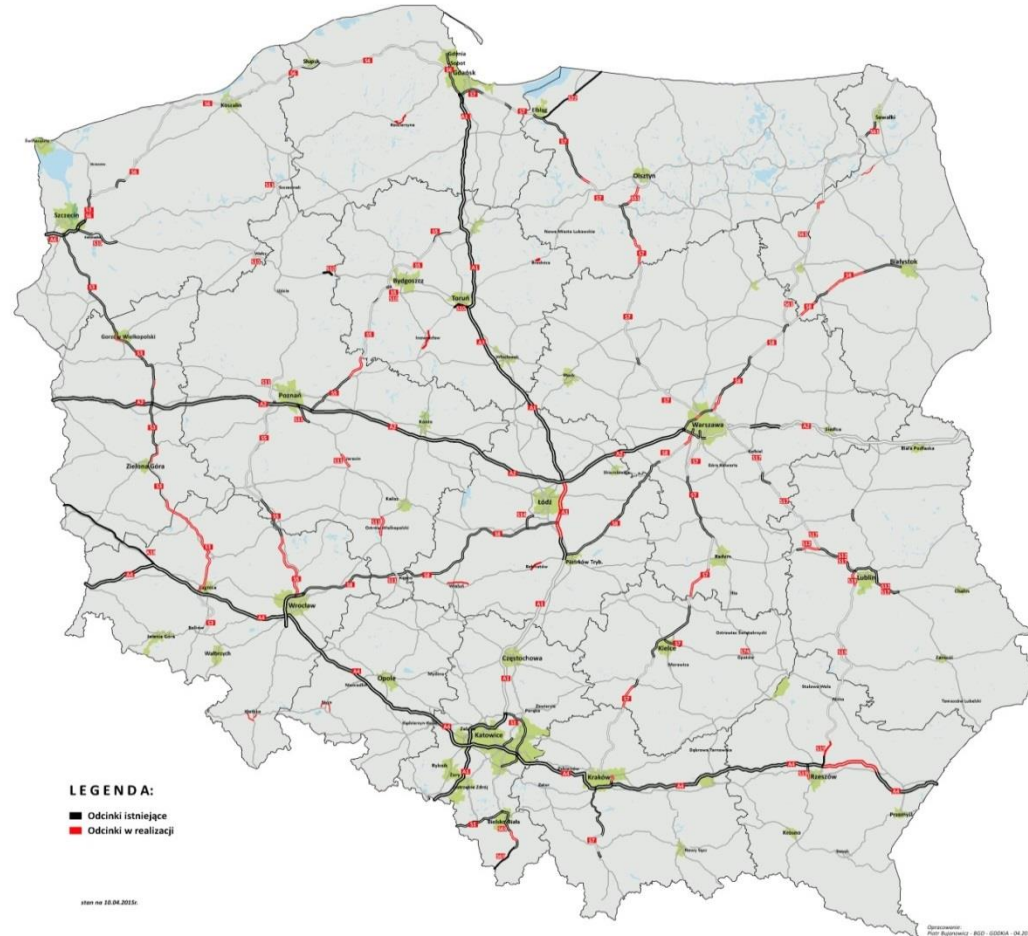
Budget 2011-2015 – 82,8 billion zł

Budget 2014-2023 - 107 billion zł

## Programme for National Roads Construction results



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



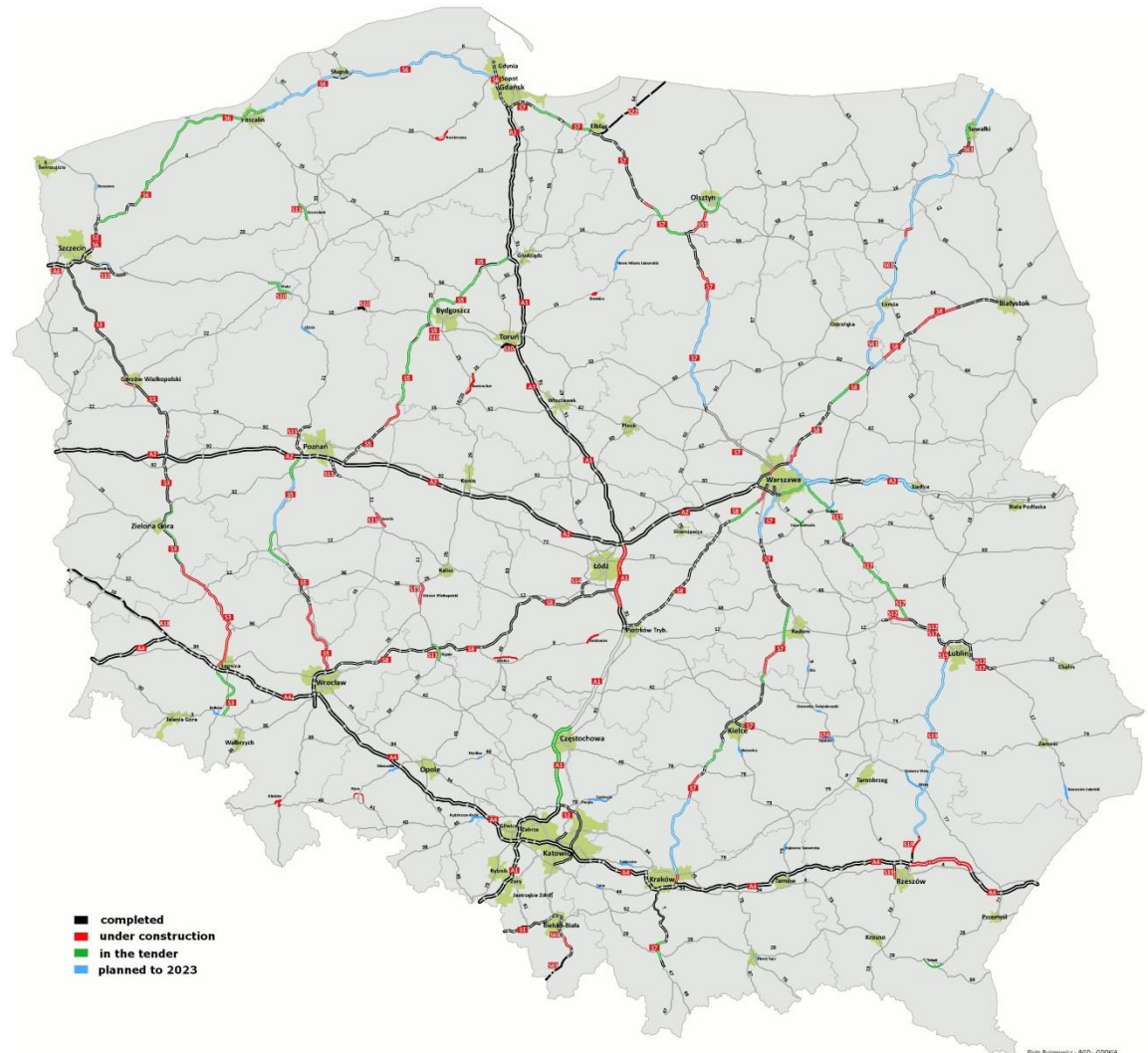
**LEGENDA:**  
■ Odcinki istniejące  
■ Odcinki w realizacji

Wzrost na 10.04.2015.

**2015 r. (current)**  
**1553,2 km of motorways**  
**1497,4 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 3900 km new roads is foreseen.





## Source of Financing

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

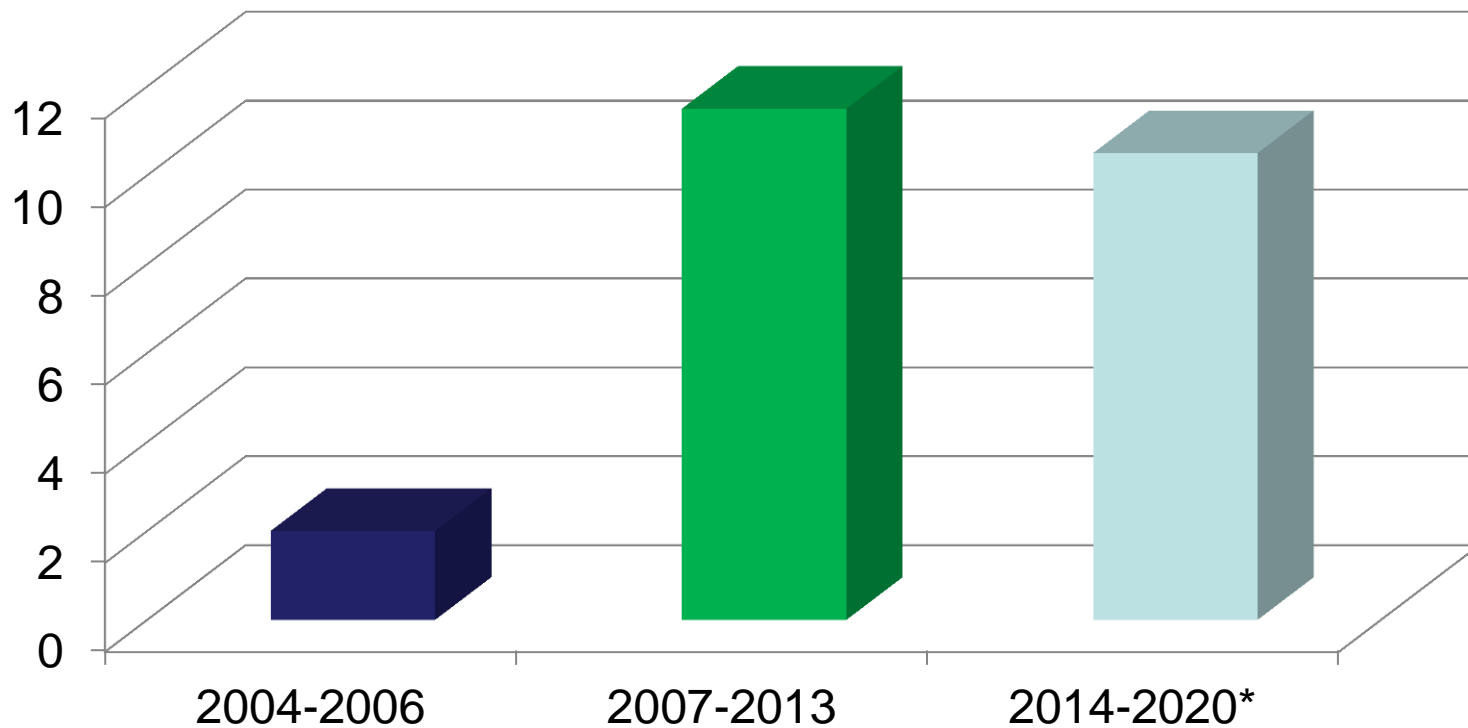
## State budget

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

## EU Funds

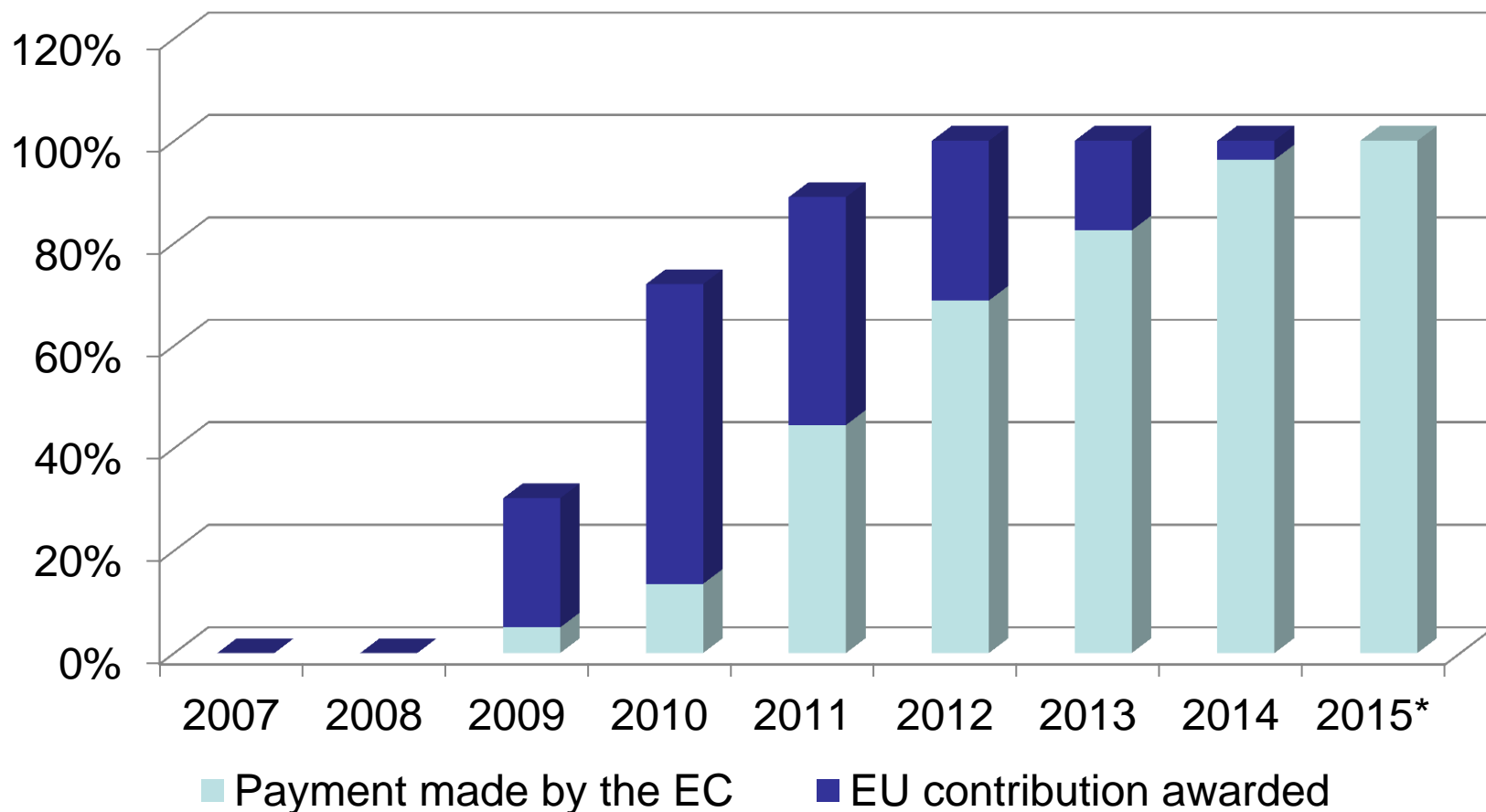
GDDKiA is the biggest single beneficiary of the biggest EU financial assistance in Poland

## EU contribution available (bln EUR)

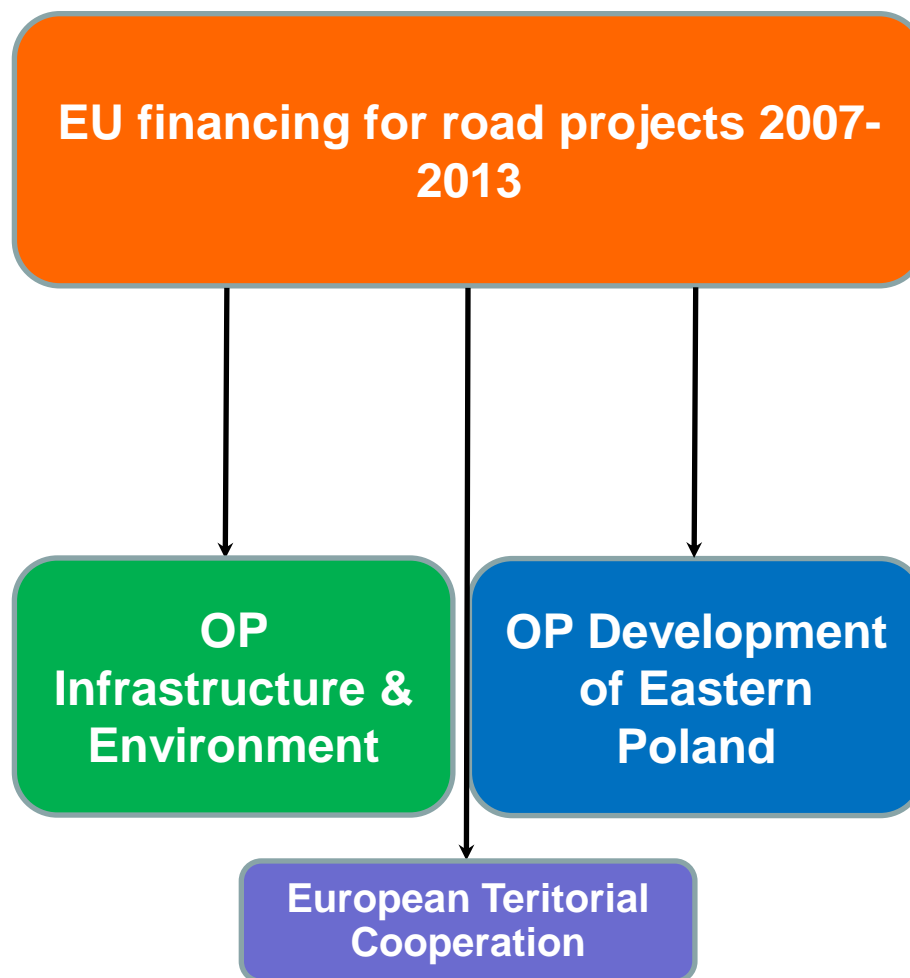


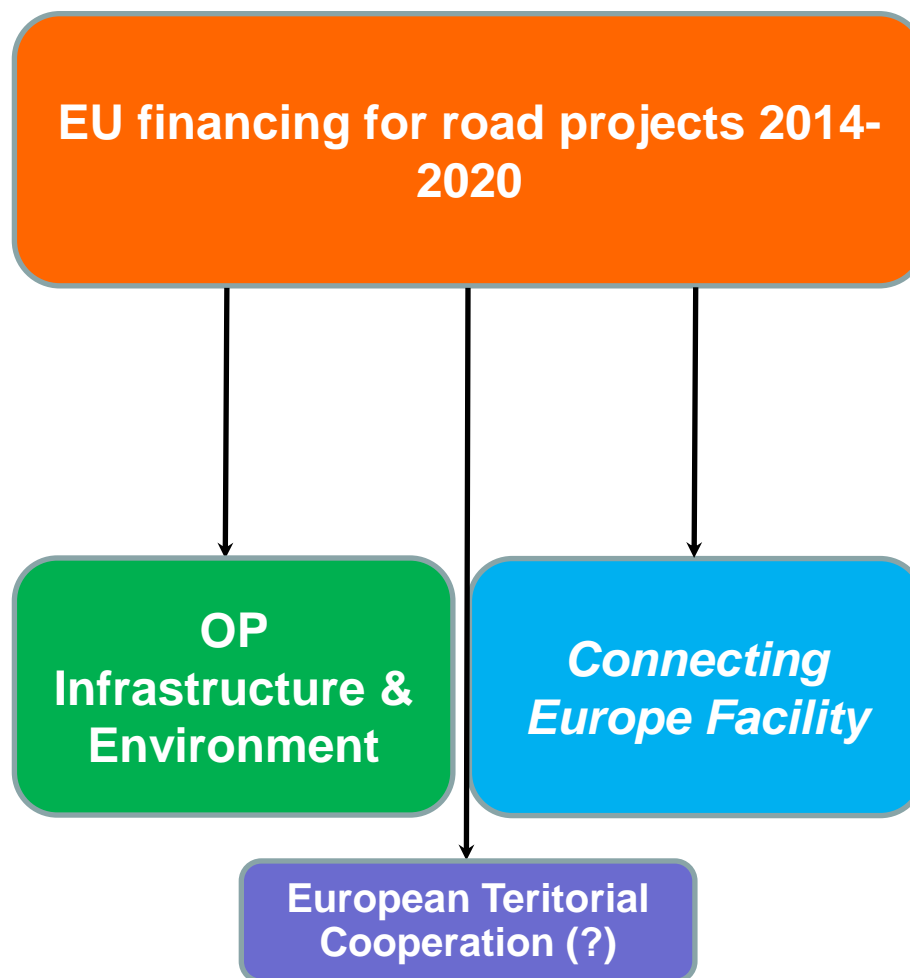
\* CEF not included

## 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.

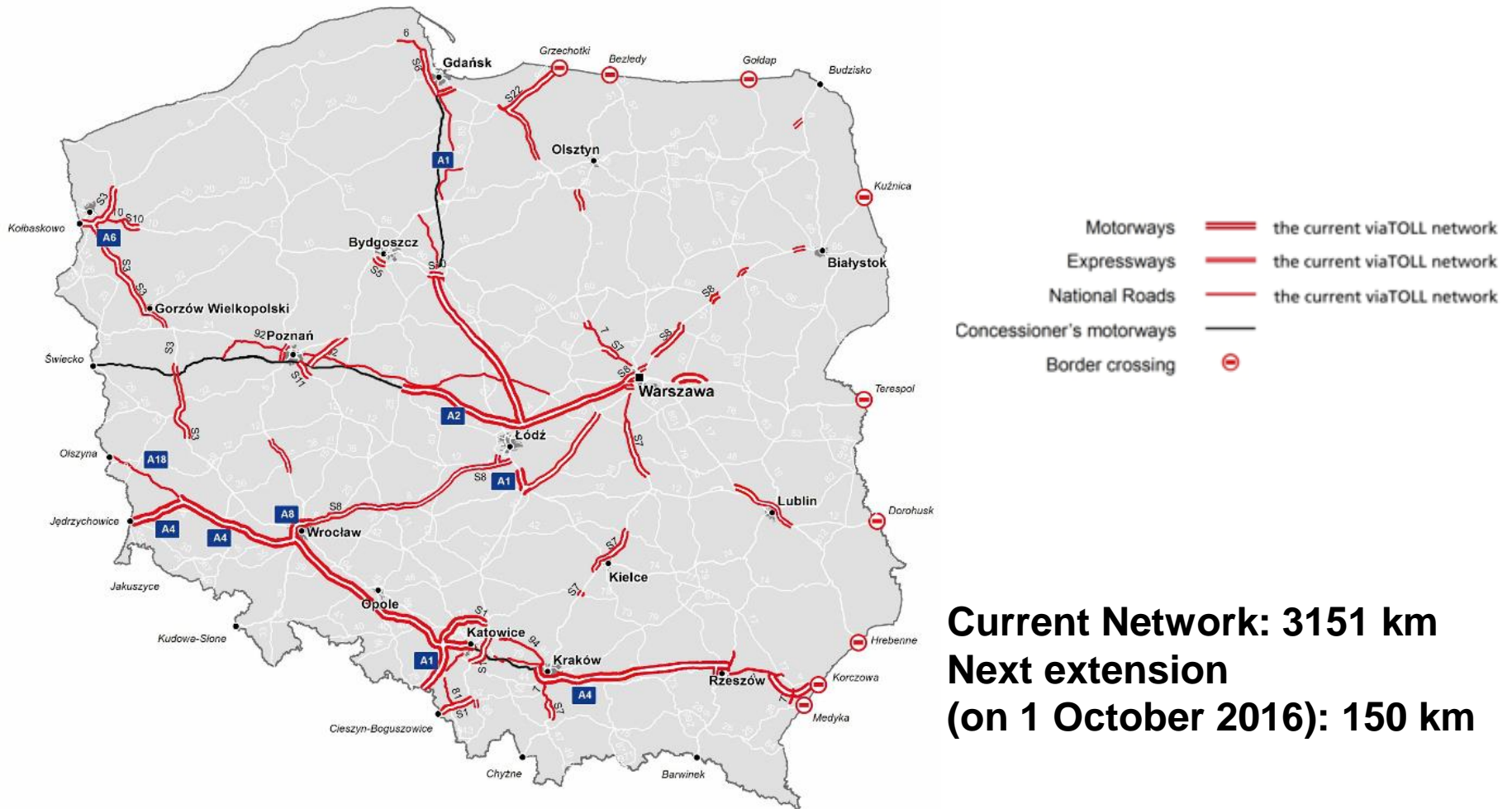
## National toll collection system



## 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 2011-2016

	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	1 354 528 783,98	197 927 726,51	1 552 456 510,49
2016 (to 30.04)	458 616 446,26	58 769 858,70	517 386 304,96
<b>RAZEM</b>	<b>5 207 931 621,47</b>	<b>798 012 692,48</b>	<b>6 005 944 313,95</b>

## Costs of the viaTOLL system

The costs of building and operation of the National Toll Collection System	2011	2012	2013	2014	2015	2016	TOTAL
	( from 01.07 )					( to 30.04 )	
	595 292 699,13	980 653 453,30	372 350 048,08	419 287 896,72	357 713 625,94	109 837 064,08	2 835 134 787,25

## National toll collection system

Tolls from via**TOLL**



The National Road Fund



The development of the road network  
managed by GDDKiA

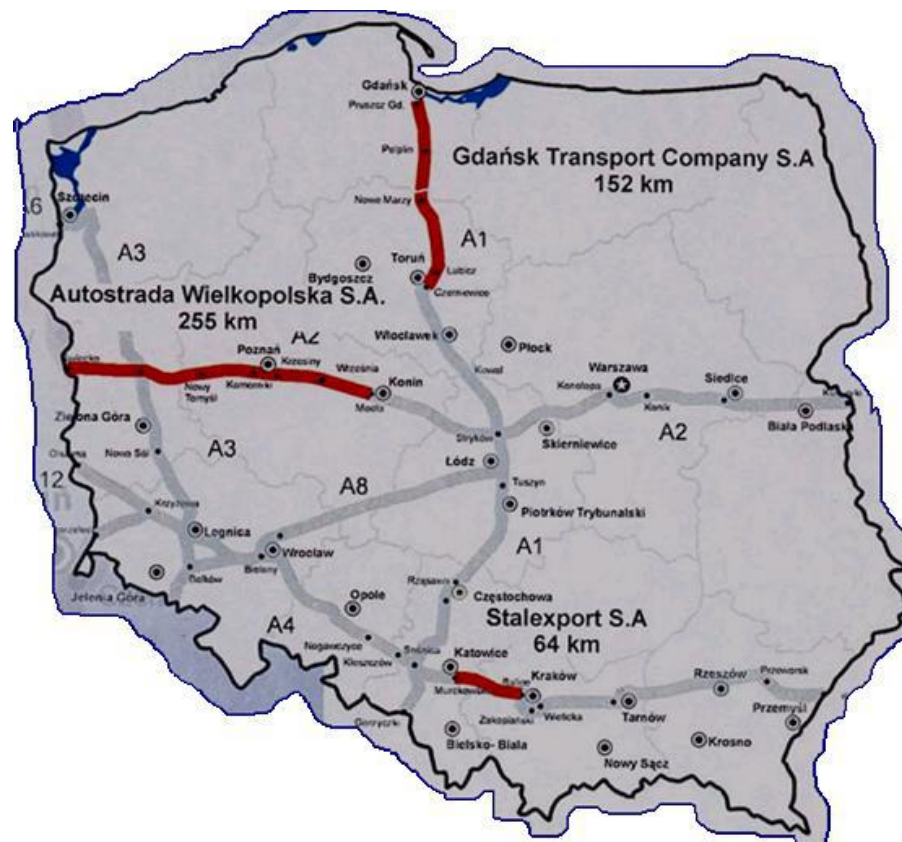


## National toll collection system

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**

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