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 paid motorways and national road fund (27.10.1994)
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
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
Expenses related to roads construction, reconstruction, modernization, maintenance, safety and management are defined in yearly budget approved by parliament.
GDDKiA is the biggest single beneficiary of the biggest EU financial assistance in Poland
EU contribution available (bln EUR)

- 2004-2006
- 2007-2013 (green bar)
- 2014-2020* (blue bar)

* CEF not included
EU Funds

Financial perspective 2007 - 2013

* forecast
EU financing for road projects 2007-2013

- OP Infrastructure & Environment
- OP Development of Eastern Poland
- European Territorial Cooperation
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

Current Network: 2908 km
Next extension (on 30 June 2015): 251km
## Income from the viaTOLL system in 2011-2015

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

## Costs of the viaTOLL system

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

Tolls from via TOLL

The National Road Fund

The development of the road network managed by GDDKiA
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.
Public Private Partnership

Current PPP projects in Poland
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
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
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
www.facebook.com/gddkia
www.twitter.com/gddkia