

POLAND IMPLEMENTS THE MOTORWAY PROGRAM

POLISH CONCESSIONAIRES OPEN MOTORWAYS TO TRAFFIC

Polish concessionaires have successfully and consistently been executing projects in accordance with their Concession Agreements concluded with the Government under the Motorway Development Program. They have been progressing despite the changing legal environment, financial assumptions, market conditions, cabinet membership, and the conceptual plans of the consecutive Ministers of Transport.

The first concession for the construction and operation of toll motorways was awarded in the 1997 tender. The concession concerned upgrading of the A4 Motorway, section Katowice – Krakow (61 km) to the toll motorway standards, and was granted to Stalexport Autostrada Małopolska SA. Further concessions followed the same year, namely for the financing, construction and operation of the A2 Motorway from Konin to Swiecko, i.e. up to the German border (255 km), awarded to Autostrada Wielkopolska SA, and for the Gdansk – Torun stretch of the A1 motorway (152 km), entrusted with Gdansk Transport Company SA.

Autostrada Wielkopolska SA signed the agreement for the Nowy Tomysl – Konin section (149 km) and reached financial close in 2000 (distinguished as the Deal of the Year 2000 by the Project Finance Magazine). Over a 3-year construction period, the company steadily commissioned project execution arriving at the newly-built motorway in the Poznan area. Engaged in the construction works were STRABAG from Austria and NCC from Sweden. The project was completed on time and to the budget.

The signing of the second Agreement for the construction of the remaining section of A2 motorway (106 km) in mid-2009 was a major success both for the new Minister, Cezary Grabarczyk, and the Concessionaire in the context of the already apparent impact of the global financial crisis. Bearing in mind the past experience of successful completion of the initial segment, European Investment Bank again put their trust in AW SA (and its new SPV named AWSA II). This was manifested by the unprecedented loan of ca. EUR 1 billion, which accounted for more than 60% of the project funding, extended to finance the construction of that strategic section of A2 motorway that would link Poland to the European Network.

The new section of the A2, from the German A10 to the earlier built Polish section near Poznan, will be one of the longest motorway stretches in Poland built in the concrete pavement technology. The building works are carried out by the company called A2Strada Sp. z o.o. (KULCZYK Holding SA and STRABAG AG). The construction effort has involved the erection of 84 new bridges and overpasses, 6 interchanges at intersections with other roads, 6 pairs of Rest and Service Areas, 2 Operation and Maintenance Centers, toll plazas and stations, and environmental protection facilities. 80% of the motorway route runs across woodlands, including Natura 2000 protected areas. In order to meet the stringent environmental requirements, the project involved the erection of 35 large and medium-size game bridges, 71 small animal passages, 48 amphibian culverts, and bat gantries, the latter to accommodate the nearby bat habitats in the neighboring Miedzyrzecz Fortification Region. The environmental works account for more than 20% of the construction costs. The motorway will be opened and made available to the traffic on **30 November 2011**. The operation, as well as summer and winter maintenance of A2 motorway, is entrusted to Autostrada Eksploatacja SA, the Operator

of the earlier-built, 149 km section of A2. In accordance with the Agreement signed with the Polish Government tolling will commence as of 21 May 2012. This will also be the date when the extension of the A2 motorway up to Warsaw, built by the government, will be opened to link the capital of Poland to the European motorway Network.

Photos of recent construction works on the A2 motorway (Swiecko - Nowy Tomysl):



Just like Autostrada Wielkopolska, **Gdańsk Transport Company SA** has also implemented its project in two phases. The Concession Agreement for the initial section, Gdańsk – Nowe Marzy (90 km), was signed in the late 2004 after long and difficult negotiations. Project execution was launched in 2005 and successfully completed in 2008. The EPC contractor of the works was commissioned from the SKANSKA - NDI Joint Venture consortium.

After the cabinet change in 2006, the Minister of Transport attempted to cancel the concession for the remaining section of the A1, however the Company finally succeeded in the litigation. The negotiations were resumed with the succeeding Government and interested financial institutions. The Unified Concession Agreement for Phases 1 & 2 was signed in 2008. Construction works on the site of the second phase began immediately after the Financial Close a year later.

The project works involved the construction of 62 km of the road from the Nowe Marzy Interchange (Grudziadz) to the Lubicz Interchange (Torun), 62 bridges and overpasses, 5 interchanges, 4 pairs of Rest and Service Areas, environmental protection facilities and structures, as well as toll plazas and stations.

The project also involved the erection of the longest bridge-structure in Poland. The 1,954 m long bridge over the Vistula River, its the longest approach bridge stretching for almost 1 kilometer, was built under the incremental launching method. On **14 October 2011**, after 27 months of the building effort the motorway following the ancient Amber Route was opened to traffic. The road provides a swift and convenient link heading to Warsaw and Southern Poland. Operation of the motorway was assumed by Intertoll Polska, the Operator of the earlier-built 90 km long section of the A1. Toll collection on the new stretch will begin as of 13 January 2012.

The remaining part of the A1 up to the Czech border is steadily built by the government from the State budget and EU funds.

Photos from the A1 motorway (Gdansk-Torun):



Źródło: Kacper Kowalski / aeromedia.pl data: 11/09/2011



Proszę pamiętać o podpisywaniu fotografii publikacjach wg wzoru: Źródło: Kacper Kowalski / aeromedia.pl data: SKANSKA

The A1 and A2, meeting the present and future demand for road infrastructure, are vital for the social and economic development of Poland. The new transport corridor has already brought new jobs, created new investments and trade opportunities for small and medium-size enterprises. New corridors contribute to building closer integration between Poland and other countries of the European Union.

www.a1.com.pl

www.autostrada-a2.pl

www.autostrada-a4.pl