

Press Release

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Statement regarding NIK report „Securing of State and users interest in the concession agreements and enforcement of concessionaries obligations included in those agreements”

Since the captioned NIK report of May 21st 2019 makes comments mainly to GDDKiA and Ministry of Infrastructure GTC wishes to avoid commenting it in details . We would like however to refer to a few points, which for the AmberOne motorway managed by GTC in our opinion needs clarification.

The NIK report gives wrong information concerning concession period. The concession for construction, operation and maintenance of the A1 motorway was concluded in 1997 and lasts till 2039 and the Concession Agreement was signed in August 2004 for the first phase of the project (Rusocin to Nowe Marzy), and in September 2008 amended and unified to include the full concession motorway (Rusocin to Czerniewice).

As far as GDDKiA controls on the Concession Motorways are concerned it should be underlined that the AmberOne Motorway is regularly detailed controlled by GDDKiA.s. The controls result from the Concession Agreement as well as from the current GDDKiA guideline. The regular controls concern e.g. toll collection, waiting time on toll gates, summer and winter maintenance. Moreover controls of the motorway are also performed by an Independent Engineer, and internal controls are performed by qualified GTC employees. Regardless of requirements GTC strives to deliver a high standard motorway, which fulfillment was also confirmed in our user satisfaction survey, where average score was 4.2 in 5 point scale.

In one of the points the report presents information “as if the concession agreement format was imposing on the State the risk resulting of changes in the demand for usage of the motorway while de facto ensuring the concessionaries profit” GTC Management Board wishes to underline the below:

The availability payment GTC receives from the National Road Fund is designated for the repayment of bank loans, principal plus interest, operation and maintenance of the motorway, i.e. servicing the toll gates, winter and summer maintenance, for instance snow removal, mowing the grass, cleaning, repairing the damages, etc. The availability payment further

Informacje dodatkowe / Additional information:

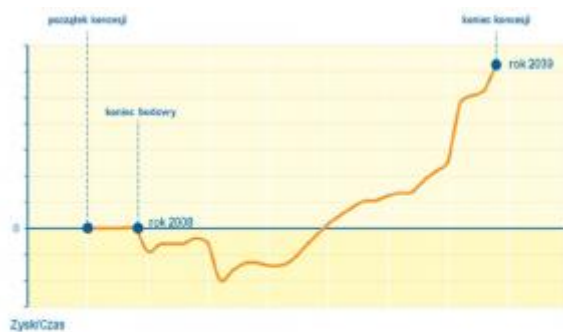
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includes a component earmarked for covering the costs of future motorway repairs and expansion of the Tolling System, the introduction of the electronic tolling system included.

In the agreement, the Government reserved full control of the motorway toll rates, and the entire income from the tolls collected from the drivers is paid directly to the National Road Fund account.

It is worth underlining that just as in the case of any transport infrastructure, the economics of a motorway in operation should be viewed from a long-time perspective rather than in any selected year. The graph below visualizes the motorway operation economy seen from the perspective of the State Treasury.



The graph clearly shows that the motorway investment balances over the concession term. And prognosis for the following years are positive for both sides of the contract.

Here are other elements which should be taken into account when analysing the benefits of a motorway:

- time savings
- reduced wear and tear of alternative roads
- reduced accident rate
- reduced nuisance to the environment
- reduced wear and tear of the vehicles
- stimulation of the economic development in both national and local scales.

All the above factors generate positive socioeconomic effects that, albeit not with a visible cashflow, contributes to make the AmberOne A1 motorway to a very good investment for the public side.