1. **Basic Information**

1.1. Number: PL01.08.10
1.2. Title: Construction of a bridge in the traffic artery of provincial road No 103 along with reconstruction of the intersection of road No 103 and No 107
1.3. Sector: Infrastructure
1.4. Location: the Republic of Poland, West-Pomeranian Province, administrative district: Kamien Pomorski, town: Kamien Pomorski, distance from the border 35 – 40 km.

2. **Objectives:**

2.1. Wider objective
   - Development of technological and tourist infrastructure.

2.2. Immediate objectives
   - Improvement in connections of tourist traffic including the transborder zone
   - Making parameters of these connections conform to the EU standards
   - Improvement in road safety
   - Improvement in traffic capacity in the transborder zone towards the border checkpoint between Swinoujscie and Garz

2.3. Priorities of the Partnership for Membership and the National Preparation Program for Membership

   The project subject to sector priorities and medium-range targets concerning the development of transport included in the National Preparation Program for Membership, priority 9.2, item A, task A4/ and item 3.2 the Partnership for Membership:
   - „Closing the adaptive operations and appraising the administrative and executive abilities in road transport”

2.4. Contribution to implementation of the National (or Preliminary) Development Plan and the Join Program Document (JPD) Phare CBC/Phare CBC or Phare CBC/Interreg IIIA

   The project is consistent with development policies towards integration of Polish economy through modification and development of transport network included in the Preliminary National Development Plan.

   The project conformity with a target tree included in the JPD concerning the improvement of technological and tourist infrastructure, especially in:
   - Activities on behalf of further improvement in infrastructure connected with economy,
   - Activities on behalf of trans-regional and internal territorial development from the point of view of road infrastructure.

2.5. Cross Border Impact

   Activities aimed at development of technological and tourist infrastructure are approved by the JPD as one the key targets and priorities of co-operation between the EU countries Mecklenburg – Front Pomeranian/ Brandenburg and the West-Pomeranian Province.

   Animation of economic and cultural co-operation will be fostered on the basis of the regional program of transborder co-operation EUROREGION POMERANIA. The Transborder Conception of Development and Activity of EUROREGION POMERANIA for 2000 – 2000” in chapter the Communication and communication infrastructure – transregional connections of the Euroregion with European communication systems, Table 16 “Regional communication axes in North – South and West – East directions” includes the RW2 communication axis for industrial branches: a road with meaningful points of communication axes:

   The cross-border impact results from an analysis of transport activity which is presented in the field 3 of the project „Baltic Bridge” within the framework of INTERREG II C Baltic Sea Region – increased accessibility of selected rural regions and towns to country people and in the field 2 – the town network. Implementation guidelines for the INTERREG II A and III B aim at making the access to run-down country regions with a high unemployment index.
The project is strictly related to the JPD priority: infrastructure and the measure concerning development of the integrated regional transport and communication networks.

3. Description

3.1. Background and justification

The project presented for implementation provides an integral part of the task aimed at improvement of traffic capacity and its safety, especially at summertime in the town of Kamien Pomorski.

Its attractiveness for tourists, close distance to the Baltic Sea and an increase in traffic in the cross-border region/Swinoujscie – Garz/ force the road administrator to adjust the parameters of this section to the EU provisions being in force.

Moreover, acceptance for implementation of the above aims will also support the development of local community, stimulate to activity transborder communities and intensify the cultural exchange as well.

3.2. Linked activities

The project presented in an application form provides an element of the conception comprising the Kamien Pomorski development plan, apart from the tasks included in the above project, construction of a ring-round for the town.

3.3. Results

- Making parameters of the road conform to the EU provisions
- Substantial improvement in road connections between the neighbouring countries.
- Making the travel easier for citizens of the EU countries, including tourists.
- Intensifying the economic development in the transborder region.
- Decrease in traffic density inside the town, especially around very compact settlements.

3.4. Outputs

Implementation of the project makes it possible to:

- Construction of a bridge over the Swiniec channel in the town of Kamien Pomorski.
- Reconstruction of the intersection (compact roundabout) of provincial roads No 103 and No 107 in the town of Kamien Pomorski

3.5. Inputs

Bridge work and reconstruction of the crossing will be carried out on the basis of one investment contract to the value of MEUR 2.7, financed as follows:

- Financial assistance – 75 % /MEUR 2.0/,
- Provincial office of West-Pomeranian Province – 25 % / MEUR 0.7/.

Any additional expenditure connected with preparation and implementation of the above project is not accepted.

Resources connected with implementation of the project will be designed for two integral tasks within one contract:

1. Construction of the bridge over the channel Swiniec in the town of Kamien Pomorski.
2. Reconstruction of the intersection (the compact roundabout) of road No 103 and No 107 in the town of Kamien Pomorski.

The following work will be implemented within the first one:

- Construction of a bridge with pavements, revetment of bridge abutments and installing the lighting on the bridge,
- Construction of double-sided accesses to the bridge along with reconstruction of pavements,
- Construction of a drainage system for the bridge and pavements – execution of drains, gutters and drainage ditches,
- Revetment and correction of a shore-line within the channel,
- Reconstruction of telecommunication installation.

The following work will be implemented within the second one:

- Construction of the central island along with the site planning (greenery),
- Construction of distributing islands on inlets and outlets,
- Construction of pedestrian crossings within the cross-roads,
- Construction of pavements within the roundabout designed,
- Reconstruction of the underground infrastructure.
4. **Institutional framework:**

4.1. The following institutions are involved in implementation of the project:
- Ministry of Internal Affairs and Administration
- Authorities implementing the Cross Border Co-operation Program
- Marshalship

4.2. The project results will not affect the change in the above institutional framework

4.3. Not applicable

4.4. The Project Engineer - will be determined and appointed on the basis of the tender by the Employer – acting for the Provincial Office of West-Pomeranian Province – the West-Pomeranian Administration of Provincial Roads in Koszalin.

The owner of material resources resulted from implementation of the project – the public property.

5. **Budget:** according to the following form:

<table>
<thead>
<tr>
<th>Financial assistance by PHARE CBC 2001</th>
<th>Investment support INW</th>
<th>Assistance within institutional development IB</th>
<th>Total PHARE CBC 2001</th>
<th>National co-financing</th>
<th>Financed by international financial institutions IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 1</td>
<td>2.0</td>
<td>2.0</td>
<td>0.7</td>
<td></td>
<td></td>
<td>2.7</td>
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<tr>
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<td>2.0</td>
<td>0.7</td>
<td></td>
<td></td>
<td>2.7</td>
</tr>
</tbody>
</table>

Resources connected with implementation of the project are guaranteed by the road subvention granted for the West-Pomeranian Province.
The Provincial Office of West-Pomeranian Province has accepted the above project. Implementation of the project is not exposed to risk.

6. **Implementation arrangements:**

6.1. Implementing Agency. The Implementing Authority for Phare Cross Border Co-operation Programme
Krucza 36 Street; 00-522 Warsaw
e-mail: Phare@wwwpwp.it.pl

6.2. Twinning
- Not applicable.

6.3. Non-standard aspects.
- Within the framework of preparation and implementation of the project the DIS procedures will be strictly followed.

6.4. Contracts
- Implementation of the project is planned within one contract to the value of MEUR 2.7.

7. **Implementation schedule**

7.1. Opening of the bidding procedure
- 1st quarter of 2002

7.2. Beginning of the project implementation
- 4th quarter of 2002

7.3. Termination of the project
- End of 4th quarter of 2003

8. **Equal opportunity:**
According to Item 5.2.3 Joint Program Document /JPD/
Equal opportunity for men and women
„Financial assistance should be made available consequently regarding the equality of rights aspect”. Implementation of the project will be based on equal rights for women.

9. Impact on natural environment: (applies only to investment projects)
- Impact on Natural Environment Assessment (INEA) was worked out in 1997 and 1999.
- The raport on INEA is available from the West-Pomeranian Administration of Provincial Roads in Koszalin, 31 Szczecinska street.
- In summary and conclusions from the INEA the following aspects are included:
  - Obtained solutions ensure proper protection of underground, subsoil and surface water, and atmospheric air as well.
  - The investment in operation will not deteriorate the acoustic climate in the region after implementation of the project – a level of noise emitted by traffic will be reduced.
  - Accepted waste-disposal solutions do not raise any objections.

10. Profitability index: (applies only to investment projects)
The economic analysis was developed for the project, which part is the contract included in the application. It will be totally profitable after implementation of the next stage i.e. construction of a ring road for the town of Kamien Pomorski. Therefore, the indices specified below refer to the total investment:
- Financial refunding rate – IRR – 31, 74 %
- Internal rate of returns ERR – 12,00 %
- Updated net profit in the investment NPV = 43 840 770, 31 zl
   The basis for the above-assumed calculations is:
   - Instruction of the economic-effectiveness assessment of road and bridge work priced in 1999
   - Prognosis for traffic on domestic and provincial roads up to 2015
   - Technical data on the roads and their currant technical conditions.
   - Analysis of accidents on provincial roads up to 1999

11. Investment criteria: (applies only to investment projects)
11.1. Catalytic effect
- Implementation of the project will contribute to stimulate other activities of the community. Especially, it will contribute to an increase in economic development of cross-border regions; facilitate implementation of priority activities connected with accession of Poland to the EU and help with adaptation of the EU laws „aquis communautaire”.
11.2. Co-financing
- Resources connected with implementation of the project are guaranteed by the road subvention granted for the West-Pomeranian Province.
11.3. Additionally
- Participation of a private sector in the above task is not accepted.
- Resources laid out on implementation of the project are connected with modernization of the communication system in the town of Kamien Pomorski.
11.4. Project availability and its quantity
- The project is prepared for contracting.
- Financial assistance by Phare CBC 2001 in the value of MEUR 2.0.
- Own resources amounting to MEUR 0.7.
11.5. Durability
- The project meets specifications and EU standards and conforms the EU sector laws.
- Operational costs connected with current performance of the project and its maintenance in the future is to be covered by the province’s budget within the road subvention.
11.6. Consistency with rules of state assistance
• Objects built according to the project will become a public property and managed by the West-Pomeranian Administration of Provincial Roads in Koszalin that acts in the name of the Provincial Office of West-Pomeranian Province as a road administrator.
• The project will be implemented in accordance with rules of state assistance specified by the European Union.

11.7 Contribution to the National Development Plan and the Common Program Document
• The project is consistent with a target tree included in the Joint Program Document (JPD) concerning the improvement of technological and tourist infrastructure, especially in:
  ▪ Activities on behalf of further improvement in infrastructure connected with economy,
  ▪ Activities on behalf of trans-regional and internal territorial development from the point of view of road infrastructure.
• The projects is consistent with the Preliminary National Development Plan in records on the development axis of Polish economic integration with the EU standards in connection with modernisation and development of the communication network
• The project ensures implementation of the transborder co-operation program EUROREGION POMERANIA.

12. Conditions and the most important activities order:
• The most important and the only condition of fast implementation of the project is provision of the resources from the PHARE CBC 2001 funds.
• The most important activities toward implementation of the project:
  ▪ Appointment of the Project Engineer – 1st quarter of 2002;
  ▪ Preparation of bidding documents – 2nd quarter of 2002;
  ▪ Reconcilement of the bidding documents with the WWPWP,
  ▪ Calling for bids for a Contractor – 3rd quarter of 2002;
  ▪ Commencement of work by the Contractor – 1st quarter of 2003.
Annex 1: **LogFrame** - Building a bridge over Swiniec canal thoroughfare the voivodeship road No 103 with reconstruction of the crossroad (roundabout) of voivodeship roads No 103 and 107 in Kamien Pomorski.

<table>
<thead>
<tr>
<th>Project number</th>
<th>Total budget of the project</th>
<th>Date of drafting:</th>
<th>Planning period:</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL01.08.10</td>
<td>2.7 MEUR</td>
<td>14.11.2000</td>
<td>2002 - 2003</td>
</tr>
</tbody>
</table>

### Wider objective
- Improvement of technical and touristic infrastructure
- Increase of local society’s activity
- Improvement of road system attractiveness
- Increase of region’s touristic attractiveness

### Sources of information
- GUS reports
- Marshal’s Office reports
- ZZDW reports

### Assumptions and Risks
- Accomplishment of voivodeship’s strategy
- Continuation of activities leading to integration with EU
- No hazard factors for assumed goals expected
- Supported by analysis, full profitability of investment

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### Immediate Objectives
- Adaptation of road parameters as required in EU
- Improvement of traffic fluency
- Increase of security
- Connection improvement in touristic and border area traffic

### Indicators of Achievement
- Limitation of harmful noise and atmosphere pollution
- Decrease of car accident statistics
- Reduction of car exploitation costs
- Traffic intensity measurements
- Road administration researches
- Road system modernization caused by economic and touristic boom in border area
- Increase of city and transit traffic

### Sources of information
- Traffic intensity measurements
- Police car accident statistics
- Road administration researches

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### Results/Outputs
- Providing similar road exploitation conditions at both sides of the border
- Building a bridge and rebuilding a crossroad
- Increase of security and travel comfort

### Indicators of Achievement
- Shortening the travel time toward border pass and during city transit
- Decrease of car accident statistics
- Economic boom in border area
- Executive Authorities’ monitoring reports
- Lab research reports made during execution
- Annual road surface researches during exploitation
- Police car accident statistics

### Sources of information
- Executive Authorities’ reports
- Lab research reports
- Annual road surface researches
- Police car accident statistics

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### Activities
- Gaining means from PHARE Fund
- Appointing, through invitation of tenders for a piece of work, a performer who guarantees high performance quality
- Utilization of high quality equipment during works

### Inputs
- No additional costs needed to carry out project realization
- Road administration reports on enterprise progress
- Executive Authorities’ reports

### Sources of information
- Road administration reports
- Executive Authorities’ reports

### Assumptions and Risks
- No threat connected with contract realization or gaining assumed results and outputs is expected

### Funding
- Gaining funds in amount. 2.7 MEUR:
  - Means from PHARE - 2 MEUR
  - Means from budget – 0.7 MEUR
### Annex 2-4: Implementation, contracting and disbursement schedule

<table>
<thead>
<tr>
<th>Date of Drafting</th>
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<table>
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</tr>
<tr>
<td>D</td>
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</tbody>
</table>

**Legend:** D = designing sub-projects / C = tendering and contracting / I = contract implementation and payment
Annex 5

Summarised assessment of the investment impact on environment

“Construction of a bridge in the traffic artery of provincial road No 103 including reconstruction of the intersection of road No 103 and No 107”

It is the object of this work to estimate the investment impact on environment respecting the accepted design concepts and to determine the guideline for design and realizability requirements linked with investment performance.

It was found on the basis of provisions included in the Regulation of the Minister of Environment Protection, Natural Resources and Forestry dated 14.07.1998 concerning the definition of the investment types especially harmful to the environment and the health of people or affecting the state of environment, and requirements suited to the assessment of these investments impact on the environment that the investment under consideration, as related to provincial roads is qualified as an investment able to deteriorate the environment.

The method and the environment protection assessment arise from provision included in the above-mentioned regulation. Especially, it connected with provisions mentioned under paragraph 3 alinea 1 subparagraph 1.

The work comprises an analysis of the investment impact, both under implementation and during the operational service, on individual components of environment. There is also an effectiveness analysis of proposed methods of concepts minimizing the negative impact of the investment on individual components of natural environment:

Protection of underground and subsoil water

- Implementation requires application of effective technological concepts within the protection of soil-water environment – pre-cleaning of the storm water from road surface;
- The investment will have a minimal influence on surface water and soil-water environment as well. Application of techno-technological concepts minimizing the impact on environment elements is provided for. Designed protective systems should ensure total reduction of the modernisation impact on environmental elements.

Waste management

- Waste management presented in the environment protection assessment one should regard as correct and effective in aspect of protection of the earth surface.

Changes in acoustic climate

- It was found on the basis of prognosis of acoustic arduousness that respective noise standards are fulfilled A level of noise emitted by traffic will be reduced in connection with higher quality of road surface.

Air protection

- Health hazard caused by emission of contaminants to the atmosphere will not increase.

The environment protection assessment connected with technological and location alternatives confirmed that the investment would be implemented on the basis of high-tech concepts that ensure fulfilling the requirements specified in environmental protection standards.

Conclusions:

- There are no obstacles hampering realisation of the investment
- Under construction it is possible to meet a slight negative effect caused by a typical influence of a building site, but its level is acceptable.
- Realisation of the investment does not infringe any provisions specified by the local laws
- Respecting conditions connected with location of a building site one can certify that there are no conflicts in aspects of geomorphologic, morphologic and anthropogenic, hydrologic, geologic and hydrogeologic and also natural conditions. There is not increased impact on the above-mentioned environmental elements.
- The new bridge with traffic lines over Swiniec channel in the town of Kamien Pomorski after putting into service will cause an increase in traffic capacity in this region and consequently a decrease in car handling leading to reduction of troublesome noise emission.
- The acoustic climate in this area will not be deteriorated.
- An increase in arduousness caused by realisation and then operational service of the investment is not confirmed.