1. Basic Information

1.1. Desiree Number: PL01.08.11

1.2. Title: Re-construction of crossroads: Mieszka I, Dabrowskiego, Piastów, Boh. Warszawy, Powst. Wielkopolskich in the path of the national road no 13.

1.3. Sector: Infrastructure

1.4. Location: Szczecin, Westpomeranian Voivodship, Poland, Distance from Polish - German border: about 7 km.

2. Objectives

2.1. Wider Objective

Creation of new, more safe road infrastructure of direct influence on cross border traffic in this priority area in order to use innovation potential of the region, meant particularly as supplement of the trans-European networks, as well as improvement of the supra-regional and internal infrastructure in the region.

2.2. Immediate Objectives

- increase of travelling speed
- shorter time needed to reach the border crossing point
- lower operation costs of vehicles
- fewer number of road accidents
- lower level of combustion gases emission
- lower level of noise propagation
- lower maintenance costs of the road
- creation of jobs during construction
- creation of transportation system in the border area
- improvement of traffic parameters on the modernised part of the road
- improvement of natural environment
- improvement of traffic safety
- better travelling standards
- tourism development

2.3. Accession Partnership and NPAA priority

The investment is in compliance with the objectives defined in the Accession Partnership in the field of trans-European networks development of EU standards. In the Accession Partnership, in the medium term objectives concerning transportation it is stated: „Completion of harmonisation works and strengthening administrative and executive capabilities in road transportation (access to market, safety on roads...)”. This project is in compliance with this priority.

It also is in compliance with the main priority in the field of transportation defined in the National Plan for the Adoption of the Aquis, i.e. continuation of modernisation and extension of the transportation infrastructure, with particular consideration focused on border crossing points and access to them. In the NPAA the medium term priority 3.4.4.2 states: „Modernisation of transportation infrastructure in order to integrate it in future in the system of trans-European networks”.

2.4. Contribution to National Development Plan and Joint Programming Document (JPD) Phare CBC / Interreg III A

Re-construction of the given crossroad, is one of many actions undertaken in order to improve supra-regional and internal infrastructure of Euroregion Pomerania in the field on transportation infrastructure (roads, railways, air transport), with special consideration focused on centrally located centres, industrial areas, tourist attractions, improvement of border crossing points’ capabilities and on better safety in border regions.

Development Strategy of the Westpomeranian Voivodship determines, as primary priority, TRANSPORTATION AND COMMUNICATION: „Better access of goods and services in the whole region via transportation network, improvement of transportation and communication services and bigger safety of transportation and communication is possible only if transportation network of our region becomes compatible with transportation networks of our neighbours”.

Joint Programming Document (JPD) Phare CBC / Interreg III A, in the Priority B: „Improvement of transportation and tourist infrastructure” states the necessity to undertake actions aimed at ..., improving supra-regional and internal infrastructure of the Region in the field of transportation infrastructure, ...
special consideration focused on centrally located centres ...". Actions foreseen in the execution strategy of this priority comprise of the modernisation of the existing roads, and SWOT analysis of the Region included in the document, shows weakness of ring roads and access roads resulting in the bottlenecks on the supra-regional roads in the cities. Mieszka I Street, in the path of the national road no 13 drives an essential part of the traffic from the border crossing points in Kolbaskowo, Lubieszyn i Rosówek. Modernisation of this road will result in liquidation of the bottleneck (item 3.6.2.1. „Road networks” JPD). Transportation infrastructure plays an important role in reducing regional disparities in the economic development. That is why one of the priorities of the policy concerning to the construction of the national connections, identified in the National Development Plan (an Annex to NPAA), is Integration of Polish Economy through modernisation and development of transportation networks. Thus, priority actions concentrate on transportation infrastructure included in the Trans-European Networks and will be supplemented by the actions undertaken in the regions, as contribution to the construction of economic and social links in the country. They are defined according to the priority: „Strengthening development potential in the regions and combating marginalisation of some regions”. One of the suggested measures is „Development and modernisation of the infrastructure to strengthen competitiveness”. The project is in compliance with the provisions of the National Development Plan. The project also reflects priorities set in the Development Strategy of the Westpomeranian Voivodship in the field of connections with the neighbouring regions and countries, which will allow for faster development of the region.

2.5. Cross Border Impact
The investment is located in the border region. National road no 13 drives road traffic out of Szczecin to border crossing points in Kolbaskowo - Pommern and Rosówek. Execution of this project will improve traffic parameters on the a.m. part of the road. Technical parameters will be adjusted to the growing traffic. Road capacity will improve, time needed to reach Szczecin from the border crossing point will be shorter. Border transportation will be more fluent, which will influence economic, scientific and tourist exchange.

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 investment will form final solution of transportation system in the border area. Well balanced and dense road network, as well as sufficient number of border crossing points will secure proper economic and tourist development of the whole region. The project of modernisation national road no 13 has been elaborated based on the assessment of transportation conditions of the border region. National road no 13 is a very important element of the border transportation network. It drives the whole traffic from two border crossing points, has direct connection to Motorway A-6 and national road no 10, connecting Szczecin with the border crossing point in Lubieszyn. This stage of investment is continuation of earlier projects and its execution will solve problems with the cross border traffic entering the city from the border crossing points in Kolbaskowo, Rosówek and Lubieszyn.

3.2. Linked activities
Extension of transportation infrastructure in the Westpomeranian Voivodship comprised of several road investments of great importance to the improvement of transportation system, executed in past years. These projects were or are co-financed by Phare and the World Bank. Below there are listed projects directly connected to the given investment:
- Contract PL 9604-01-04 „Modernisation of the national road no 13 from the road viaduct over Polish Rail line to Milczanska St.”, 2 MEUR, the project has been completed,
- Contract PL 9802-01-06 „Modernisation of the national road no 13 from Milczanska St. to Krakowska St.”, 2,5 MEUR, the project is in the final stage of execution,
- Contract Phare 99 „Modernisation of the national road no 13 from Krakowska St. to the city boundaries”, 2,5 MEUR, the project has been commenced.
- Modernisation of the national road no 13 Szczecin - Kolbaskowo from km 6+271 to km 13+561” (beyond the city boundaries, an investment financed by the World Bank: „Construction of the bridge over Regalica River in Szczecin”. This project comprises of 7 contracts.
Execution of next stages of the investment on the national road no 10 will result in faster harmonisation of Szczecin road infrastructure to the EU requirements in transportation policy and municipal infrastructure. Since the scope of the whole investment is very wide, it is being executed in stages:

**STAGE I** – construction of the northern road viaduct – contract was executed in 1997 and financed by the state and city budgets,

**STAGE II** – the contract was executed and co-financed by PHARE CBC 96 and the city. Old road viaduct was demolished, two new viaducts over the railway and the northern road to Milczanska St. (1,1 km long) were constructed. The underground infrastructure was replaced.

**STAGE III** – modernisation of Mieszka I St. from Milczanska St. to Krakowska St., 1,5 km long and construction of a roundabout by Poludniowa, Krakowska and Cukrowa Streets.

**STAGE IV** – modernisation of Poludniowa St. from a roundabout by Poludniowa, Krakowska and Cukrowa Streets to a roundabout by Poludniowa st., Autostrada Poznanska St. and part of Autostrada Poznanska St. to the city boundaries of Szczecin (1,4 km long).

Contract amounted to 3,4 MEUR, out of which 2,5 MEUR was Phare CBC’99 contribution. Contract execution should be completed within 14 months. The works were commenced in February 7th, 2001.

**3.3. Results**

The project will result in:
- re-construction of the part roadway in Mieszka I St. from the road viaduct to Milczanska St. - street class g 2/2, 0,8 km long, 2 roadways x 3,5 m wide, pavement - 2,0 m wide, cycling path - 2,5 m wide.
- re-construction of the crossroads of Boh. Warszawy St., Dabrowskiego St., Piastów Av., Powst. Wielkopolskich St., Mieszka I St.. Two-roadway streets will be built of 7 m width. In Dabrowskiego St. - one - roadway street in two directions of three lanes and width of 10,5 m.
- construction of the separate tramway line; length - 350 m,
- re-construction of underground infrastructure (gas lines, water pipelines, power cables, heating, telephone and tele-technical cables).

After the year 2001 there is planned another **STAGE VI** – re-construction of the railway viaduct over Poludniowa St. with the final re-construction of a road outline before and beyond the viaduct.

**The final result of the whole investment will be completely modernised city part of the national road no 13, which will be connected with already modernised in 1998, by the Directorate General for Public Roads, part of this road leading to the State border and border crossing point in Kolbaskowo.**

**3.4. Outputs**

As a result of the Contract, the last part of the national road no 13 will be modernised and open for public. Its parameters will be adjusted to growing traffic and to carry bigger weights. Traffic on the city part of the road and from the city boundaries to Kolbaskowo will be improved. The modernised road will be an important element of the border and regional transportation system in the Westpomeranian Voivodship. Project execution will improve traffic parameters on the modernised distance of the road. Its capacity and travelling speed will increase. Operational costs of vehicles, pollution level and number of accidents will decrease. Faster and safer road connection will influence trade, industry and tourism development.

**3.5. Inputs**

The investment comprises of the modernisation of 0,8 km of the south roadway of Mieszka I St. from the road viaduct over railway line to Milczanska St. The crossroad of Mieszka I, Dabrowskiego, Piastów, Bohaterów Warszawy and Powstanców Wielkopolskich Streets will be re-constructed. Project location is shown on the enclosed map.

During project execution 40 jobs will be created (number of jobs was calculated as annual equivalent of full time jobs).

**4. Institutional Framework**

**4.1. On the regional level:**
- The City of Szczecin Executive Board in the name of the City of Szczecin (Beneficiary)
  Address: 70-456 Szczecin, 1, Armii Krajowej Sq.
- contract will be signed by:
  The City of Szczecin Executive Board in the name of the City of Szczecin
The City of Szczecin Executive Board in the name of the City of Szczecin
Address: 70-456 Szczecin, 1, Armii Krajowej Sq.

- monitoring over project execution:
  the European Commission, Implementing Authority Phare CBC, beneficiary
- reporting:
  Beneficiary

4.2. The project will not change institutional framework described above.

4.3. Not applicable

4.4. Contract Engineer will be selected in tender. Tender procedures will be arranged simultaneously with the tender to select Contractor. The City of Szczecin will be an Employer. After investment is completed the City of Szczecin will operate it. The modernised road will be a public property and will open for public as toll free of general access.

5. Detailed Budget in MEUR

<table>
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<tr>
<th>Phare Support</th>
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</table>

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@wwpwp.it.pl

6.2. Twinning
  Not applicable

6.3. Non-standard aspects
  DIS Manual procedures will be followed during whole tendering process.

6.4. Contracts
  There will be one contract signed for the total value of 2,875 MEUR.

7. Implementation Schedule
  7.1. Start of tendering / call for proposals: IV quarter 2001
  7.2. Start of project activity: III 2002

8. Equal Opportunity
  The only criteria of staff selection will be their qualifications and professional experience. Both women and men will be granted equal opportunities to be employed in the project. Designing and construction works are contracted in tenders, where experience and financial terms matter. Based on so far executed projects, one may state that women are particularly well represented during designing and supervision. Employment structure will show women participation.

9. Environment
  The environment impact analysis was elaborated in 1998. It comprises of main and most essential environment elements:
  - geological environment,
- soil and underground water,
- elements of landscape and flora,
- air protection,
- water and sewage management,
- acoustic climate.

The environment impact analysis is enclosed to the fiche. Conclusions of the analysis show, that planned investment will not influence environment negatively and in some aspects (emission of combustion gases) will improve present conditions.

10. Rates of return
Financial and economic analysis was elaborated in 2000.
FIRR = 30.56%
ERR = 35.49%
The feasibility study was elaborated in 2000. All three documents are enclosed to the fiche.

11. Investment criteria
11.1. Catalytic effect
Modernisation of the whole national road no 13 is an element of complex solution of the transportation system in the border area. Without additional financial support (for example Phare CBC) it is not possible to improve transportation system in the region fast. The investment will contribute to the economic and tourist development. Efficient transport connection of the region with the border crossing point will increase trade and cultural exchange between Poland and Germany. It will also be a base for further economic development, which will facilitate establishment of new investments and creation of new jobs. Execution of next stages of investments on the national road no 10 will result in faster harmonisation of Szczecin road infrastructure to the EU requirements of transportation policy and municipal infrastructure.

11.2. Cofinancing
The project is supported by the state from own budget. Polish partner financed designing, land purchase and development of the construction site. It is planned to co-finance construction works in the amount exceeding 25% of the investment costs.

11.3. Additionality
Phare co-financing does not displace financing from the City budget. Without external financing contract execution would not be possible.

11.4. Project readiness and size
The City of Szczecin is ready to execute the contract. Design works have been completed. Environment impact analysis, financial and economic analysis and feasibility study have been elaborated. Ownership issues are settled and construction permit is granted. Financing, being the contribution of Polish side is secured. The investment fulfils requirements as far as project size is concerned. Total cost amounts to 2,875 MEUR. Phare co-financing applied for by the City of Szczecin amounts to 2,0 MEUR.

11.5. Sustainability
The project finally solves transportation system in the border region. It will be sufficient to carry growing traffic during whole calculation period considered in the financial and economic analysis. Designing and construction will be executed according to the regulations in force. The project is in compliance with the EU standards and norms. Modern materials and technologies will be used, which will guarantee long term , without break-down operation. According to tender documents, contractor has to obtain Employer’s approval referring to materials and technologies used. Quality Guarantee Programme has been introduced. Contractor has to provide long term guarantee for construction works executed. After the investment is completed the City of Szczecin will finance all maintenance costs.

11.6. Compliance with state aids provisions
Project execution follows European Agreement provisions on the state aid.

11.7 Contribution to National Development Plan and JPD
Project of modernisation the national road no 13 in Szczecin is in compliance with the assumptions defined in the National Development Plan.

Joint Programming Document (JPD) Phare CBC / Interreg III A, in the Priority B: „Improvement of transportation and tourist infrastructure” states the necessity to undertake actions aimed at „... improving supra-regional and internal infrastructure of the Region in the field of transportation infrastructure, ... with special consideration focused on centrally located centres...”.

Actions foreseen in the execution strategy of this priority comprise of the modernisation of the existing roads, and SWOT analysis of the Region
included in the document, shows weakness of ring roads and access roads resulting in the bottlenecks on the supra-regional roads in the cities. The National Development Plan foresees „Strengthening development potential in the regions and combating marginalisation of some regions”. One of the suggested measures is „Development and modernisation of the infrastructure to strengthen competitiveness”. This shows that the project is in compliance with the provisions of the National Development Plan.

12. Conditionality and sequencing
- Tender documents,
- Tender procedures,
- Selection of a Contractor,
- Construction works.
# Annex 1: Logframe

**Project number:** PL01.08.11  
**Project title:** Re-construction of the crossroads of Mieszka I, Dabrowskiego, Piastów, Bohaterów Warszawy, Powst. Wielkopolskich Streets in the path of the national road no 13

**Total budget of the project**  
**Total EUR 2,875 MEUR**

<table>
<thead>
<tr>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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**Phare EUR:** 2,0 MEUR:

<table>
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<th>Sources of information</th>
<th>Assumptions and Risks</th>
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**Date of drafting:** October 2000  
**Planning period:** I ’01 – IV ’04

<table>
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<tr>
<th>Wider objective</th>
<th>Indicators of Achievement</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</thead>
</table>
| Creation of new, more safe road infrastructure of direct influence on cross border traffic in this priority area in order to use innovation potential of the region, meant particularly as supplement of the trans-European networks, as well as improvement of the supra-regional and internal infrastructure in the region. | travelling time, amount of traffic in the border region, number of road accidents | - general measurement of traffic by Main Directorate for Public Roads  
- statistic data (GUS)  
- monitoring of the natural environment by Voivode administration, Environment Protection Dept.  
- statistic data by Customs Office | - changes in EU and national law and policy on transportation |

<table>
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<tr>
<th>Immediate Objectives</th>
<th>Indicators of Achievement</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</thead>
</table>
| - - creation of transportation system in the border area  
- improvement of traffic parameters on the modernised part of the road  
- increase of travelling speed and comfort  
- shorter time needed to reach the border crossing point  
- lower operation costs of vehicles  
- fewer number of road accidents  
- lower level of combustion gases emission  
- lower level of noise emission  
- lower maintenance costs of the road  
- creation of jobs during construction | travelling time, number of road accidents, level of combustion gases emission, level of noise emission, cost of travelling per unit, number of new jobs during construction | - general measurement of traffic by Main Directorate for Public Roads  
- statistic data (GUS)  
- monitoring of the natural environment by National Inspectorate for Environment Protection  
- statistic data by Customs Office | - delays in contracting procedures  
- difficulties in co-ordination of actions and good project management |

<table>
<thead>
<tr>
<th>Results/Outputs</th>
<th>Indicators of Achievement</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</table>
| As a result of the Contract, the last part of the national road no 13 will be modernised and open for public. Its parameters will be adjusted to growing traffic and to carry bigger weights. Traffic on the city part of the road and from the city boundaries to Kolbaskowo will be improved. The modernised road will be an important element of the border and regional transportation system in the Westpomeranian Voivodship. | compliance with Contract Documents, compliance with the work plan, better traffic flow | - the City of Szczecin will document work progress and its compliance with the work plan and contract documentation  
- Regional Development Strategy and JPD | - availability of financial resources on time  
- credibility of the contractor and subcontractors  
- qualifications of an Engineer |

<table>
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<tr>
<th>Activities</th>
<th>Inputs</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</table>
- modernisation of the national road no 13 from Milczanska St. to Boh. Warszawy St.
- qualifications of employed persons (management, supervision, designing, constructing)
- quality of used materials, equipment and machinery
- contracts signed before works are commenced
- changes among proposed staff
- lack of work co-ordination

Annex 2-4: Implementation, contracting and disbursement schedules

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**Legenda:** D = design of sub-projects / C = tendering and contracting / I = contract implementation and payment
Annex no 5
REFERENCE TO THE FEASIBILITY STUDY
Feasibility study of the project has been elaborated. It does not only refer to the technical parameters (location of the road in plan and profile, determination of the capacity and surface bearing capacity, etc.), but also to the environment and social impact and determination of the feasibility of the project. Following complex studies are included in the analysis:
- conceptual design,
- environment impact analysis,
- financial and economic analysis,
- preliminary cost estimation of the project.

Based on the detailed analysis the necessity of executing the investment was proved. The investment is in compliance with the Master Plan for Land Development. There is no negative impact on environment. Technologies to be used minimise negative influence of the road traffic on the environment. Some factors will even be improved, like emission of combustion gases or noise propagation. Better traffic flow will generate creation of inter-regional links through better accessibility of schools, trade, etc. Better co-ordination of the road in plan and profile, as well as technologies and materials used will result in achieving parameters meeting EU requirements for regional connections. Preliminary cost estimation places the project on the level accepted by financial institutions.

Conclusions of the environment impact analysis:
1) Acoustic analysis of the part of Mieszka I St. showed, that execution of this project, due to fluent traffic flow, will not change the level of noise emitted by road traffic.
2) Excessive noise may affect buildings located in Mieszka I St., of numbers 90, 91, 94, 95, 96, 102, 104, 106 (higher level of noise occurs on higher floors).
3) Proposed in the project part change in the location of the south roadway and its moving away from residential buildings is recommended from the acoustic point of view. However, despite of these actions, the existing buildings will still be (but less) affected by arduous noise.
4) Moving southern roadway away from residential buildings will periodically limit noise propagation in its proximity, but planned growth of road traffic in the coming years will result in exceeding levels accepted.

Conclusions of the financial and economic analysis:
1. FIRR = 30,56%. Present net value NPV amounts to zero when discount rate equals to 30,56%, which proves necessity to execute the project.
2. ERR = 35,49%
3. High level of discount rate resulted from substantial growth of travelling time, which in consequence results in lover time costs for passengers and lover operation costs of vehicles.
4. Conditions of transit traffic will be improved.
5. Road capacity and travelling speed will increase.
6. travelling costs on comparable distance will decrease, which may result in tourism and industry development.
7. Emission of toxic combustion gases will decrease due to better traffic flow.
8. Noise emission level will decrease.