1. Basic Information

1.1. Project Number: PL01.08.13

1.2. Title: Regional Crime Detection Technical Centre/Laboratory, Provincial Police Headquarters, Szczecin.

1.3. Sector: JHA - CBC

1.4. Location: Poland, West Pomerania region, the town of Szczecin, less than 10 km from the state border

2. Objectives:

2.1. Wider/strategic Objective:

Improve safety, reduce the number of car thefts and increase the crime detection ratio in Germany and Poland.

2.2. Immediate Objectives:

Increase the crime detection ratio including finding and winning bank stolen cars in the border zone.

2.3. Priorities of Accession Partnership and National Program of Administrative Adaptation

The project is in line with one of the „Accession Partnership” (AP) priorities, namely „improve institutional efficiency in the area of fighting against organised crime and drug trade”. Co-operation in the area of detecting crime related, among other things, to trade in stolen cars plays a very important role within the framework of the priority 24.4: ”Fighting against organised crime”. Due to international character of organised crime, activities taken in this area have a cross border character. Their effectiveness depends, to a large extent, on good co-operation between appropriate services and the condition of their technical equipment.

2.4. Contribution to National (or Initial) Development Plan (NDP) and Joint Programme Document (JPD) of Phare CBC/Phare CBC or Phare CBC/Interreg IIIA:

Initial National Development Plan (NDP) within the framework of component 4.6.5. “Development of international co-operation between regions” anticipates support for development of transport infrastructure and protection of personal/property safety in the border zone. The B II-2 priority, according to section 1.1.1.1.1.6 of the Joint Programme Document (JPD), anticipates activities aimed at improving safety in the border zone.

2.5. Cross Border Impact

Implementation of the project will lead to decrease in the number of stolen cars and increase in the crime detection ratio; thus both sides of Poland-Germany border will be safer. The project is in line with cross border co-operation agreement between Police Prefecture, Anklam and Provincial Police Headquarters, Szczecin. The project is consistent with a protocol signed between Police Prefecture, Eberswalde and Provincial Police Headquarters, Szczecin.

3. Description

3.1. Background and Justification

Provincial Police Headquarters, Szczecin are not equipped with modern laboratory facilities to make crime detection examinations on stolen cars, nor osmological examination laboratory. The Car Service Station at Piastów street administered by Transport Department of Provincial Police Headquarters, Szczecin cannot be operated any more because of its technical condition. In 1991 Provincial Police Headquarters received facilities left by Russian Federation troops. The facilities are located in Szczecin, at Wernyhory street and, if adapted properly, could be a good location for the aforementioned laboratories and necessary technical back-up facilities. Presidium Department Archives of the Provincial Police Headquarters, Szczecin can also be established in the said facilities. Apart from that the facilities can be used for other purposes related to police operations. Therefore, according to decision made by the Commanding Officer of Provincial Police Headquarters, Szczecin actions have been taken to prepare the aforementioned premises located at Wernyhory street, Szczecin for the purposes described above. So far the following works have been done:

- 4.47 ha of land have been reclaimed, including elimination of soil contamination and liquidation of contaminants migration which posed a threat to potable water intake in the municipal station, Swierczewo.
- Existing buildings have been protected against continuous degradation.
Design and cost estimate documentation was produced for adaptation of a workshop building for future car examination laboratory and storage/technical facility. Construction permit was obtained: Decision No 1008/00 issued by Mayor of the Town of Szczecin. Total cost of the aforementioned activities amounted to 0.28 MEUR. The works form a basis of quick implementation of this project.

3.2. Linked Activities
Within the framework of cross border co-operation between Polish and German police forces a Regional Foreign Language Learning Centre of Provincial Police Headquarters, Szczecin was established in Szczecin (project No PI9701.05.02.01 l 004). Polish and German policemen can learn foreign languages there. Moreover, the facility enables them to get to know each other and exchange experience, and organise joint exercises attended by police forces of both countries.

3.3. Results
Project implementation will contribute directly to increase in the stolen car detection ratio, improve other crime detection ratios, increase safety in the region, and facilitate implementation of other obligations imposed on Provincial Police Headquarters, Szczecin under international governmental agreement of 5 April 1995.

3.4. Outputs
The project implementation will result in creation of two crime detection laboratories, i.e. stolen car examination laboratory and osmological examination laboratory along with technical back-up facilities. A modern archive with quick data access will be established, too.

3.5. Inputs
Total expenditures for all the activities planned within the framework of this project amount to 3.22 MEUR, including:
1. Past expenditures of 0.28MEUR.
2. Expenditures within the framework of contract I worth 2.63MEUR:
   - Specialised section of crime detection laboratory, Provincial Police Headquarters, Szczecin designed for examination of stolen cars and other vehicles along with storage/technical facility Amount of 1.72 MEUR
   - Osmological section of crime detection laboratory, Provincial Police Headquarters, Szczecin along with specialised back-up facilities. Amount of 0.33 MEUR
   - Archive of Presidium Department, Provincial Police Headquarters, Szczecin. Amount of 0.58 MEUR.
3. Expenditures within the framework of contract II:
   - Purchase of specialised police equipment for field operation. Amount of 0.31 MEUR

4. Institutional Framework
The facilities modernised under this project will continue to be permanently administered by Provincial Police Headquarters, Szczecin. Results of the project will not cause any changes in the existing institutional structure. „Engineer“ will be appointed by Provincial Police Headquarters, Szczecin. The Engineer will be selected by means of a public tender procedure. Provincial Police Headquarters, Szczecin will be the Employer. The movable property will be owned by the Treasury - Provincial Police Headquarters, Szczecin.

5. Budget: (M€)

<table>
<thead>
<tr>
<th>PHARE CBC 2001 Financing</th>
<th></th>
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<th></th>
</tr>
</thead>
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<tr>
<td>Investment</td>
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<td>Total PHARE</td>
<td>National cofinancing</td>
<td>IFIs</td>
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<td>Contract 1</td>
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Past expenditures: 0.28 MEUR. Other funds will be provided by Central Police Headquarters – the Treasury.

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

6.1.
6.2. Twinning project  
Not applicable.

6.3. Non-standard aspects  
DIS procedures will be strictly followed in the course of project implementation.

6.4. Contracts  
Contract I – worth 2.91 MEUR  
Contract II – worth 0.31 MEUR.

7. Implementation schedule:  
7.3. Project completion: 30 September 2004.

8. Equal Opportunities:  
1. According to Polish law the project will be accessible for women and men on equal terms.  
2. Women participation will be confirmed by project implementation reports.

9. Environmental Impact: (applies to investment projects only)  
Environmental impact assessment for the project was made in March 2000. Project implementation will not have a negative impact on the environment.

10. Rates of return: (apply to investment projects only)  
Because of the public character of police activities FIRR was not calculated.  
Economic internal rate of return is 9.76%. The feasibility study for the project was produced in 1997 by Jerzy Osowski, M.Sc., assistant commissioner.

11. Investment Criteria: (apply to investment projects only)  
11.1. Catalytic effect  
The project has a direct impact on safety in the border zone. It is in line with programme documents (JPD).  
The project can be a catalyst for other projects in the area of crime prevention.  
Since the project increases safety in the border zone, it has a positive impact on enterprise growth in the zone.

11.2. Cofinancing  
Fund provided by Provincial Police Headquarters will amount to 38% of the project value.

11.3. Additionality  
Implementation of the project does not exclude contributions from organisations directly or indirectly interested in increased safety of the border zone.

11.4. Project readiness and size  
The project is ready for implementation, economic analyses have been made and environmental impact assessment and technical designs have been produced.

11.5. Sustainability  
The life of the project exceeds 40 years. It meets the EU norms and standards. The project does not have an adverse impact on the environment and is financially sustainable. In future the operation and maintenance costs will be incurred by Provincial Police Headquarters.

11.6. Compliance with state aid provisions  
The funds will be disbursed according to valid procedures and legal regulations in this area.

11.7. Contribution to National Development Plan and Joint Programme Document  
National Development Plan: the project is consistent with the development axis No 4 i.e. creation of favourable conditions for sustainable development through modernisation and development of infrastructure and environmental protection.  
Joint Programme Document (JPD): the project is consistent with section 1.1.1.1.1.6. (activities aimed at improvement of safety in the border zone); (priority B-II)

12. Conditionality and sequencing of key tasks:  
There is no conditionality aspect in the project after disbursement of funds by the Fund.  
The sequence of actions is as follows:  
Appointment of the project „Engineer” – deadline: January 2002; responsible agency: Provincial Police Headquarters, Szczecin;  
Preparation of tender documentation – deadline: 30 June 2002; responsible agency: project „Engineer”;
Agreeing tender documentation with Implementing Authority – deadline: 3rd quarter of 2002; responsible agency: project „Engineer”;
Invitation to tender – deadline: 3rd quarter of 2002; responsible agency: Provincial Police Headquarters, Szczecin;
Completion of tender procedure and conclusion of the contract – deadline: 4th quarter of 2002; responsible agency: Provincial Police Headquarters, Szczecin;
### Annex 1: LogFrame

**Regional Technical Centre/Laboratory, Provincial Police Headquarters, Szczecin.**

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<thead>
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<th>Date of drafting:</th>
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<td>Planning period:</td>
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<td>Total EUR:</td>
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<tr>
<td>Phare EUR:</td>
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</table>

#### Wider objective
- Indicators of Achievement: European crime detection and prevention standards.
- Information: 1. 5 years after project completion. 2. Polish and German statistics.
- Assumptions and Risks: 1. Personnel trained in service and operation of modern equipment.
- 2. Joint exercises of Polish and German police forces.

#### Immediate Objectives
- Indicators of Achievement: 1. Stolen car detection ratio increased by 5%.
- Assumptions and Risks: 1. Personnel trained in service and operation of modern equipment.
- 2. Joint exercises of Polish and German police forces.

#### Results/Outputs
- Indicators of Achievement: 1. Establishment of:
  - Stolen car examination laboratory,
  - Osmological laboratory with technical back-up facility
  - Archive
  - Specialised vehicles put into operation
- Information: 1. Protocols of putting individual facilities into operation.
- Assumptions and Risks: 1. Recruitment of highly qualified personnel.
- 2. No risks.

#### Activities
- Inputs: 1. Modernisation of buildings at Wernyhory street, total cubature: 34,000 m³
  - Purchase of equipment.
- Costs:
  - PHARE: 2.00 MEUR
  - Own funds: 1.22 MEUR
  - Total: 3.22 MEUR
- Assumptions and Risks: 1. Selection of right contractor according to tender documentation.
- 2. Implementation in line with technical documentation.
### Annex 2-4 Cumulative implementation, contracting and disbursement schedule

<table>
<thead>
<tr>
<th></th>
<th>I '02</th>
<th>II '02</th>
<th>III '02</th>
<th>IV '02</th>
<th>I '03</th>
<th>II '03</th>
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<th>II' 04</th>
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<td>C/I</td>
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<td></td>
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<td>2</td>
</tr>
</tbody>
</table>

D = design of sub-projects / C = tendering and contracting / I = contract implementation and payment
Appendix 5 - Summarised results of project financial/economic analysis
REGIONAL CRIME DETECTION TECHNICAL CENTRE/LABORATORY, PROVINCIAL POLICE HEADQUARTERS, SZCZECIN

Financial analysis of economic effectiveness for the aforementioned project was made on the basis of „Analysis of efficiency and rational maintenance of transport back-up facilities used by Provincial Police Headquarters, Szczecin” produced in 1997 by Jerzy Osowski, M.Sc., assistant commissioner.

Key result of the project implementation is creation of a state-of-the-art technical facility to be used for crime detection purposes. The facility will include stolen car examination laboratory and osmological examination laboratory along with technical back-up facilities. Other results include establishment of a modern police archive with quick data access. Moreover, within framework of the project the police will be equipped with specialised vehicles for field operation.

Thus, the project described above will contribute directly to increase in crime detection ratio (including cars stolen in the border zone) and, eventually, improve the general safety and reduce the number of thefts committed in Poland and Germany. Hence the project is of great importance in the context of cross border co-operation.

The project is in line with cross border co-operation agreement concluded between Police Prefecture, Anklam and Provincial Police Headquarters, Szczecin, as well as a protocol signed between Police Prefecture, Eberswalde and Provincial Police Headquarters, Szczecin.

Values of the examined investment project economic effectiveness assessment ratios were calculated for certain investment expenditure / operating cost / effect cash flows. The discount rate value i = 8%.

Values of the examined investment project economic effectiveness financial assessment ratios

<table>
<thead>
<tr>
<th>Item</th>
<th>Name of ratio</th>
<th>Ratio value for discount rate i = 8%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Economic rate of return - ERR</td>
<td>9.76%</td>
</tr>
<tr>
<td>2.</td>
<td>Economic net present value - ENPV</td>
<td>317,639.79</td>
</tr>
<tr>
<td>3.</td>
<td>Recovery period calculated for expenditures and benefits</td>
<td>20.7</td>
</tr>
</tbody>
</table>

The following economic profile of the project is based on analysis of its economic rate of return (ERR):

1) Economic rate of return - ERR = 9.76 %
2) Economic net present value - ENPV = 317,639.13 EUR (at the discount rate of 8%)
3) Recovery period calculated for expenditures and benefits – 20.7 years.

The project sensitivity analysis indicates higher sensitivity to expenditure/effect flow deviations than operating cost deviations.

Abstract from environmental impact assessment produced for modernised facilities by Dr Stanislaw Skucinski, M.Sc., Ministry of Environmental Protection, Natural Resources and Forestry expert in production of environmental impact assessments, certificate No 1028.

ENVIRONMENTAL IMPACT ASSESSMENT FOR MODERNISED PROVINCIAL POLICE HEADQUARTERS’ TECHNICAL/LABORATORY FACILITY.
INTRODUCTION.
Facility location: Szczecin, #5, Wernyhory street.
Investor: Provincial Police Headquarters, Szczecin, #47, Malopolska street.
Construction design: Civil Engineering Design Office, Civil Partnership, Szczecin, #42/16, Wojska Polskiego Avenue.
1. **UNDERGROUND WATERS.**

Facility operation will not affect the underground waters in a negative way. Appropriately graded and leakproof access pavements in the facility ensure that any water at the premises is channelled to precipitation gullies. Sewage from workshop and washing stand will be channelled to a sedimentation tank and oil/petrol coalescence separator prior to disposing it to municipal sanitary sewerage system. Thus contaminants will be prevented from penetrating soil and underground waters.

It should be pointed out that the workshop/repair facility area land reclamation efforts resulted in the soil environment free from pollution.

2. **ATMOSPHERIC AIR.**

The technical and laboratory backup facility does not pose any burden to its surroundings because its volatile substance emissions are minute. Air polluting substances emitted by the repair workshops are typical motorization-related pollutants. Emission of substances generated in the process of diesel oil combustion in car engines, due to the traffic volume, will not be hazardous to the air quality. Much higher emissions are observed on existing adjacent traffic routes.

Since an ecological local boiler house (fired with fuel oil with low sulphur content) will be used, the contaminants produced in the course of combustion process will not be hazardous to the atmospheric air quality. The planned modern boiler house will contribute to liquidation of the existing environmentally hazardous coke-fired boiler house located at #28, Piastów Avenue.

3. **NOISE.**

Noise at the technical/laboratory facility premises will be of a local character only. Since technologically advanced equipment will be used and the sound insulation of partitions, walls and roofs will be sufficient, actually no significant noise source exceeding environmentally admissible noise levels will be present at the facility.

4. **LIQUID AND SOLID WASTE.**

Systematic disposal of waste from solid waste containers and dumping of sanitary sewage (subject to further treatment) to the municipal sewerage system is not a bother to the repair workshop facility surroundings, nor it is hazardous to the environment. Hazardous waste generated in the course of the workshop operation will be stored in special containers and then collected and neutralised by specialised companies.

**CONCLUSION.**

Modernisation of technical/laboratory facility was designed in a way excluding any increase in environmental burden above the levels observed before the modernisation. The repair workshop itself as well as burden related to noise generated in the course of equipment and vehicle engines operation will have no effect on ground surface, underground waters, soil, and air at all or the effect will be insignificant and limited.