1. Basic Information
   1.1. Desirée Number PL01.08.17
   1.2. Title:
   Radoniów by-pass in the course of the national road No 30 Zgorzelec–Luban–Jelenia Góra,
   1.3. Sector: Infrastructure
   1.4. Location: Poland; Lower Silesian voivodeship; “Nysa” Euroregion;
   road No 30 from km 39+760 to km 42+728, length 2.968km.

2. Objectives:
   2.1. Wider objectives:
   - To improve the flow of transit traffic in the direction of southern Germany – Higher Silesia and central Poland, Ukraine and Belorussia;
   - To reduce travelling time to the country border;
   - To reduce travelling time from central Germany to tourist regions in the south of Poland;
   - To facilitate commodities transport in the border zone;
   - To facilitate road transport in the border zone in the impact area in the Lower Silesian voivodeship;
   - To reduce nuisance for local residents;
   - economic activation of the areas adjacent to the road leading west to the border crossing and east to central Poland.
   2.2. Immediate Objectives:
   - to increase the capacity of the national road No 30;
   - to increase safety of road users;
   - to reduce travelling time to border crossings;
   - to develop tourism and industry by facilitating access to the region.
   2.3. Priority of the “Accession Partnership” (AP) and the “National Program for the Adoption of the Acquis” (NPAA)
   The project meets the recommendations included in the above documents and connected with conducting in the border area of investment projects ensuring the following effects:
   - medium-term: - transport – ensuring the necessary investment projects in the field of transport infrastructure
   - medium-term: environmental protection
   2.4. Contribution to the National Development Plan (NPR)
   The submitted project complies with the Regional Strategy for Development drawn up by the Marshal’s Office in Wroclaw for the transport sector
   2.5. Impact on the cross-border co-operation
   - improvement of the cross-border transport infrastructure
   - avoidance of traffic nuisance in the borderland area (exhaust, noise)
   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 national road No 30 is an important element of the road network connecting Germany with Poland. Several projects within the financial capacity of the State Budget are undertaken in order to improve the road traffic. Financed from the Phare funds, the modernisation of the road section Luban – Olszyna is at the last stage of implementation and preparations are underway to construct the Olszyna by-pass, also financed by Phare. The Radoniów by-pass is an important element of the plan to improve road traffic along the route Zgorzelec-Luban-Jelenia Góra-Wroclaw.
   3.2. Linked Activities:
   Under the Phare project, the national road No 30 is modernised along the section Luban-Olszyna. This year the construction of the Olszyna by-pass located in the course of this road will be started. The construction will also be financed from the Phare funds.
3.3. Results:
The project will contribute to a significant increase in road traffic fluency, increased traffic safety, increased comfort of driving and decreased environmental pollution.

3.4. Activities:
The road will be adjusted to carry traffic of a load of 115kN/axle, in accordance with the standards in force.

3.5. Expenditures

ROAD WORKS
Earthworks 127 490 m³
Foundation 45 852 m²
Pavement 43 925 m²
Reconstruction and protecting water and gas piping
Reconstruction and protecting of the energy lines
Reconstruction and protecting telecommunication lines

CONSTRUCTION OF THE VIADUCT
Supports
Bridge–heads from concrete 497 m³
Construction of the plate span prestressed prefabricated elements 90 m³
Bridge plate from concrete 156 m³

As per the initial cost estimate, the cost of the works is EUR 4.00 M.

4. Institutional Framework:
The Applicant of the project is the General Directorate of Public Roads South-Western Branch in Wroclaw. The Branch directly reports to the General Directorate of Public Roads in Warsaw. Road No 30 is a national road supervised by GDPR S-W Branch in Wroclaw. There are no limitations to project execution. All investment work will be executed in the right-of-way.

A Resident Engineer will be appointed by the GDPR S-W Branch in Wroclaw.

The Employer will be GDPR S-W Branch in Wroclaw.
The owner of the national road No 30 is the State Treasury.

5. Detailed Budget:

<table>
<thead>
<tr>
<th>PHARE support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment</td>
</tr>
<tr>
<td>Institution</td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td>PHARE</td>
</tr>
<tr>
<td>State co-financing</td>
</tr>
<tr>
<td>IFI</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>

| Contract 1 | 2.00 | 2.00 | 2.00 | 4.00 |
| TOTAL      | 2.00 | 2.00 | 2.00 | 4.00 |

6. Implementing Organisation:
6.1. Implementing Agency
General Directorate of Public Roads South-Western Branch in Wroclaw
ul. Powstanców Słaskich 186, 53 – 139 Wroclaw
mgr inż. Joanna Bajor Deputy Director
tel. (0 – 71) 33 47 337 / fax (0 – 71) 367 17 69
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
Not applicable. The regulations included in the DIS manual will be followed.
6.4. Contracts
   1 contract – EUR 4.00 M

7. Implementation schedule:
   7.1. Start of tendering / call for proposals
       The tender will be announced in March 2002.
   7.2. Start of project activity
       Construction work will be commenced in September 2002.
   7.3. Project completion
       December 2003.

8. Equal Opportunity:
   The share of women and men in the employment will be based on the application of the European
   Community standards concerning EOE (Equal Opportunity of Employment) which will be ensured by the
   formal announcement in the newspaper during the recruitment process.

9. Environment:
   The environmental impact analysis has been developed and is attached to the present application.

10. Rate of Return:
    IRR is 30.9%. Economic analysis is attached to the application.

11. Investment criteria:
    11.1. Catalytic effect
       The implementation of the project will significantly improve the conditions of transport between
       the EU and Poland. The flow of people and goods will be increased in the borderland area. After
       Poland joins the EU, road No 30 will become an important transport route between the
       European Union member states.
    11.2. Co-financing
       There will be no co-financing from other institutions.
    11.3. Additional financing
       There will be no funds from private sources.
    11.4. Preparation and size of the project:
       Technical documentation is under preparation. No land will be acquired. The economic analysis
       (IRR=30.9%) justifies the necessity to realise the task. The cost of the project is EUR 4.0 M
       (including Phare contribution of EUR 2.0 M)
    11.5. Sustainability
       The sustainability of the completed project will be 10 years (without repair). Proper maintenance
       of the carriageway will extend its lifetime without major repairs by a further 10 years. The costs of
       routine repairs will be financed by GDPR S-W Branch in Wroclaw. The modernised road will
       reduce environmental pollution.
       Compliance with state aid provisions
       The project complies with the Agreement of Association regarding the aid of the state.
    11.6. Contribution to the National Development Plan
       The submitted project complies with the Regional Strategy for Development elaborated by the
       Marshall’s Office in Wroclaw.

12. Conditionality and sequencing:
    The technical documentation will be completed by Feb. 2001. Formal and legal issues will be will be
    completed in March 2001. The tender should be organised in June 2001. All the formal issues and
    financing will be co-ordinated by GDPR S-W Branch in Wroclaw.
### Attachment 1: Logframe

<table>
<thead>
<tr>
<th>Project number</th>
<th>Project name</th>
<th>Construction of Radoniów by-pass – road No 30</th>
<th>Total budget EUR 4.0M</th>
<th>Total: EUR 4.0 M Including Phare: EUR 2.0 M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Drawing up date: 11.2000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Planning period: Q1 2002 Q4 2003</td>
<td></td>
</tr>
</tbody>
</table>

#### General objectives

<table>
<thead>
<tr>
<th>Gain rates</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>- to improve road traffic</td>
<td>- increased road capacity</td>
<td>- statistical data from the Ministry of Transport</td>
</tr>
<tr>
<td>- to decrease public nuisance</td>
<td>- decreased pollution</td>
<td>- statistical data on environmental pollution</td>
</tr>
<tr>
<td>- to promote Polish-German cooperation</td>
<td>- reduced travelling time</td>
<td>- industry analyses</td>
</tr>
</tbody>
</table>

#### Immediate objectives

<table>
<thead>
<tr>
<th>Gain rates</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>- to improve the condition of the existing transport network</td>
<td>- improved condition of roads</td>
<td>- decrease in local authorities interest</td>
</tr>
<tr>
<td>- to increase traffic safety</td>
<td>- decreased pollution</td>
<td>- Polish-German co-operation</td>
</tr>
<tr>
<td></td>
<td>- economic improved of companies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- decrease in accidents number</td>
<td></td>
</tr>
</tbody>
</table>

#### Outputs

<table>
<thead>
<tr>
<th>Gain rates</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>- improved road network in the region</td>
<td>- number and qualifications of the employed personnel</td>
<td>- delays in tendering procedure</td>
</tr>
<tr>
<td></td>
<td>- quantity and quality of materials and equipment</td>
<td>- discrepancies in project organisation and co-ordination</td>
</tr>
</tbody>
</table>

#### Outputs

<table>
<thead>
<tr>
<th>Inputs</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>- road modernisation</td>
<td>- qualified personnel for project management</td>
<td>- all available funds</td>
</tr>
<tr>
<td>- improved pavement</td>
<td>- materials, construction equipment</td>
<td>- formal and legal matters</td>
</tr>
<tr>
<td>- introduction of new elements of road traffic safety</td>
<td></td>
<td>- changes in personnel</td>
</tr>
</tbody>
</table>
## Attachment 2-3: Implementation, contracting and disbursement schedule

### Radoniów by-pass – in the course of the national road No 30

<table>
<thead>
<tr>
<th></th>
<th>Drawing up date</th>
<th>Planned period</th>
</tr>
</thead>
</table>

### Budget

Cost estimate in EUR M

<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>
<th>III'03</th>
<th>IV'03</th>
<th>I'04</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Implementation schedule</strong></td>
<td>D</td>
<td>D</td>
<td>D/C</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td><strong>Contracting schedule</strong></td>
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<td></td>
<td></td>
<td></td>
<td>2</td>
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<tr>
<td><strong>Disbursement schedule</strong></td>
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<td>0.3</td>
<td>0.8</td>
<td>1.4</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

**Legend:** D = design of sub-projects / C = tendering and contracting / I = contract implementation and payment
Appendix 5

- Economic analysis
Economic analysis has been made using a comparative method consisting in comparing the difference of costs and benefits for two options:
- no-investment option
- investment option
A traffic forecast prepared by Transprojekt Warszawa has been used in the analysis. Pavement condition classification has been defined using the IRI index. Road accident statistics has been presented based on road accidents recorded in consecutive years (number of accidents, no of people killed, no of people injured). Detailed methodology and calculations have been included in the feasibility study and economic analysis. EIRR = 30.9 % has been calculated on the basis of the economic analysis. The value of this index provides an economic justification for the modernization of the road to reach the design technical parameters. The hurdle rate of the EIRR ratio (minimum internal rate of return of 12%) has been exceeded. Moreover, the net present value has been calculated NPV=0 as well as the benefits/cost ratio B/C=1.

Appendix 6

- Environmental impact analysis (EIA)
An „Environmental impact analysis of the planned construction of the Radoniów by-pass” has been elaborated.
The projected by-passes around the town Radoniów on the route national road no.30 will improve considerably the environmental state and the health conditions for the inhabitants of Radoniów. The route of the by-pass runs between fields under cultivation, at some distance from residential areas, which is advantageous since no excessive noise and exhaust emission nuisance will be caused.