1. Basic Information

1.1 Desiree Number: PL01.09.01

1.2 Title: Kamienna Góra By-pass – Construction of a Kamienna Góra by-pass (stage I) in the course of the national road No 5 from Jeleniogórska street to Przedwojowa street, length 3.3 km including:
- construction of a road section class GP/1/2; length ,
  carriageway width 7.00 m with 2.0 m hard shoulders on both sides
- construction of bridge structures,
- removal of collisions with existing underground infrastructure

1.3 Sector: infrastructure
Poland, Lower Silesian voivodeship, Kamienna Góra powiat

1.4 Location: Poland, Lower Silesian voivodeship, Kamienna Góra powiat, distance from the country border - 8.0 km

2. Objectives

2.1 Wider objectives:
- to improve road traffic along the access road to the border crossing in Lubawka

2.2 Immediate Objectives:
- the investment project will have an impact on 110 thousand inhabitants
- to eliminate the nuisance of transit through Kamienna Góra having compact development,
- to increase traffic safety,
- to decrease nuisance of transit traffic for local inhabitants

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 area of transport infrastructure
- medium-term – environmental protection

2.4 The project implements the priorities included in the Phare Program CBC Poland – Czech Republic 2000-2006 and in the Project for the development strategy for the Polish-Czech Borderland in the years 2000-2006 and in the Preliminary National Development Plan 2000 – 2002.
The submitted project complies with the Development Strategy for the Polish-Czech Borderland for the years 2000 – 2006 in the development axis Cross-border economic development in the area of local road transport across the border
and section 4.3 of WNPR in the development axis *Integration of the Polish Economy through the Development of Transport Networks* regarding road transport. The existing road network does not provide proper quality of passenger transport service, hampers the social and economic integration with EU candidate countries and the present state of affairs hinders international exchange, limits new foreign investment projects in the Lower Silesian voivodeship, impedes the development of tourism and trade in borderland areas of the Republic of Poland. The expected increase in cross border traffic after Poland’s joining the EU calls for modernising and developing road infrastructure serving the existing border crossings.

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)

3. Description
3.1 Background and justification:
The national road No 5 is an important element of the road network connecting Czech Republic with Poland. In recent years some activities financed by PHARE have been undertaken along the national road No 5 aimed at improving road traffic. Modernisation of a section of the national road No 5 Przedwojów – Lubawka is at its last stage of construction and at the same time modernisation of selected fragments of the same road along the section Bolków – Lubawka will be started this year.

Because of the fact that the construction of the A-3 motorway connecting Szczecin with Prague is delayed, road No 5 located in the corridor of the said motorway gains importance, which is demonstrated by an evident increase in traffic along the road.

Construction of stage I of the by-pass along the section from Jeleniogórska street (road No 367) to the junction with the modernised section of the road in the area of Przedwojów would significantly improve access to the border crossing in Lubawka from the national road No 3 in Bolków.

3.2 Linked Activities:
Under the project of improving road traffic in the direction of Szczecin-Zielona Góra - Bolków-Lubawka, plans for this year include completion of the construction of the Legnica by-pass and preparations are under way to construct a Jawor by-pass.

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:
A tender for the execution of the project will be announced. After the completion of the tendering procedure, a contract will be signed. GDPR S-W Branch in Wroclaw will make efforts to gain additional financing for the execution of the project.

3.5 Expenditures:
A non-limited tender will be announced to execute the whole project.
The contractor will be selected in a tendering procedure open for bidders from the EU member states. A contract based on Phare CBC procedures will be signed with the Contractor selected in the tender.
The Polish party declares payment amounting to EUR 0.950M.

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 5 is a national road supervised by GDPR S-W Branch in Wroclaw. There are no limitations to project execution.
The GDPR S-W Branch in Wroclaw will appoint a Resident Engineer.
The Employer will be the GDPR S-W Branch in Wroclaw.
The State Treasury is the owner of the road No 5.

5. **Detailed Budget**

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Phare (I)</th>
<th>Support (IB)</th>
<th>Total Phare (=I+IB)</th>
<th>State co-financing* (min. 25% of total value)</th>
<th>IFI*</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>2.5</td>
<td>2.5</td>
<td>2.3</td>
<td>4.8</td>
<td></td>
<td>4.8</td>
</tr>
</tbody>
</table>

*Only in the case of co-financing

Note: Expenditures for equipment should be included in the Investment column
Note: all amounts should be given in M EUR

6. **Implementing Organisation**

6.1 Implementing Agency
General Directorate of Public Roads South-Western Branch in Wroclaw
ul. Powstanców Śląskich 186, 53-139 Wroclaw
mgr inż. Joanna Bajor    Deputy Director
tel. (0-71) 33 47 337 / fax (0-71) 367 17-69

6.2 Twinning
Not applicable

6.3 Non-standard aspects
Not applicable. The regulations included in the Practical Guide will be observed.

6.4 Contracts
1 contract including:
- Phare CBC payment – EUR 1.500 M
- Polish party payment - EUR 2.300 M

7. **Implementation Schedule**

7.1 Start of tendering /call for proposals
The tender will be announced in April 2002

7.2 Start of project activity:
September 2002

7.3 Project completion
   - works November 2002
   - payments December 2002

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.
   The investment project does not pose any hazards for the environment. The nuisance of vehicle traffic for local inhabitants will be significantly reduced. Environmental pollution and noise level will be significantly reduced.

10. Rate of Return
    Rates of return have been calculated
    \[
    \text{EIRR} = 16.4 \%
    \]
    \[
    \text{FIRR} = 9.4 \%
    \]
    A feasibility study is enclosed.

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 5 will become an important transport route between the European Union member states.

11.2 Co-financing:
    The GDPR S-E Branch in Wroclaw will provide 61%. Phare CBC funds – 39%.

11.3 Additional financing:
    There will be no funds from private sources or IFI. The investment project cannot be executed without Phare support.

11.4 Preparation and size of the project:
    Technical documentation is under preparation. Land purchases are under way. The economic analysis (EIRR= 16.4%) justifies project execution. The cost of the project is EUR 3.8 M (Phare contribution – EUR 1.5 M)

11.5 Sustainability:
    The sustainability of the completed project will be 20 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.

11.6 Compliance with State Aid Provisions
The project complies with the Agreement of Association regarding the aid of the state.

11.7 Contribution to the Preliminary National Development Plan
The submitted project complies with the Development Strategy for the Lower Silesian voivodeship elaborated by the Marshall’s Office in Wroclaw and with the strategy for the Nysa Euroregion together with the priorities of the joint document of Phare CBC Program Poland – Czech Republic 2000 – 2006 (strategic development priorities in the area of economy – efficient and dense transport and road networks in the local traffic across the border)

12. Conditionality and Sequencing
Technical documentation will be developed by October 2001. Formal and legal matters will be finalised in February 2002. The tender should be held in April 2002. All the formal issues and financing will be co-ordinated by the GDPR S-W Branch in Wroclaw.

Contact person – mgr inz. Joanna Bajor Deputy Director
Tel. (071) 33 47 337

Enclosures: 3

APPLICANT

1...................................................
/company stamp/

2...................................................
/Director/
### Attachment 1: Logframe

**Phare CBC II – 2001 POLSKA - CZECHY**

**Construction of Kamienna Góra by-pass (stage I)**

<table>
<thead>
<tr>
<th>General objectives</th>
<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>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
</tr>
<tr>
<td>- to improve road traffic</td>
<td>- increased road capacity</td>
<td>- statistical data from the Ministry of Transport</td>
<td></td>
</tr>
<tr>
<td>- to decrease public nuisance</td>
<td>- decreased pollution</td>
<td>- statistical data on environmental pollution</td>
<td></td>
</tr>
<tr>
<td>- to promote Polish-Czech Republic cooperation</td>
<td>- reduced travelling time</td>
<td>- industry analyses</td>
<td></td>
</tr>
</tbody>
</table>

### Immediate objectives

<table>
<thead>
<tr>
<th>General objectives</th>
<th>Gain rates</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
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</thead>
<tbody>
<tr>
<td>(5)</td>
<td>(6)</td>
<td>(7)</td>
<td>(8)</td>
</tr>
<tr>
<td>- to improve the condition of the existing transport network</td>
<td>- improved condition of roads</td>
<td>- contract documents</td>
<td>- decrease in local authorities interest</td>
</tr>
<tr>
<td>- to increase traffic safety</td>
<td>- decreased pollution</td>
<td>- reports of Resident Engineer</td>
<td>- Polish-Czech-Republic co-operation</td>
</tr>
<tr>
<td></td>
<td>- economic improved of companies</td>
<td>- Beneficiary reports</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- decrease in accidents number</td>
<td>- industry analyses</td>
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</table>

### Outputs

<table>
<thead>
<tr>
<th>General objectives</th>
<th>Gain rates</th>
<th>How, when and by whom the rates will be measured</th>
<th>Assumptions and risk factors</th>
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</thead>
<tbody>
<tr>
<td>(9)</td>
<td>(10)</td>
<td>(11)</td>
<td>(12)</td>
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<tr>
<td>- improved road network in the region</td>
<td>- number and qualifications of the employed personnel</td>
<td>- industry documentation</td>
<td>- delays in tendering procedure</td>
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<td>- quantity and quality of materials and equipment</td>
<td>- technical design</td>
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<td>- industry analyses</td>
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### Inputs

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<tr>
<th>General objectives</th>
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<td>(13)</td>
<td>(14)</td>
<td>(15)</td>
<td>(16)</td>
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<tr>
<td>- road modernisation</td>
<td>- qualified personnel for project management</td>
<td>- investor’s supervision</td>
<td>- all available funds</td>
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<td>- improved pavement</td>
<td>- materials, construction equipment</td>
<td>- report of Resident Engineer</td>
<td>- formal and legal matters</td>
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<td>- introduction of new elements of road traffic safety</td>
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<td>- changes in personnel</td>
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## Phare CBC II – 2001 POLSKA - CZECHY

### Attachment 2-4: Implementation, contracting and disbursement schedule

#### Lokation
ROAD No 5

#### Construction of Kamienna Góra by-pass (stage I)

<table>
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</tbody>
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**Legend:**
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment
- *provide amounts in M EUR (cumulatively)*