PHARE CROSS BORDER COOPERATION PROGRAM POLAND-CZECH REPUBLIC 2001

STANDARD SUMMARY PROJECT FICHE

1. Basic information
1.1 Desiree Number PL01.09.02
1.2 Title  Raciborz BCP link – MODERNIZATION OF COMMUNICATION SYSTEM IN DIRECTION TO BORDER CROSSINGS PIETRASZYN-SUDICE AND CHALUPKI-BOHUMIN
1.3 Sector
1.4 Location  Poland, Silesian Voivodship, Euroregion Silesia, Raciborz county, 7 km from Polish-Czech border

2. Objectives
2.1 Wider objective
Transport development as a supplement Cross European border network as communication infrastructure system improvement between Polish and Czech Republic and making better access to international border crossings

2.2 Immediate objective
- stepping up of transborder transit traffic on the Krapkowice-Raciborz-Opava-Ostrava, Gliwice-Raciborz-Opava-Ostava and Opole-Raciborz-Rybnik routes,
- road safety improvement,
- propping up the local economic development

2.3. Accesion Partnership and NPAA priority
Modernization of the communication system in direction to border crossings refers to immediate objectives bearing on development for transport infrastructure is completely matching up with Accesion Partnership priority concerning economic and public cohesion. Performing the objectives related with proping up investments to adjustments Polish legals for European Accesion, it also writes into the Polish Sector Policy goes for transport (described in AP) what is consequent activity for financing transport infrastructure working for developing Cross European Border Network

Part I, point 4 of the National Programme for European Accesion among its priorities included (what is dealing with that project) Development of Cross Border Cooperation and paragraph 7, point 1 and 8 concerning transport pined down priority as go on modernization and expansion of transport infrastructure with particular emphasis on access towards to border crossings.

2.4 Contribution to National Developement Plan
Developement Strategy of Silesian Voivodship dated 25.09.2001 for the 2000-2015 years in IV Parts, point 4 titled PRIORITIES, ACTIVITIES AND OBJECTIVES hints that opening and integration of communication system as well increasing transport access as contributo to voivodship international economic trade
Moreover in the frame of priority titled “working up international cooperation within the Southern Poland” taking on realization tasks like: construction and standards improvement for cross border cooperation (CP6). This project refers to cross border cooperation in view of transit traffic intensity towards to border crossings with particular emphasis on move it out from town. In this way Priority no 1 titled “Traffic System” is accomplished.

Expansion of logistic infrastructure in Euroregion Silesia is the capital for society and public cohesion. At the same time it will also let forming the integrated transport system combined with traffic, railway and airlane systems. This way trans European network will be made up.
Strategy of the Polish and Czech borders:
Part VII titled PRIORITIES OF STRATEGIC DEVELOPMENT, poin 7.1A Efficiency and density of local transport traffic connections to the border includes that the basis problem is
“striking up economic cooperation and assurance of proper transport connections. Feasibility of transport, notably traffic – and linking the partners on the both side of borders shouldn’t be worse than as it going on in view of contacts for the one country terrain. In the frame of these activities it needs the following: construction and modernization road network together with its technical installation”.

Addition point 7.2. A “Efficient traffic service with enriched offers for it”. There are particular proposals for communication system goes for: “linking of the main roads infrastructure for both countries, modernization of the infrastructure along the border for creating intersection point as strengthened axis of the cross-border development”.

Therefore this project is entirely according with the Strategy of Polish and Czech border with its particular objectives published by Polish and Czech governments.

2.5 Cross Border Impact

Modernization of communication system in town will considerable improve transit traffic running via Raciborz with particular emphasis on the Krapkowice-Opava-Ostrava route, which supplement of the Cross European Border transport network. The project also fulfills the establishments of the “Strategy of the Polish-Czech border”. In the vicinity of the ringroad a big logistic and transportation will be constructed. The bus’ international terminal will connect the town with the international airport in Ostrava City (Czech Republic) situated 30 km from Raciborz. Renovated voivodship road no 916 will facility for traffic circulation towards to the Pietraszyn-Sudice border crossing. Due to above fact there will be decreasing of transit congestion in urban district. It is important that profits of this project will be equal for both Czech and Polish inhabitants because implemented project will improve traffic conditions and access to the border crossings in Pietraszyn-Sudice i Chalupki-Bohumín. As results of it there will be further integration of economic activity in the Euroregion Silesia. The project is supported by both Czech and Polish parts as a mutual euregional concept of the traffic communication network enabling access to Cross European border road, railway and airline network for its inhabitants (See Attachment no 7 Euroregion Board Statement). Unconformably of Euroregion, the project has foreign partner i.e. Opava town (See Attachment no 6). Opava authorities took part in creating the project concept and would encouraged setting up information centres and public transport. There will be modernization of some road sections from border crossing Pietraszyn-Sudice to town centre in Opava in the next stage. They are also attending activities concerning putting the Opava-Raciborz railway connection into service.

3. Description

3.1 Background and justification

Transit traffic in direction to border crossing within Euroregion Silesia faces more and more obstacles. Some of them are the results of bad road state what limits their capacities and travel time to/from border crossing is increased. Breaking out traffic jams is the most important problems among other obstacles of automobile communication in Opava and Raciborz. There was prepared a complex roads modernization project which realization would improve all the bottlenecks in communication in Euroregion and would improve transborder transit traffic conditions. The Statement for supporting the modernization of the road no 1/46 Opava-Sudice and road no 916 Pietraszyn-Raciborz has been signed by Polish and Czech local authorities, dated 3.12.1999. There will be an efficient transborder communication in Euroregion only under terms of rebuilding traffic flow system in Raciborz’ and Opava’ town centres. Polish and Czech road network connections running via Raciborz’ and Opava’ centres are almost impassable so without the building the centre ringroad will not fulfilled expectations of increasing transit traffic. Described includes modernization crucial section of road no 916 (state border-Raciborz) within the town and construction centre ringroad of Raciborz. Due to financial support modernization the road and possibility of forming the centre ringroad and logistic conjunction will generate also another linked activities involving other organization and SME sector.

3.2 Linked activities
There was prepared “Study for traffic in Raciborz” on the basis of agreement between Raciborz’ authorities and self-sufficient company- Nederland Haarlem Polska. Making of this elaboration was financed by Nederland Government and proved that nowadays there are some obstacles for transborder transit traffic, mainly connected to too low capacity of existing roads.

Voivodship Board made a decision for modernization of road no 916 (Raciborz-state border) through construction of additional road lanes just before Pietraszyn-Sudice border crossings. This investment could be efficient only when other bottlenecks of transborder communication system are eliminated. Transit roads and their capacities are probably crucial in this case. Voivodship Roads Management has planned finishing this investment to the end of 2001.

There are plans for modernization of this road from Sudice to Opava. Next year Opava will probably apply for Phare CBC supporting means for this project which consists of construction the Opava’s centre ringroad too. In that way the undertaken for improvement for transit traffic from Raciborz’ centre to Opava’s centre will be accomplished.

3.3 Results
There will be constructed centre ringroad and renovated voivodship road no 916 as a result of this project. It will cause increasing regional and transit traffic on the Krapkowice- Raciborz- Opava- Ostrava, Gliwice- Raciborz- Opava- Ostrava, Opole- Raciborz- Rybnik routes about min. 30 % calculated by General Management of Public Roads (GDDP) up to 2006.

Modernization of the road no 916 (Raciborz-state border) will considerable increase traffic safety and limits congestions appearing after car accidents, notably that is predicted its 20% decrease.

Construction of new 866,22 m road section will form centre ringroad and local logistic conjunction using present technical infrastructures (railway and bus station, customs agencies etc.) located at the intersection point of ringroad enriched with international bus terminal and information centres. This will help to find a job for about 300-350 persons. New logistic conjunction will surely impact to contribute an economic activity in this region.

3.4 Activities
The project consist of two activities. The following are:
1. Construction of the Raciborz’ centre ringroad - in order to achieve described results the following activities have to be taken: construction new 866,22m road section, reconstruction of 124 sewege system, reconstruction of 1362 m canalization of rainfalls, starting the information centres, reconstruction of the bus station including forming an international terminal. There is envisage the information action for would-be users concerning the undertaking and its financial means coming from the Phare CBC 2001 in the schedule.

2. Modernization of the voivodship road no 916 (Raciborz-state border) of its 3120 m section - there is designed such activities as: adjustment of verges, pavements, driveways to estates and fields and raise them onto road level, regulation of drainage ditches, dully drainage the roadway and improving its coating.

3.5 Inputs
There is one contract for all the construction works valued 3,633083 mln Euro. Besides there are two small contracts for information activities and investments supervising works on the total amount of 0,033689 mln Euro. Town financed by itself the technical documentation the first stage constuction of centre ringroad on the total amount of 0,241 mln Euro.

4. Institutional framework
Preparation of modernization project and its realization will be led according to the institutional frames of Municipality – its organizational unit Board. Ag to this institution’s rules there will be called up the teams acting according to the menaging regulations of the project. In every situation of this project “a buyer” is The Town Board. There are planned 3 stages of preparation and realization of the project.

I stage (being realised) – a project team has been appointed which target is the preparation of the project, tender specifications due to DIS Manual
II stage – preparation and realisation of tender procedures - the task belongs to the duties of the Department of Public Orders in Racibórz Municipality

III stage – realization and monitoring of the project - project team led by the manager (coordinator) of Town Board is assembled of Investment Supervising Team and financial monitoring team.

Members of all these teams are workers of Local Government Office with professional knowledge and experience in realization of hard investing projects cofinanced by Aid Programmes. The team of Investment Supervising will be complemented by outside experts engaged by another contract. Specific qualification and organizational scheme of preparation and implementation of the project is individual in the Mayor’s Regulation.

Due to realization of this particular project an Agreement between Local Government Office in Racibórz and Voivodship Board has been signed. In this document the rules and duties of investment realisation by both partners have been described: organization and managing of road project no 916 (Racibórz - country border) belongs to Town board of Racibórz.

After finishing the project

The estate, except for the section road 916 (Racibórz - country border) being managed by silesian Voivodship Road Management will become communal property and will be governed by The Department of Local Economy. There is no necessity to change any institutional structure connected with the realisation of that project.

5. Detailed budget

<table>
<thead>
<tr>
<th>Costs already payed</th>
<th>Phare</th>
<th>Support</th>
<th>Total Phare (=I+IB)</th>
<th>National Cofinancing</th>
<th>IFT*</th>
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* In cases of co-financing only
** taking into account costs already payed

It’s anticipated to proceed tenders for two small contracts (information action and investment supervising) financed from the country sources and one big tender (about 93%) for building concrete from Phare CBC (42%) and country sources (55%). The total cofinancing from country sources is 2,166772 mln Euro, that means about 60% of whole investment. This means has been assured in the Resolution No XII 142/99 of the Town Council from 25th of August 1999 in "Many years Programme of Investment Tasks" It puts the Town Council under an obligation to appropriate financial means planned in the application before of the annual town budget.

2001 Town Budget, according to the resolution procedure, will be accepted before the end of 2001. Some part of the financial means will be assured from the budget of Silesian Marschall Office (Urzad Marszalkowki) – Attachment no. 10- Agreement and from the national budget – stock on purpose for cofinancing infrastructural project from Phare.

6. The organisation of implementation.
6.1 Implementation branch
6.2 Twinning – project does not concern
6.3 Non standard aspects - they are not expected Implementation Arrangements
Contracts will be made according to DIS
6.4 Contracts
Contract 1: 0.002770 mln Euro (conducting an informative action – national public founds)
Contract 2: 0.030919 mln Euro (investment supervising – national public founds)
Contract 3: 3.633083 mln Euro (constructing contact- coofinancing from Phare and Country)
Technical project- 1st stage of constructing: 0.241 mln Euro- national financing

7. Schedule of implementation

7.1 Beginning of tender (offers)
The project- the technical documentation is completely prepared for realization – it’s planned to prepare tender specifications in IV th quarter 2001

7.2 Beginning of works connected with the project
Verification and approval of tender documents is expected in IV th quarter 2001
Realisation of the contracts will take place as soon as tender is needed- (about 1st quarter of 2002) and making contracts (anticipated date of beginning the realization the 1st contract – beginning of II quarter of 2002).

7.3 Finish of the project- IV quarter 2003.

8. Equal opportunity.
The equal number of men and women is planned in the project as a place for work. Beneficiaries of that project, according to the forecast, mostly will be women because of the employment in service where generally women are required. It’s also expected that employment will get higher among the women from national minorities. They create a big group in Racibórz and the area. The infrastructure is also planned to improve the conditions for the disabled and children in trolleys.

9. Environment
“Analysis of influence on the environment” (attachment no 5) for the whole investment was prepared in January 2001. This paper concerning “Interurban ring road of Racibórz town” has been based on the “Evolution of influence on Enviroment” prepared on 29th of May 1998 and actualized because of the change of rules. The investment task has been prepared according to law regulations available in Poland and European Union (Directive no 85/337/EWG).

Because of technical solutions used as project documentation the project cannot have bad influence on enviromental or negative influence on people’s health. Modernization will allow to improve the acustic climate through better traffic conditions, and of course to diminish the level of noise. The emission of air pollution will be also reduced because of less car exhaust.

10. Rates of return
In financial analysis of the project as an integral part of Feasibility Study (attachment no 4) needed economical indexs have been rated. Analysis has been realized in constant prices as a base for estimating the amount of investment expenditure of money according to the prices of the IV quarter of 2000. All calculations have been done according to “Temporary Instruction of Economic Efficiencies Appraisal for Roads and Bridges Under takings” elaborated by Road and Bridges Scientific Research Institute in Warsaw and “Economic Appraisal of Transport Projects” edited by The World Bank. Analysis takes into consideration time of 2001-2026.

For this project indirect benefits were estimated and internal rate of return is IRR= 18.7% and economical actual netto value NFV = 10.089.379 zl.

11. Investment criteria
11.1 Catalytic effect
Accomplishing the project we are going to adapt Polish transport infrastructure to European standards in accordance with economic and social cohesion principles. Many traffic problems are solved with the project directly at Euroregion’s and town’s level and that is favouring transborder
connections. In view of financial size of project issuing from considerable complication of construction works and the need of fulfilling the project in short time (town centre) achievement above mentioned results is impossible from only town’s means or it would be delayed because the town’s budget size and realization other necessary activities.

11.2 Cofinancing
In consideration of project cofinancing possibility from Phare CBC up to 75% (1.5 mln Euro) acceptable is financing from town’s budget, Silesian Marshall’s Office’s budget and reserve fund for Phare infrastructure investments of State Budget on total amount of 2,166772 mln Euro as a national cofinancing part.

On account of insufficient means in municipality budget financing from Phare CBC is crucial and enables assuring own part in local budget.

11.3 Additionality
There are no charges and direct financial benefits from this project and that is why it is impossible to finance such undertaken from commercial sources (bank credit etc.). In view of project size, especially in compare to local budget (over 22%), there is impossible to finance it for the municipality by itself. Bearing in mind above facts we are convinced that Phare CBC grant (about 43% of project size) is not replacing national financing and is necessary to accomplish the project.

11.4 Project readiness and size
Technical documentation of the project is completely prepared. Tender specifications will be prepared to the end of 2001. In case of centre ringroad construction works permission has already been issued and in case of modernization of voivodship road no 916 (Raciborz-state border) all the required permissions and decisions will be given till the end of second quarter of 2001 (administrative procedure has been already began).

Project total cost is 3.907772 mln Euro and cofinancing from Phare CBC programme is expected on amount of 1.5 mln Euro.

11.5 Sustainability
Investment meets all the European Union transport requirements, including road safety and environmental influence. This undertaking will have constant impact on town’s and voivodship’s transborder communication system. In future maintenance costs will be covered by local municipality and voivodship in adequate portions.

11.6 Compliance with state aids provisions
Investment accomplishment will be going in accordance with contents of art. no 63 of the European Agreement which article is modified repeating of art. no 92 of the I Rome Treaty. Public aid in project realization will not have influence on free competition and will not threat competition perverting international trade.

Local government, inhabitants of Raciborz, Silesian Voivodship and Czech are the immediate beneficiaries of this project.

11.7 Contribution to National Development Plan
Project is realizing priorities put in “Strategy of Silesian Voivodship”, part 4, point 4 and priorities contained in part VII of “Strategy of Polish-Czech border”. This priorities are the integral part of National Development Plan.

12. Conditionality and sequencing
To get full transborder traffic capacity on Opava-Raciborz route and connecting Euroregion Silesia to Cross European border network Silesian Voivodship Board made decision of reconstruction in 2001 part of road no 916 just before border crossing Pietraszyn-Sudice. Framework for this part contains building additional halting road lanes for freight transport. Raciborz municipality accomplished first stage of construction the centre ringroad by itself. At the same time municipalities from Euroregion’s Czech side have began concept works for modernization road no 1/46 (state border-Opava). Opava’s authorities co-operating with Raciborz in this project are preparing to construct’s Opava’s centre ringroad and they will apply for cofinancing from Phare CBC 2002. These activities will be efficient only when when project “Modernization of
communicatin system in direction to border crossings Pietraszyn-Sudice and Chalupki-Bohumin” is accomplished. In consideration of project’s completely technical and administrative preparations there are expected any additional legal regulations. There is in accordance with budget’s procedure only need to declare Town Council resolution for assuring financial means for this investment. Town Council is made to declare this resolution by former resolution of Many-years Investments Plan.

Before starting the investment there will be led promotion action presenting new communication system to inhabitants by massmedia.

Task no 1 of the project was set in the way to increase activities efficiency and decrease costs connected to organization the alternative traffic through dividing the task to stages and building them separately building them separately one by one.

Stage I. Construction of section at Plac Dworcowy.
Stage II. Construction of section on Pocztowa-Nowomiejska streets.
Stage III. Rebuilding of bus station and construction of other infrastructure.

Task no 2 - Modernization of voivodship road no 916 (Raciborz-state border)- during the works automobile communication will be going by local roads. Task no 2 will be realizing in two stages taking place simultaneously.

Stage I. Adjustment of verges, pavements, driveways to estates and fields and dully drainage the roadway.
Stage II. Improving roadway coating and raising pavements, driveways to estates and fields onto road level.

In consideration of different location both tasks will be realizing at the same time as well as the investments supervising works.

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e-mail: wrozwoju@silesia.top.pl
### LOGFRAME PLANNING MATRIX FOR
Modernization of communication system in direction to border crossings Pietraszyn-Sudice and Chalupki-Bohumin

<table>
<thead>
<tr>
<th>Wider Objective</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will Be Measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>The development of transport infrastructure as the fulfilment of eurotrans-system by means of traffic improvement in the frontier region between Poland and Czech Republic and additionally, developing the access to cross-border for international flow.</td>
<td>Increase for about 20-30% of people and vehicles crossing the board Chalupki – Bohumin and Pietraszyn- Sudice</td>
<td>Board Guard raports after 3 years of finishing of the project</td>
<td>Continuation of realisation of strategic plans concerning development and the rest of transport infrastructure.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Immediate Objective</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will Be Measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Increase in cross-border traffic and its capacity in the following routes: Krapkowice Racibórz – Opava – Ostrava, Gliwice – Racibórz – Opava – Ostrava, Opole – Racibórz – Rybnik. 2. Improvement in safety on the roads 3. Support in local trade development</td>
<td>Growth of traffic and capacity for about 30% in the region of borders and region of Krapkowice-Opava-Ostrava, Gliwice-Opava-Ostrava, Opole-Raciborz-Rybnik. Decreasing of car accidents for about 20% Local employment growth for about 200-350 places Local growth of economic activity for about 10-20%</td>
<td>Raports of GDDP and Town Board in 2006 year Annual raports from Regional Police Station Raports of Employment Office after 3 years of finishing the investment. GUS raports and data concerning the number of local enterprises also after 3 years of finishing the investment</td>
<td>Continuing good economic relations which have an important influence on the trade in both countries</td>
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<thead>
<tr>
<th>Outputs</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will Be Measured</th>
<th>Assumptions and Risks</th>
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<tbody>
<tr>
<td>Construction of Centre Ring-road of Racibórz Town Partial modernization of State Road No. 916</td>
<td>Officially giving into use a new piece of road of length of 866,32m. With the whole infrastructure, creating 2 information centres, calling into being permanent bus lines Racibórz – an airport in Ostrava and Racibórz – Opava, and calling into being a permanent office of airlines service and information for an international airport in Ostrava Official delivery of the modernized road of 3120 m. with its infrastructure</td>
<td>Technical documentation and contract raports of The Town Board, supervising engineer and an executor directly after finishing the investment.</td>
<td>Risk: no identified risk factors Decline interestment in tourism and foreign communication</td>
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<table>
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<tr>
<th>Inputs</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will Be Measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of information campaign for future users of the ring-road Building of a new stretch of road – 866,32 m Rebuild of sanitary sewage system – 124 m Rebuild of rain-water sewage system - 1362 m Lanching of Information Agendas, rebuild of Bus Station and its International Terminal. Modernization of State Road No. 916 – strech of 3120 meters: placing kerbs (strecth of 1728,5 m, cobble-stoning (strecth of 2962,6 m²), modernization of road surface – 19 391 m²</td>
<td>informative action (1st contract) supervising investment (1st contract) construcing all objects included in the project (1st contract)</td>
<td>Technical documentation and contract raports of The Town Board, supervising engineer and an executor directly after finishing the investment.</td>
<td>The Resolution of the Town Council No XII/142/99 in Racibórz of 25th of August 1999 to accept the &quot;Many Years Programme of Investment Tasks&quot; where the most important task is constructing the central Ring-raid. The Resolution in town budget taken in December of 2000 concerning own costs for constructing it Agreement with the Silesian Voivedship Board concerning the application to Phare CBC P/CZ 2001 for grants &quot;Modernization...&quot;</td>
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# Project Title:
MODERNIZATION OF COMMUNICATION SYSTEM IN DIRECTION TO BORDER CROSSINGS PIETRASZYN-SUDICE AND CHALUPKI-BOHUMIN.

<table>
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<th>PHARE CBC 2001</th>
<th>Project realization planning period</th>
<th>Budget (mln Euro)</th>
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<tr>
<td></td>
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<tr>
<th>(1)</th>
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<tr>
<td>Realization schedule</td>
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<td>C</td>
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<td>Contracting schedule</td>
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<tr>
<td></td>
<td>contract 2</td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>contract 3</td>
<td>x</td>
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<p>| Indicative schedule For Phare | contract 1 | PL |   |   |   |   |   | PL |
|                               | contract 2 | PL |   |   |   |   |   | PL |
|                               | Contract 3 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.20 | 2.00 |</p>
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<tr>
<th>Total</th>
<th>3,907772</th>
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Justification:
D = sub-project preparations
C = Tender launch, evaluation, contract
I = contract realizations
Summary of financial analysis

Financial analysis was prepared for project under the title “Modernization of communication system in direction to border crossings Pietraszyn-Sudice and Chalupki-Bohumin”. Analysis was held in fixed prices with the base-prices for forth quarter of 2000 and contains 25-years time period: 2001-2026.

That kind of road infrastructure investment brings any direct financial benefits because there are no charges for using of newly renovated communication system. So in purpose of getting correctly calculated financial rates there is need to take into account such indirect benefits as following:

A. Income for Raciborz’ budget thanks to area’s economic development:
- additional income from immovable property tax,
- municipality share in additional company income tax,
- municipality share in additional personal income tax (from persons hired in newly founded enterprises),
- “transport tax”- from newly bought trucks and lorries,
- municipality share in additional personal income tax (from persons hired in construction works).

B. Income for other municipalities budgets thanks to area’s economic development:
- additional income from immovable property tax,
- municipality share in additional company income tax,
- municipality share in additional personal income tax (from persons hired in newly founded enterprises),
- “transport tax”- from newly bought trucks and lorries,
- municipality share in additional personal income tax (from persons hired in construction works).

C. Indirect benefits appeared after modernization of communication system:
- advantages in terms of reduction of risk of accidents in a congested area,
- savings in transport time (especially for passengers)
- decreased costs of car maintenance,
- reduction of pollutants in environmental.

The above mentioned benefits were calculated according to “Temporary instruction of economic efficiency appraisal for roads and bridges undertakens” elaborated by Road and Bridges Scientific Research Institute in Warsaw and manual written by H.Adler under the title “Economic Appraisal of Transport Project” recommended and edited by the World Bank.

Data necessary to calculate the financial rates is put in tables in “Feasibility Study”. Taking into account above assumptions financial rates becoming their economic dimension and we could talk about Economic Rate of Return (ERR) and Economic Net Present Value (ENPV).

In calculations were conformed two options:
- first - treating as a cost all investments expenditures,
- second- treating as a cost all investments expenditures reduced by Phare grant.

Net Present Value:
For the first option Net Present Value is calculated for two discount rates:

a. R= 0,07 \[\text{NPV}= 3\,283\,285 \text{ zl}\]

b. R= 0,12 \[\text{NPV}= -2\,414\,477 \text{ zl}\]

Net Present Value calculated for the second option is:

a. R= 0,07 \[\text{NPV}= 10\,089\,379 \text{ zl}\]

b. R= 0,12 \[\text{NPV}= 3\,649\,737 \text{ zl}\]
Internal Rate of Return:
Internal Rate of Return was calculated to 2026 and amounts to:
   a. first option - treating as a cost all investments expenditures  IRR= 10,1 %
   b. second - treating as a cost all investments expenditures reduced by Phare grant
      IRR= 18,7 %
Analysis of influence on the environmental for project:
“Modernization of communication system in direction to border crossings Pietraszyn-Sudice and Chalupki-Bohumín”

“Analysis of influence on the environment” for the whole investment was prepared in January 2001. This paper concerning “Centre ring road of Racibórz town” has been based on the “Enviromental influence’s appraisal” prepared on 29th of May 1998 and actualized because of the change of rules. The investment task has been prepared according to law regulations available in Poland (Environmental Ministry ordinance dated 14.07.1998 for defining investments destructive for human health and natural environmental or investments which may make the natural environmental worse and specific requirements for environmental influence’s appraisal (Dz.U. no 93 poz. 589)) and European Union (Directive no 85/337/EWG).

The task of the following work is the evaluation of interreaction towards the environment of reconstracted streets of Racibórz in the central part of the town, it is in respect to the agreements on the settlement and cultivation conditions specified by the approprite decision. The reason of the reconstruction is crucial for the improvement in the traffic flow and its safety. Thus, it is planned to rebuild the existing cross-roads and right and left-side pedestrian crossing. The necessity of realisation derives from a growing number of the vehicles in the traffic. The evaluation of interreaction is obligatory expected to asses the environmental factors, which in the light of rules, may cause the damage of the present nature during each stage of realisation. The following evaluation drives at specific conditions of realisation, which will allow to, to some extent, lower the number of inconviniences. It is also also necessary to consider the present state of the existing traffic solutions which is not nutral for the enviroment and in future development of motorisation it will be getting worse. At the moment, all the streets are densly busy which causes the atmoshere damage, emmision of noise and others.

The idea of building the road by-pass will surely cause the improvement in the enviroment but it must be considered in the wide aspect of social expectations, future perspective of the town development and effects while the realisation of the procect would not come into life. The extent of the rebuilding of existing streets presented in the project is in accordance with the local town spatial settlement of Racibórz. The surroundings are differentiated in regards to methods of cultivation. In the neighbourhood of reconstructed streets, there are located such facilities as: industrial-trade-service centres and the territories which are the technical infrastructure of the town , that is: Train Station, Bus Station, Local Bus Stations.

The realisation of the investment is intended in the enviroment of antropogenetical features. Naturally, it will casue a minor influence on the land. Also, the changes will not effect the existing structure of soil surface and interfere indirectly with existing flora. Furthermore, it will succesively decrease the fumes and noise emission. The general analyses presented in the following evaluation is estimated on the basis of forecast for the year 2012. The intended restructure of the streets will not affect the sanitary state of surface and undergroun water, as all the streets’ systems will be sealed up and rain-water will be directed to the urban sewege system.

In regards to the air polution, the reconstruction of the streets and its influence on atmosphere enviroment and health of the natives has also been analised. The analyses show a huge level of nitrogen-oxide, carbo-oxide and hydrocarbon emission. Yet, it is foreseen that the number of modern vehicles will grow rapidly after the 2000, which will cause the decrease of Pb and SO² tenfold. Basising on the emission norms, the allowed levels have been
estimated for CO and NOX, though the norms are in respect to the infrastructural urban
territories facilitated with industry, trade and services.

The conducted analyses of acoustics showed a surpass in nominated norms in a few
inhabited areas. In case the reconstructed streets will come into use, it will be necessary to
conduct the acoustic outer tests and alternatively, the building acoustic isolation will have to
be improved. There is no need to use the acoustic walls whatsoever. Tested by the
measurements, the noise level shows similar values as estimated primarily.

All the other effects on the environment seem variable and may be limited by the
organisation as well as the use of safe remedies.

It is worth underlining here that the whole reconstruction of the streets and its
numerous influences on the environment and inhabitants will not cause the collection of refuses
and will improve the traffic system of the Racibórz town. From social and economic point of
view, such investment seems truly needed.