1. Basic Information
   1.1. Desiree Number: PL0110.01
   1.2. Title: Transformation of sections of the Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna – state border
   1.3. Sector: Transport
   1.4. Location: Poland, Malopolskie Voivodeship, the powiat of Gorlice, access rote to the state border – sections of total length 27.3 kilometre

2. Objectives:
   2.1. Wider objective
       Development and modernisation of the transport system in the border area.
   2.2. Immediate objectives
       Improvement of traffic conditions, increasing the capacity of the surface, traffic activation of the existing border pass, introduction of heavy goods vehicles up to 7.5 ton of total weight.
   2.3. AP and NPAA Priorities
       **AP Priority**
       - Existence of operational market economy and the potential to face the pressure exerted by powerful competition and market forces operating within the Union
       - Medium-term: transport:
         - increase of the road’s throughput, liquidity of traffic, and improvement of travel conditions,
         - creation of favourable conditions for intercepting the increased traffic in the border area,
         - conclusion of adaptation works, improvement of administrative and executive capabilities in road transport,
       **NPAA Priority**
       - Modernisation of transport infrastructure in order to enter it into the system of Transeuropean network.
       - Definition of medium-term priority in the AP. Modernisation of the transport infrastructure is aimed at the participation in TENs and requires from Poland the making of the necessary investments.
       - Poland’s Access in the individual sectors of joint policy and entering the system of Union infrastructure, which found its reflection in the medium-term AP Priorities.
       - The result of the actions mentioned above should be the maintenance of good technical condition of the existing network of infrastructure and its development for the creation of technical and development conditions for the inclusion of the Polish transport system into the grid of European transport corridors and Transeuropean infrastructure networks.
       - Poland’s preparation to participate in the Union’s tourist market.
   2.4. Contribution to the National Development Plan
       The project remains in harmony with the National Development Plan, and shall contribute to the realisation of the wider (strategic) objective, namely, to the improvement of the social and economic unity of Poland – both internal and also unity in the framework of the future, broadened Union.
       The implementation of this task has been entered into the Development Strategy of the Malopolskie Voivodeship and remains in accordance with the Polish-Slovak Joint Programming Document (JPD).
   2.5. Cross Border Impact
       The improvement of road conditions and reduction of transport time, as well as the introduction of heavy goods vehicular traffic will integrate the area of the
Malopolskie Voivodeship with the adjacent Slovak territories. The number of mixed businesses and commercial companies with Polish-Slovak capital will increase. The travel time on the access route from the town of BARDEJOV on the Slovak side of the border to Tarnów on the Polish side will become reduced, thus facilitating interpersonal relationships. The requirements of improving the stability and dependability of the border pass network will be met, which is necessary in the case of rendering of one of the neighbouring passes inoperable due to e.g. flooding, landslide, or a road block. The transformation of the road answers also the needs of the Slovak partner.

3. Description

3.1. Background and justification

The Voivodeship road No. 981 is a basic element of the communication solutions of the powiat of Gorlice, linking the powiats of Dabrowa and Tarnów with the powiat of Gorlice and, going further to the south through the Konieczna – Becherov border pass – with Slovakia and Hungary. The road calls for immediate modernisation and requires being upgraded to the standards of a Voivodeship road due to the forecasted increase in traffic intensity. The existing surface is in poor overall technical condition, and it lacks pavements in municipal areas. The construction of the Stawiska ringroad in Gorlice will allow elimination of the burdensome heavy duty traffic from the centre of the town. The condition of the road surface according to SOSN may be classified as C (alert) and D (critical) that is why the transformation is a priority and long-term objective of very high importance for the development of the region. The regional authorities (Marshall of the Malopolskie Voivodeship) consider the modernisation of the Voivodeship road No. 981 one of the Voivodeship’s development priorities.

Since the year 1994, modern infrastructure of the Konieczna border pass has been in operation; it allows dealing with of 300,000 travellers annually. The poor condition of the road surface and the lack of the appropriate capacity that disallows the introduction of heavy goods traffic of vehicles of total weight up to 7.5 ton render the full utilisation of the full capacity of the operating border pass impossible. Bearing in mind the broadening of the cooperation between the Malopolskie Voivodeship and the Presovsky Kraj in the field of exchange of goods and persons, and of the development of the eastern reaches of the Malopolskie Voivodeship, the transformation of the road is considered justified. As a communications route Poland – Slovakia – Hungary, the road will be the most convenient link of the Konieczna border pass with the planned A-4 Motorway. The improvement of the communication accessibility will positively influence the expansion of tourist and commercial traffic between the region and Slovakia, improving the economic development of the most poorly developed part of Malopolska and will result in a decrease in the unemployment.

In the years 1998-1999 the Zdynia – border of the state section of the road was modernised.

3.2. Linked activities

Agreement on Interregional Cooperation was concluded between the Malopolskie Voivodeship and the Presovsky Kraj concerning the efficient cooperation between the communities, civic and cultural organisations, and commercial companies. Besides this, assets from the Phare CBC 2000 fund were awarded to the construction of the border pass bridge in Leluchów situated 40 kilometres away from the Konieczna border pass. The implementation of the two investments will greatly improve the transport availability in the region.

3.3. Results

Modernisation and transformation of the Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna – state border will adjust the road to the Voivodeship road
standard which will improve traffic safety and liquidity, and allow the meeting the Union standards concerning the construction of roads and bridges. The connection of the road network handling this part of the Malopolskie Voivodeship with Slovakia shall strengthen the economic links and increase the number of companies operating within the neighbouring markets, increasing the number of joint ventures. The economic development in the production and service industries will improve the quality of life in Poland and Slovakia, whose effect will be the decrease of the high unemployment and the countering of the negative migration flow present in the region.

3.4. Outputs
- Modernised bituminous surface of the following sections:
  - Moszczenica – Gorlice: length of 5.5 km,
  - Gorlice – Malastów: length of 11 km,
  - Gladyszów – Zdynia: length of 8 km,
- 2 metres’ wide pavement, rainwater drainage system and modernised bituminous surface of the following section: Wegierska Street in Gorlice: length of 2 km,
- New section of the Stawiska ringroad in Gorlice, with 7 metres’ wide bituminous surface and pavement on one side of the road: length of 0.8 km.

3.5. Inputs
  **Contract 1 for EURO 2.75 million – own funds:**
  - construction of the bituminous surface of total length of 24 km on the following sections:
    - Moszczenica – Gorlice: length of 5.5 km – value EURO 0.75 million,
    - Gorlice – Malastów: length of 11 km – value EURO 1 million,
    - Gladyszów – Zdynia: length of 8 km – value EURO 1 million.
  **Contract 2 for EURO 2 million:**
  - Wegierska Street in Gorlice – construction of the pavement, rainwater drainage system, and bituminous surface – length: 2 km, value: EURO 0.55 million
  - construction of the Stawiska ringroad in Gorlice with bituminous surface – length: 0.8 km, value: EURO 1.45 million

4. Institutional Framework:
4.1. The beneficiary and implementing authority of the project is the Malopolskie Voivodeship. The project will be supervised by the Malopolskie Voivodeship through the Management Board of Voivodeship Roads in Krakow, ul. Glowackiego 6, 30-085 Kraków, Poland, tel.: +48 (12) 637 2879. The objects built as the result of implementation of the project will remain in the management of the Management Board of Voivodeship Roads in Krakow – the organisational unit managing Voivodeship roads in accordance with the Act of 21st March, 1985 on Public Roads (Gazette No. 14 with later amendments.)

4.2. Lack of threats and limitation in the scope of implementation of statutory tasks by the institutions in question. The results of the project will have no influence on the changes of the institutional structure.

4.3. Not applicable.

4.4. a) the “Engineer” of the project is the Management Board of Voivodeship Roads in Krakow.
b) the Employer is the Malopolskie Voivodeship
c) The owner of the property after the conclusion of the project will be the Malopolskie Voivodeship (Malopolskie Voivodeship Board.)
5. **Budget:** (in thousands EURO) in accordance with the format provided below:

<table>
<thead>
<tr>
<th>Phare support</th>
<th>Investment</th>
<th>Institutional Building</th>
<th>Total Phare</th>
<th>National Co-financing</th>
<th>International Institution Financing (IFI)</th>
<th>Total</th>
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</thead>
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<tr>
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<td>0</td>
<td>0</td>
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<td>0</td>
<td>2750</td>
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<td>2000</td>
<td>0</td>
<td>2000</td>
<td>2750</td>
<td>0</td>
<td>4750</td>
</tr>
</tbody>
</table>

6. **Implementation arrangements:**

6.1. Implementing Agency

The Implementing Agency is Implementing Authority for the Phare CBC Programme within the Ministry of Internal Affairs and Administration, tel. (+48-22) 695.99.10/11, fax (+48-22) 695.99.12/13, in Warsaw.

Programme Authorising Officer will come from the Ministry of Internal Affairs and Administration to be appointed by the National Aid Co-ordinator after approval of the programme

6.2. Twinning

Not applicable

6.3. Non-Standard Aspects

All Phare Fund contract procedures will remain in accordance with the Practical Guide for PHARE, ISPA, and SAPARD

6.4. Contracts:

To implement the project described here, two contracts are envisaged:

- Contract 1 – value of EURO 2.75 million – own funds:
- Contract 2 – value of EURO 2 million:

7. **Implementation schedule:**

7.1. Start of tendering/call for proposals – 2nd quarter of 2002

7.2. Start of project activity – 3rd quarter of 2002

7.3. Project completion – 4th quarter of 2003

8. **Equal Opportunity:**

- As these are the qualifications that are the decisive criterion while choosing contractors, the sex of the contractors does not matter.

9. **Environment:**

- The evaluation of the environmental impact of the project was performed in January 2001 by Janusz Bohatkiewicz, D.Sc.

- The report from the evaluation of the environmental impact of the project is available from the Management Board of Voivodeship Roads in Krakow.

**Crucial aspects of environmental impact of the project:**

- The planned transformation may have environmental impact while being implemented. In most cases, this impact will be of short-term nature and recoverable.

- The changed surface will allow more liquid traffic which will decrease the unfavourable impact of sonic nuisance, air pollution, and – locally – of vibrations.

- The planned transformation will have no impact on the ground surface and/or soils; nor is the generation of waste considered as hazardous envisaged.

Summary of the environmental impact of the project – Annex 4.1.

Opinion of the Department of Environmental Protection of the Starosty of the Powiat of Gorlice – Annex 4.2.

10. **Rates of return:**
Investment rate of return (IRR) for the individual sections:
Section 1: Moszczenica – Gorlice: IRR of 16.8%,
Section 2: Gorlice – Malastów: IRR of 17.6% 
Section 3: Gladyszów – Zdynia: IRR of 16.3%.
The internal investment return rate: 1.35 for the Moszczenica – Gorlice section, 1.33 for the Gorlice – Zdynia section, and 1.38 for the Stawiska ringroad; all calculations were based on the HDM-III surface management system.
The Feasibility Study, including Feasibility Analysis, was made for the project in January 2001.
Annex 4.3. is the summary of the Feasibility Analysis.

11. Investment criteria:

11.1. Catalytic effect
Own financial assets of the Malopolskie Voivodeship are not sufficient to conclude the task in a reasonable time of 2 or 3 years – the Phare funds will help to speed the investment up.
Around the border pass, and by the road, new tourist, sports, commercial, and catering facilities, financed from private funds, will be developed which will have beneficial influence on the economic development of the region.

11.2. Co-financing
The task will be financed from the assets of the Malopolskie Voivodeship to the amount of EURO 2.75 million which is 58% of the project’s value.
Act of the Malopolskie Voivodeship Board – Annex No. 5
Statement of the Malopolskie Voivodeship concerning the 25% of project financing – Annex No. 5.1

11.3. Additionality
The Phare funds will not replace other assets but will be their complementation.

11.4. Project readiness and size
The project is ready to be implemented.
The technical file, evaluation of environmental impact, and economic analysis have been prepared.
The value of the project does not exceed EURO 4.75 million, with the Phare share in the total being EURO 2 million.

11.5. Sustainability
The road established as the result of the project will be administered by the Management Board of Voivodeship Roads in Krakow which owns appropriate funds for ongoing maintenance of roads and appropriate regular overhauls.
The duration of the road until the first general overhaul (with the assumed traffic intensity maintained) exceeds 20 years, that is goes far beyond the date of Poland’s accession to the EU.
The parameters of the road meet the EU standards concerning the construction of roads and bridges.

11.6. Compliance with state aid provisions:
The investment meets the provisions of the European Agreement in the scope referring to the state aid.

11.7. Contribution to Preliminary National Development Plan
The project remains in line with the Development Strategy of the Malopolskie Voivodeship (Annex No. 6: Modernisation of Border Passes and Access Routes to Border Passes,) with the priorities defined by the Polish Government in the Preliminary National Development Plan, and with the goals of the Tatry Euroregion as concerns cross-border cooperation (Annex No. 8). It remains in accordance with the Polish-Slovak Joint Programming Document (JPD).

12. Conditionality and sequencing:
The grounds the project is implemented on are the property of the Malopolskie Voivodeship.
The project is implemented in accordance with the local topical spatial management plan of the communes.

Critical stages of implementation for the Contract No. 2:

- preparation of tendering documentation – 4th quarter of 2001
- verification and approval of tendering documentation – 1st quarter of 2002
- announcement of the tender, selection of contractors, signing the contract – 2nd quarter of 2002

(Translation of 3 stamps):

1. Urzad Marszalkowski Wojewodztwa Malopolskiego, ul. Basztowa 22, 31-156 Kraków

2. Marszalek Wojewodztwa Malopolskiego - Marek Nawara - ( - );
   The Marshall of the Malopolskie Voivodeship – Marek Nawara (illegible signature)

   Deputy Chairman of the Malopolskie Voivodeship Board - Janusz Sepiol (illegible signature);
Annexes to Project Fiche

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement quarter schedule for the full duration of the project (including disbursement period)
4. Feasibility studies and / pre-feasibility analyses.
   4.1. Executive summary of environmental impact assessment.
   4.2. Opinion of Opinion of the Department of Environmental Protection of the Starosty of the Powiat of Gorlice concerning the environmental impact assessment of the Modernisation and Transformation of the Moszczenica – Konieczna, the Powiat of Gorlice investment.
   5.1. Statement of the Malopolskie Voivodeship concerning the minimum 25% subsidy for the project.
6. Extracts from the Development Strategy of the Malopolskie Voivodeship
7. Agreement concerning interregional cooperation between the Malopolskie Voivodeship and Presovsky Kraj.
9. Missive from the Office of the Malopolskie Voivodship concerning the approval of expanding cross-border traffic through the Konieczna – Becherov border pass with heavy goods vehicles of maximum total weight of up to 7.5 ton.
10. Missive from the Prednost Okresnoho Uradu v Bardejove concerning the plans to present a proposition for modernisation on the road on the Slovak side.
11. 1:125 000 site map
### Annex 1: Log Frame

<table>
<thead>
<tr>
<th>Project number:</th>
<th>PL0110.01</th>
<th>Project title</th>
<th>Transformation of sections of the Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna – state border</th>
<th>Total budget of the project</th>
<th>Total (MEUR): 4.750 Phare (MEUR): 2.000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wider objective</td>
<td></td>
<td>Indicators of Achievement</td>
<td>Increased count of vehicular traffic.</td>
<td>Where the information concerning the indicators will come from?</td>
<td>Assumptions and Risks</td>
</tr>
<tr>
<td>Immediate Objectives</td>
<td>Indicators of Achievement</td>
<td>Sources of information</td>
<td>Admission of traffic of vehicles with the maximum total weight of 7.5 ton.</td>
<td>Assumptions and Risks</td>
<td></td>
</tr>
<tr>
<td>Results / Outputs</td>
<td>Indicators of Achievement</td>
<td>Sources of information</td>
<td>Admission of traffic of vehicles with the maximum total weight of 7.5 ton.</td>
<td>Assumptions and Risks</td>
<td></td>
</tr>
</tbody>
</table>

**Date of drafting:** 16.03.2001

**Planning period:**

- Improved transport conditions, increasing the capacity of the surface, intensification of traffic activity of the existing border pass, admission of traffic of vehicles with the maximum total weight of 7.5 ton
- Increased count of vehicular traffic.

**Assumptions and Risks**

- Immediate Objectives
- Results / Outputs
Modernised bituminous surface of the following sections:

- Moszczenica – Gorlice: length of 5.5 km,
- Gorlice – Malastów: length of 11 km,
- Gladyszów – Zdynia: length of 8 km,
- 2 metres’ wide pavement, rainwater drainage system and modernised bituminous surface of the following section: Wegierska Street in Gorlice: length of 2 km,
- New section of the Stawiska ringroad in Gorlice, with 7 metres’ wide bituminous surface and pavement on one side of the road: length of 0.8 km.

Modernised 27.3-kilometre-long section of the road No. 981, and a new 0.8-kilometre-long section of the road.

The beneficiary, that is the Malopolskie Voivodeship will generate a report immediately on the final completion of the project.

<table>
<thead>
<tr>
<th>Activities</th>
<th>Inputs</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 1</td>
<td>value EURO 2.75 million</td>
<td></td>
<td></td>
</tr>
<tr>
<td>construction of the bituminous surface of total length of 24 km on the following sections:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moszczenica – Gorlice: length of 5.5 km</td>
<td>value EURO 0.75 million</td>
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<tr>
<td>Gorlice – Malastów: length of 11 km</td>
<td>value EURO 1 million</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gladyszów – Zdynia: length of 8 km</td>
<td>value EURO 1 million</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wegierska Street in Gorlice – construction of the pavement, rainwater drainage system, and bituminous surface – length: 2 km</td>
<td>value EURO 2 million</td>
<td></td>
<td>The beneficiary, that is the Malopolskie Voivodeship will generate a report immediately on the final completion of the project</td>
</tr>
<tr>
<td>construction of the Stawiska ringroad in Gorlice with bituminous surface – length: 0.8 km</td>
<td>value: EURO 0.55 million</td>
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</tr>
<tr>
<td></td>
<td>value: EURO 1.45 million</td>
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</tbody>
</table>
Annex 2: Task Completion Table. Transformation of sections of the Voivodeship road No. 981 Moszczenica – state border

<table>
<thead>
<tr>
<th>No.</th>
<th>Contract name</th>
<th>unit</th>
<th>material scope</th>
<th>total</th>
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<th>total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>division into sections</td>
<td></td>
<td>division into sections</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>I</td>
<td>II</td>
<td>III</td>
<td>IV</td>
<td>V</td>
</tr>
<tr>
<td>1</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>bituminous surface</td>
<td>km</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>pavements</td>
<td>m sq.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>rainwater drainage system</td>
<td>m</td>
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<tr>
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</tr>
<tr>
<td></td>
<td>pavements</td>
<td>m sq.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>rainwater drainage system</td>
<td>m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>construction of new road</td>
<td>km</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL (IN MILLIONS OF EURO): **4.750**

Description:

Contract No. 1 – construction of bituminous surface with the necessary widening and geometrical corrections of the road
- section I – Moszczenica – Gorlice,
- section II – Gorlice – Malastów,

Contract 2 for EURO 2 – construction of pavement, rainwater drainage system, and bituminous surface
- section IV – Wegierska Street in Gorlice,
- construction of new road:
  - section V – Stawiska ringroad in Gorlice
Annex 2-3: Implementation, contracting, and disbursement schedules

Transformation of sections of the Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna – state border

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>Planning Period</th>
<th>Budget Allocation Cost Estimate (in millions of EURO)</th>
</tr>
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</table>

<table>
<thead>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I (1)</td>
<td>II (2)</td>
<td>III (3)</td>
<td>IV</td>
<td>V</td>
<td>VI</td>
<td>VII</td>
<td>VIII</td>
<td>IX</td>
</tr>
</tbody>
</table>

**Implementation schedule**
- Contract 2: D, D, C, I, I, I, I, I

**Contracting schedule**
- Contract 2: 2.000

**Disbursement schedule***
- Contract 2: 0.200, 0.400, 0.800, 1.450, 1.650, 2.000, 2.000

**Key to symbols:**
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment

*Quote the increasing totals in millions of EURO

In the years 2001 – 2002, Contract No. 1 will be implemented with the funds of the Polish party amounting at EURO 2.750 million
Environmental Impact of the Project – Summary

Author: Janusz Bohatkiewicz, D.Sc. (BEiPBK “EKKOM” Krakow)

Transformation of sections of the Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna – state border

The Voivodeship road No. 981 Moszczenica – Gorlice – Konieczna (state border) fulfils tourist and economic functions. Two sections can be singled out here:

- Moszczenica -- Gorlice with dominant local traffic (economic reasons.) The length of the section is approximately 6 km.
- Gorlice – Konieczna with dominant tourist and recreational traffic related to the location of the Konieczna – Becherov border pass. The length of this section is 29 km.

Both the sections lie in mountainous grounds, mostly scarcely populated (apart from the fragment intersecting the town of Gorlice.)

In some of its sections, the road does not meet the requirements that voivodeship roads must meet, due to the poor technical standard laid down in the resolution of the Ministry of Transport and Marine Economy (Resolution of 2nd March 1999 concerning the technical specifications that public roads and their situation must meet, Gazette. No. 43, item 430,) which can be the cause of numerous threats, especially related to traffic safety (including extraordinary dangers to the environment.)

The environmental feasibility study analysed a section of appropriately 35 kilometres. The environmental study did not take into account the fragment of the road situated in Gorlice, connecting to the national road No. 28: Nowy Sacz – Sanok.

Changes and plans concerning the voivodeship road No. 981 (the parts covered by the feasibility study) assume staging of the works and concern especially (during the stage one) the reinforcement or exchange of the road surface and the introduction of such traffic security elements as barriers and other protections. During the further stages, the road is planned to be upgraded to voivodeship road standards. These works will be related to a correction in the geometry of the road (course and altitude.) The works enumerated above will be subject to the complete localisation procedure used in construction. At each of the stages of the procedure (definition of conditions for construction and spatial management, construction permits) it will be necessary to generate the report on environmental impact of the investment.

The greatest traffic present on the road in question is noticed at its initial section: Moszczenica – Gorlice. The voivodeship road No. 981 may be divided into four sections with the following (forecasted) traffic intensity counts:

- the Moszczenica – Gorlice section: from 2,319 vehicles per day in 2000 to 3,392 vehicles per day in 2010 and 4,446 vehicles per day in 2020.
- the Gorlice – Sekowa section: from 2,115 vehicles per day in 2000 to 3,329 vehicles per day in 2010 and 4,439 vehicles per day in 2020.
- the Sekowa – Gladyszów section: from 1,519 vehicles per day in 2000 to 2,391 vehicles per day in 2010 and 3,189 vehicles per day in 2020.
- the Gladyszów – Konieczna section: from 1,788 vehicles per day to 2,815 vehicles per day in 2010 and 3,753 vehicles per day.

The increase in the traffic intensity is also observed at the Konieczna – Becherov border pass – from approx. 40,000 vehicles in 1997 to approximately 83,450 vehicles in 2000.

The area analysed, where the voivodeship road No. 981 is situated in the area of the Outer Western Carpathians and covers: the Ciezkowickie Plateau, the Gorlickie Decline and the Beskid Niski Mountains. Geologically, the area belongs to the Outer Carpathians. North of Gorlice, there is the Silesian Unit, and towards the South – the
Magurska Unit, with the underlying Carpathian Flysch. Within the flysch area, the road is threatened by landslide processes which may be active especially during and after the transformation of the road. These sections of the road which are situated at the distances of: 2.5-3.0 km, 4.0 km, 5.0 km, 11.0 km, 12.0 km, 14.5-15.0 km, 17.0 km, 18.5 km, 21.5 km, 25.5 km, and 29.5 km are especially endangered, as they lie on the recorded landslide areas, landslide taluses, deluvial sediments and areas abundant with variegated slate, as well as flooding terraces.

The voivodeship road No. 981 is characterised by a major altitude differentiation. Its lowest point is situated in the valley of the Ropa, near the town of Gorlice, at the altitude of approx. 300 metres over sea level, while its highest point is situated near the top of Magura Malastowska (812 metres over sea level.)

The course of the road lies near the Ropa, Zdynia, and Sekówka rivers. Monitoring research is conducted on the river Ropa in the analysed sector. The monitoring site is situated below Gorlice. According to the general evaluation, the water does not meet the purity standards (non-class waters,) mostly due to surpassing of the bacteriological (sanitary) counts. Other counts correspond to purity class 1 or 2. Other running waters flowing along the voivodeship road No. 981 contain much contamination, mostly of general household nature. The road is not equipped with special elements allowing natural or mechanic partial purification of rainwater and thaw sewage.

The resources of underground waters in the analysed area are small and mostly do not meet sanitary standards. The approximate depth at which underground waters are present is 100 metres. There is a large number of wells and water intakes in the immediate vicinity of the voivodeship road No. 981, especially in the rural areas.

Climate in the area in question is of decidedly mountainous type, with clearly marked vertical zone division between the individual climates. The main sources of air pollution, besides vehicular traffic, is the GLIMAR Oil Refinery (Rafineria Ropy Naftowej,) and the GLINIK Drilling and Mining Machines Production Plant (Fabryka Maszyn Wiertniczych i Górniczych,) which are situated in Gorlice. The basic source of air pollution generated by vehicular traffic is the Nowy Sacz – Krosno national road intersecting the town of Gorlice. It is estimated that on the voivodeship road No. 981 the unfavourable impacts of air pollution are concentrated in a belt extending from 20 to 30 metres along the road. A similar range is also observed in case of the maximum level of noise nuisance – its volume is estimated at approximately 23 metres for daytime and 30 metres for night-time (especially in suburban areas and on the outskirts of Gorlice.) It is estimated that the unfavourable impacts concerning air pollution and noise nuisance should be decreased over a longer period of time due to the increasingly modern means of automotive transport used in Poland.

The soils present in the Gorlickie Decline are rich, of the clay and dusty types, with underlying river gravels, and are mostly put to agricultural use – to meadows and grass land production. Most of these are arable lands turned into grazing areas and meadows (in the vicinity of Uscie Gorlickie.) Farmed fields, most often divided into little plots, are prevalent near Ropa, Gorlice, and Moszczenica. Clay-and-stone, sand-and-stone, and – more rarely – clay soils are present in the analysed area, the soils of the steep slopes and hills.

The degradation of the natural environment of the analysed surroundings of the road is related to, besides road traffic, with the development of the settlement network and industry. The main elements of the degradation are the unorganised emission from home fires and disposal of sewage.

The most precious forests lying on this section of the voivodeship road No. 981 are 80-to-100-years-old firs and firs mixed with beeches as well as artificially renewed forest stands – approx. 50-year-old pines interspersed with larches and birches which were instituted on post-farming lands.

These ecosystem of these forests includes yews, ivy, mezereum, belladonna, wolf’s-claw, Turk’s cap lily, carline, snowdrop, periwinkle, honeysuckle, and orchids. In the northern and
north-eastern parts of the Gorlice forestry unit, the forests underwent class 1 damage. The damage is most frequent in fir forests.

The most precious fauna of the habitat in the vicinity of Magura Malastowska includes: bears, wolves, lynx, beavers, otters, grey squirrels, aquila eagles, hawks, eagle owls, the black stork, hoopoes, adder, salamander, lesser toads, newts, butterflies, and beetles. Inhabited and active anthills are present in the area as well. In the resolution No. 145 of the Ministry of Environmental Protection, Natural Resources, and Forestry of 1996, the forests of the Gorlice and Losie forest administration units were recognised as protected. The forest stands adjacent to the road in question remain, as water-protecting forests, in the category of protected forests.

In the area of Magura Malastowska, there are regular routes of animals: deer, roe-deer, wolves, and foxes.

The voivodeship road No. 981 is situated within the area of special historic, cultural, and denominational importance. One of the largest World War I battles was held in the area where the road is planned. The battle took about 20,000 of human lives only within the powiat of Gorlice. This is why, there are 80 military cemeteries situated in the area, most of these in the vicinity of the planned road. In most cases, the roads in the vicinity of the cemeteries are not equipped with appropriate parking facilities which can result in increased probability of traffic accidents. Due to the historic character of the area, and the cultural and denominational differences (historic Roman Catholic churches, Orthodox churches, figures, and roadside crosses) in the area and in the immediate vicinity of the road, development of the tourist infrastructure, and especially of tourist routes for walkers, cyclists, and motorists, is planned.

Major hazard to health and life is present in the analysed section of the voivodeship road No. 981. During the span of just two years (1999 and 2000) as many as 89 accidents and collisions took place within this section of the road, claiming the toll of 43 wounded and 2 death casualties. More than a half of the accidents and conditions were related to the improper road infrastructure.

The results of the analysis of the condition of the environment and its sensibility were laid down in detail in the Environmental Study… attached to this study. The base of these analyses were the available materials concerning the area as well as the on-site studies and research that were focused on the registration of the most crucial element of the road’s surrounding. These works allowed the formulation of general guidelines related to the need for implementation of appropriate methods, measures, and devices of environmental protection.

The results of the environmental study allowed also the formulation of the following the conclusions concerning the modernisation and transformation of the Moszczenica – Gorlice – Koniczna voivodeship road No. 981:

a) At some sections, the voivodeship road No. 981 does not meet the requirements for voivodeship roads, and concerning the standards laid down in the resolution of the Minister of Transport and Marine Economy concerning the technical conditions that public roads and their situation should meet – which is the reason of numerous threats, related especially to traffic security.

b) The changes planned are in agreement with the provisions of the local spatial management plans of the individual communes and are not a hazard to the protection of third party interests.

c) In the design works related to the correction of the course of the road in certain places, detailed analyses of land ownership, and the provisions of the local spatial management plan are to be performed.

d) Due to the presence of protected animal and plant species as well as to the forests of the Gorlice and Losie forest administration units being considered protected, the planned transformation in the area of Magura Malastowska should be limited to necessary
elements related to traffic security (including the necessary road broadening) and the
limitation of the eventual heavy goods traffic to a definite capacity – e.g. 7.5 ton (i.e.
buses and lesser heavy goods vehicles.) This is why the heavy traffic in the area of
Magura Malastowska should be transferred to other, alternative, routes (e.g. through
Malastów or Uscie Gorlickie,) whose transformation requires additional funding,
especially in the case of transformation of bridges and broadening of the road.

e) Animal crossing areas should be taken into account and appropriately marked while
designing the road No. 981, as places of potential collisions with wild animals.

f) Typical air pollution and excess of maximum noise levels generated by vehicular traffic,
at the levels of traffic assumed in the forecasts, will be present in the closest vicinity of
the road No. 981, in 20 or 30-metre-wide belts which have been, in most cases, provided
in local spatial management plan of the communes to suit the standard of a voivodeship
road.

g) The potential excesses of the maximum levels of NO\textsubscript{3}s and the maximum balanced noise
nuisance may especially be present in inhabited areas: e.g. in Gorlice, where the road is
framed by buildings on both sides, which favours concentration of pollutants. It is to be
noticed here that the currently observed lack of traffic liquidity may cause greater air
pollution and excess of maximum allowed noise levels.

h) Detailed geological and engineering research for the whole course of the road is advised
during the further stages of the design, in accordance with the binding Guidelines for
researching the grounds underlying the constructed roads and bridges. The places which
should be covered by detailed research due to landslide processes are listed in the detailed
conclusions of the environmental study.

i) Especially for safety purposes, parking spaces are to be situated in the vicinity of the 6
military cemeteries and other religious sites designated in the study and lying on the road
No. 981 (kilometres: 2+300, 2+900, 15+750, 16+700, 19+300, and 34+950.)

j) While reconstructing the road No. 981, it is advised that the cycling paths planned by the
Gorlice branch of PTTK are taken into account, especially in the places where they
intersect the road No. 981 in Sekowa, Malastów, and Konieczna.

k) An analysis of the need for partial purification of rainwater and thaw sewage is to be
conducted for most streams and rivers (especially in the mountainous part) – this
concerns the environment impact report of the investment at the stage of defining the
conditions for development and spatial management.

The study makes a positive evaluation of the planned modernisation and transformation of the road No. 981 on
condition that the methods, measures, and devices for environmental protection stated here are implemented.
The planned works are to be considered especially through their positive aspects. The major
positive results will include: improved traffic security, improvement of traffic liquidity and
related lowering of air and soil pollution, and noise emissions, economic activation of the
area implemented through the development of tourism and recreation, possibility of creating
new jobs related to the construction, management of the grounds and improvement of the
environmental condition through the application of methods, measures, and devices for
environmental protection.
OPINION

issued by the Department of Environmental Protection, Agriculture, and Forestry of the Powiat Starosty in Gorlice – concerns the environmental impact of the planned investment: “Modernisation and transformation of the Moszczenica – Konieczna road in the powiat of Gorlice.”

Having investigated the submitted study titled *Environmental Study for the Study on Modernisation and Transformation of the Voivodeship Road No. 981: Moszczenica – Gorlice – Konieczna*, it is hereby declared that the design in question will have a positive influence on the improvement of traffic security and liquidity, at the same time reducing emission of noise, and air and soil pollution, bringing about the ordering of the grounds and improvement of the condition of the environment by implementing the new methods and devices for environmental protection.

That is why I am issuing a favourable opinion of the environmental impact of the planned modernisation and transformation of the road No. 981: Moszczenica – Gorlice – Konieczna on condition that at the further design and implementation stages the conclusions contained in the chapter 8 of the said Environmental Study… are met.

by authorisation of the Starost

Maria Puscizna-Syc, M.Sc.
Head of the Department of Environmental Protection, Agriculture, and Forestry

stamp:
confirmation of compliance with the original text

HEAD OF THE DEPARTMENT of Public Commissions and Calculations

Janina Kubica
ECONOMIC ANALYSIS – brief summary

The HDM-III (The Highway Design and Maintenance Standards Model, a World Bank Publication, 1987) system for road management was used to conduct the analysis.

The basic characteristics of the roads analysed:
- Section 1 of the voivodeship road No. 981 (Moszczenica – Gorlice): length 5.5 km, road width 5.5 m,
- Section 2: planned thoroughfare through Gorlice: length 1.2 km, road width 7 m (two options: basic with costs of PLN 10 million, and economical with costs of PLN 5.0 million),
- Section 3 of the voivodeship road No. 981 (Gorlice – Zdynia): length 29.4 km (21 km out of this amount is to be modernised), road width 5.5 m.

The following mode of operation was selected from among the considered modernisation strategies, as it provides:
- leaving the present width of the road, or broadening it to (over) 6 metres, and reinforcement of the surface to 100kN per axle throughout the section 1,
- construction of a new 115kN per axle route in Gorlice (section 2) in accordance with the economical option (costs PLN 5.0 million) suggested by the Board of Voivodeship Roads,
- reinforcement of the present surface to 100kN per axle throughout the section 3, without its broadening.

The modernisation process is planned for the period of 2 years. Calculations of economic returns has been performed for the period of 20 years.

The economic impact of the analysis is counted for the forecasted traffic (the annual average daily traffic was based on the data from the General Traffic Measurement of 2000) as well as for costs of road maintenance per unit, costs of vehicle maintenance, costs of fuel, accidents, etc. in accordance with the available branch studies and data from the road’s administrator.

Results of the economic analysis

<table>
<thead>
<tr>
<th>factor</th>
<th>value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>section 1</td>
</tr>
<tr>
<td>investment outlay</td>
<td>PLN 3.0 million</td>
</tr>
<tr>
<td>internal return rate (IRR)</td>
<td>16.8% (31.9%)*</td>
</tr>
<tr>
<td>updated net value (NPV)</td>
<td>PLN 1.94 million</td>
</tr>
<tr>
<td>gains to costs ratio (B/C)</td>
<td>1.35 (4.49)*</td>
</tr>
<tr>
<td>period for return on investment</td>
<td>6 years (4 years)*</td>
</tr>
</tbody>
</table>

* data for the strategy with no road broadening

CONCLUSIONS

- The analysis conducted proves that the planned modernisation works on the voivodeship road No. 981 are profitable, independent of their scope.
• The following values of the IRR factor were calculated for the individual sections:
  section 1: Moszczenica – Gorlice: 16.8% (31.9% with no broadening)
  section 2: through Gorlice (Stawiska) 16.3%
  section 3: Gorlice – Zdynia 17.6%
• The section 1 of the road **had the surface reinforced and widened to 6.0 metre** as the option more acceptable economically and better adjusted to the traffic conditions anticipated in future, at the same time remaining in accordance with the technical specifications for voivodeship roads.
• The economic effects presented above do not cover the additional positive influence that the transport investment in question will have on the economic growth in Polish-Slovak cross-border area.
Annex No. 5

ACT No. 28/01

OF THE MALOPOLSKIE VOIVODESHIP BOARD

of 22nd January, 2001

centering the submission of the PHARE CBC Cross-Border Cooperation Programme application for subsidising the transformation of sections of the Moszczenica – Konieczna – state border voivodeship road No. 981.

With reference to the Art. 41 item 1, of the Act of 5th June, 1998 on Voivodeship Authorities (Gazette No. 91 item 576 with later amendments) and the Act of 21st March, 1985 on Public Roads (Gazette No. 14, item 60 with later amendments,) the Malopolskie Voivodeship Board decided the following:

§ 1.

It is decided that an application for subsidising of the transformation of sections of the Moszczenica – Konieczna – state border voivodeship road No. 981 is to be submitted to the PHARE CBC Cross-Border Cooperation Programme.

§ 2.

The implementation of the Act is entrusted to the Malopolskie Voivodeship Board.

§ 3.

The Act becomes valid on the date of being passed.

by authorisation of the Marshal of the Voivodeship

Andrzej Sasula
Deputy President of the Board

stamp:
confirmation of compliance with the original text
BOARD OF DIRECTORS OF VOIVODESHIP ROADS
HEAD OF THE DEPARTMENT of Public Commissions and Calculations

Janina Kubica
Justification

of the Act of the Board of the Malopolskie Voivodeship concerning the submission of the PHARE CBC Cross-Border Cooperation Programme application for subsidising the transformation of sections of the Moszczenica – Konieczna – state border voivodeship road No. 981.

The Phare CBC Poland – Slovakia 2001 Programme of Cross-Border Cooperation allows the possibility of being awarded EU funds for projects related to modernisation of near-border road infrastructure.

This Programme encompasses three voivodeships: Malopolskie, Podkarpackie, and Slaskie. In the Malopolskie Voivodeship, it covers the border powiats and the powiats immediately adjacent to these. The PHARE Fund earmarked EURO 4 million for this goal, with EURO 3,600,000 of this amount being earmarked for infrastructure-related goals. Documents which are necessary for submission of an application for modernisation of a the road No. 981 Moszczenica – Konieczna – state border (on 1st January, 2001, the route changed its qualification from powiat-standard road to voivodeship standard) are being prepared.

The modernisation of the road will decrease border access and wait times. It will also improve travelling conditions, increase the capacity of the road surface, and increase the liquidity and security of travel. It will enliven border traffic between Poland and Slovakia.

by authorisation of the Marshal of the Voivodeship

Andrzej Sasula
Deputy President of the Board

stamp:
confirmation of compliance with the original text
BOARD OF DIRECTORS OF VOIVODESHIP ROADS
HEAD OF THE DEPARTMENT of Public Commissions and Calculations

Janina Kubica
Acting on behalf of the Malopolskie Voivodeship and with the support of the Act No. 28/01 of 22nd January, 2001 related to the submission of an application to the PHARE CBC Cross-Border Cooperation Programme for subsidisation of the transformation of sections of the Moszczenica – Konieczna – state border voivodeship road No. 981, I hereby certify that the own outlay of the Malopolskie Voivodeship in the financing of the project will be no less than 25% of its total value.

BY AUTHORISATION OF THE MARSHAL OF THE VOIVODESHIP

Andrzej Sasula
Deputy President of the Board

TREASURER OF THE MALOPOLSKIE VOIVODESHIP

Marta Tylek

MEMBER OF THE MALOPOLSKIE VOIVODESHIP BOARD

Marcin Pawlak
Office of the Marshal of the Malopolskie Voivodeship
31-156 Kraków, ul. Basztowa 22
DEVELOPMENT STRATEGY of the Malopolskie Voivodeship

Krakow, October 2000

Janina Kubica

This publication was prepared and published thanks to the financial support of the European Union.
This publication was prepared within the framework of the PL 9706/01/L004 Phare / Inred project.
Ladies and Gentlemen!

The reform of the constitution of the State made it possible to establish 16 voivodeships – regional policy bodies. The voivodeship authorities are responsible for the civic, social, and economic development of the region. The basic instrument for the implementation of this policy is the strategy of development of the voivodeship. I have the honour to present Development Strategy of the Malopolskie Voivodeship. Despite a variety of political and subregional differences, the Strategy was unanimously passed by the Sejmik of the Malopolskie Voivodeship on 28th August, 2000 as a result of a public debate that lasted for over a year. The debate, which was devoted to the discussion of the future of Malopolska, engaged a few thousand leaders of political and economic milieux and residents of Malopolska. The goal behind this public debate was to found the development of the voivodeship on the ambitions and needs of its inhabitants.

The Strategy defines goals and priorities in regional development for the coming years. It concentrates on problems of supralocal scope and is the basic tool for the shaping of the region’s future. It is a programme document laying the foundation of future actions to be taken by the voivodeship authorities.

Development Strategy is a dynamic document – it will be implemented with the help of voivodeship programmes which, in turn, will form the grounds for the so-called regional contracts concluded between the central government and the Voivodeship Authorities.

On behalf of the Malopolskie Voivodeship, I am presenting you with this document, which will be useful in your plans and enterprises related to the development of Malopolska.

Marek Nawara

Marshal of the Malopolskie Voivodeship
- No. 952 and voivodeship road No. 953 with the goal of constructing a ring-road for Skawina,
- on remaining national roads: liquidation of unsatisfactory conditions of surface and bridge structures.

**D.1.2. Modernisation of Border Passes and Access Routes to Border Passes**

**Result Expected**

Liquidation of the transport barrier on the Polish-Czech border.

**Description of Steps Taken**

Development and modernisation of the system of border passes and access routes to these is a *sine qua non* condition for direct cross-border cooperation, flow of persons, flow of capital, goods and services, businesses cooperation, strengthening of cultural cooperation, etc. Strategic trends in Polish-Slovak cooperation were defined jointly by the Government Centre for Strategic Studies and the Office for Strategies and Development of the Society, Science, and Technology of the Slovak Republic in the *Development Coordination Study for Polish – Slovak Border Areas*.

**Implementation Method**

In the coming years the development programme of the border area includes investments related to the passes:

(a) Chyżne – Trstená: development of the border pass,
(b) Piwniczna – Mnišek: border pass available 24 hours a day for international traffic of persons. Access to the pass by the national road No. 970 Stary Sącz – Piwniczna – state boundary. Repeated landslides that damage the road enforce change of the access route and change of the situation of the actual pass,
(c) Konieczna – Becherov: all-day border pass for international traffic of persons (incl. buses) and goods in vehicles of up to 3.5 ton. However, due to the very poor technical condition of the *powiat* road No. 25-116 Gladyszów – Konieczna, providing direct access to the pass its scope limited to passenger traffic,
(d) Leluchów – Circ: road border pass for persons, furnished with the infrastructure for Polish and Slovak duty administration and border services. On the Polish side, the border pass is accessible by *powiat* road No. 25 332 Muszyna – Leluchów. The road is being modernised: its surface is being widened and modernised (and so is the draining system.) On the Slovak side, there is no connection between the I/77 state road and the border of the state.

Apart from these, the following border passes require development: Jurgów, Muszynka, and Winiarczykówka.

The implementation of the programme presented here will allow for the environmentally necessary limitation of thoroughfare at Lysa Polana.

**D.1.3. Modernisation of the Railway Grid**

**Result Expected**

An increase in the importance of railroads in the transport system, especially in regional passenger freight.

**Description of Steps Taken**

Included in the National Strategy of Transport Development, modernisation of the E 30 railroad Drezno – Katowice – Krakow – Lvov (a part of the pan-European TINA Transport Corridor 3) allowing thoroughfare of up to 160 kph is greatly significant for the development of transport in Malopolska. This line is of crucial importance for the development of cooperation between Western Europe with Ukraine and Russia.

It is important for the development of Malopolska, to link the E30 route with the southern border of the state, which should include the construction of Podleze – Szczyrzyc – Piekielko railway line and modernisation of the Krakow – Kozłów – Psary (CMK – Central Railway Route) line; this will allow for shortening access time for Zakopane, Krynica and Warsaw.
Wieliczka, Skawina, and Niepolomice. Some of the existing railroads and depots will thus gain the status of tram lines allowing cargo transport. These include:

(a) Krakow Bieżanów – Wieliczka Market,
(b) Podleze – Niepolomice,
(c) Krakow Mydlniki – Balice.

**SOLUTIONS**

D.2.1. Modernisation of Regional and Local Roads, Incl. the Construction of Ring-roads Around Cities.

**Results Expected**

- Turning the tendency of the condition of roads to deteriorate.
- Leading traffic out of the centres of little towns.

**Description of Steps Taken**

A three-year programme for investment and restoration of road and bridge infrastructure has been launched in Małopolska. Qualified for the programme are these sections of roads and bridges whose condition is defined as unsatisfactory or poor, and which experience the daily traffic of 3000 or more vehicles. An additional condition for the qualification of a road to the overhaul is the financial participation of the local authorities, e.g. for the No. 778 road Krakow-Wolbrom the local authorities established a topical union of communes which allowed acquisition of additional funds from the State Treasury and will result in the modernisation of approximately 20 km of roads in the year 2000. Similar actions are undertaken for the modernisation of the road No. 780 Krakow – Alwernia – Chelmek. The system of “local authorities’ initiative” was introduced; it allows for major expansion of the scope of road works for the improvement of traffic safety (construction of roundabouts and pavements.)

The analysis of needs concerning the construction of a bridge over the Vistula considered two locations and pointed the need for action towards the construction of a bridge for the voivodeship road No. 768 Brzesko – Koszyce - Jedrzejów in the village of Górla; the bridge is to replace the existing ferry. A long-term programme of strategic road investments has been prepared, it will be financed from bank loans, assistance/relief funds, etc. Following the Report on the Technical Condition Voivodeship Roads and the Report on the Condition of Traffic Safety, the expectations of the local authorities and local communities, a task list containing strategic voivodeship road modernisation tasks was created. The list will be updated in accordance with the general traffic measurement, annual reports on the state of traffic safety.

**Implementation Method**

- Modernisation of voivodeship roads:
  - No. 778 Krakow – Wolbrom with ring-roads for Wolbrom, Skala, and Zielonki,
  - No. 780 Krakow – Alwernia – Chelmek with ring-roads for Liszki, Kaszów, and Chelmek,
  - No. 776 Krakow – Proszowice – Ostrów with ring-roads for Proszowice and Kocmyrzów,
  - No. 768 Brzesko – Górla – Koszyce with a bridge over the Vistula,
  - No. 977 Tarnów- Ciezkowice – Grybów – Krzyżówka with a ring-road for Krynica,
  - No. 980 Gromnik – Biecz,
  - No. 981 Zborowice – Moszczanica, requiring a change of qualification of the powiat road Moszczanica – Konieczna, with a ring-road for Gorlice,
- roads No. 962, No. 963 Wieliczka – Dobczyce – Kasina Wielka,
- No. 958 Chańówka – Czarny Dunajec – Chocholów (with a ring-road for Chocholów) – Zakopane (with a road connection,)
- No. 957 Nowy Targ – Jablonka – Maków Podhalanski, construction of a flyover for the railroad in Nowy Targ,
- No. 948 Oświęcim – Kety with a ring-road for Kety,
- No. 933 Chrzanów – Oświęcim – Pszczyona with a ring-road for Oświęcim, and the Balin node,
- No. 969 Nowy Targ – Krosienko – Stary Sacz with a ring-road for Stary Sacz,
- No. 791 Klucze – Ogrodzieniec – Wanaty, with a ring-road for Klucze,

- besides the modernisation of voivodeship roads, for the transport system to operate efficiently, it is necessary to modernise and maintain roads of the powiat and commune levels,
- modernisation of national and voivodeship roads in municipal powiats, including the construction of bridges over the Vistula and flyovers for railways.
Annex No. 7
Krakow, 10th January, 2001

Interregional Cooperation Agreement
between the Malopolskie Voivodeship and Presovsky Kraj

Following the goals and principles of the agreement between the government of the Republic of Poland and the government of the Republic of Slovakia on cross-border cooperation of 18th August, 1994,

bearing in mind the decisions of the European Framework Convention on Cross-Border Cooperation between Communities and Regional Authorities (also known as the Madrid Convention) of 21st May, 1990,

and aiming at the initiation and development of the efficient cooperation between our societies, civic and cultural organisations, and companies of the Malopolskie Voivodeship and Presovsky Kraj,

the Malopolskie Voivodeship of the Republic of Poland, represented by Marek Nawara, the Marshal of the Malopolskie Voivodeship and the Presovsky Kraj of the Republic of Slovakia, represented by Jozef Polacko, the Prednosta of the Presovsky Kraj, hereafter referred to as the Parties, have agreed the following:

Article 1

The Parties shall promote the implementation of cooperation concerning the development of their regions in such fields as:
1. professional training, and cultural and scientific exchanges,
2. construction and spatial management,
3. transport and communications,
4. commerce, with special emphasis being laid on the promotion of contacts between the representatives of small and medium-size enterprises and institutions promoting the development of entrepreneurship,
5. regional promotion,
6. sports and tourism,
7. regional planning and environmental protection,
8. joint activities for obtaining assistance funds from European Union programmes,
9. exchange of information,
10. support of cooperation between the local units of territorial authorities, and
11. in other fields of mutual interest.

Article 2

The base for the cooperation will primarily be the contacts between businesses, banks, producers, commercial companies, service providers, and of cultural and scientific institutions. They will also be the institutions which, in accordance with their needs and potential, will be organising and financing the cooperation.

Article 3
1. In order to implement the tasks defined above, the Parties may form the Coordinating Council for Interregional Cooperation or appoint a person responsible for the detailed definition of cooperation tasks and their implementation. The Coordinating Council should meet at least once in every 12 months, alternating the site of the meeting between the Malopolskie Voivodeship and the Presovsky Kraj.
2. The Party hosting the meeting of the Coordinating Council is responsible for the preparation of its programme.

Article 4

Unless the parties decide otherwise, the costs of the mutual visits will be covered in the following way: the delegating Party shall cover the costs of travel of its representatives, and the host Party shall cover their accommodation costs.

Article 5

The cooperation should be founded on the internal laws governing each of the Parties.

Article 6

Any disputes that might result from the interpretation and/or implementation of the clauses of this Agreement shall be settled through mutual consultations and talks between the Parties.

Article 7

The Agreement is concluded for the period of 5 years. Should neither of the Parties give a three months’ notice prior to agreement termination, the agreement shall remain binding for subsequent five-year periods.

Article 8

1. This agreement has been prepared in two copies, each in Polish and Slovak, with neither of the texts being prevalent over the other.
2. This agreement shall be binding after the appropriate procedures have been concluded in the countries – Parties to this Agreement.

on behalf of the Malopolskie Voivodeship on behalf of the Presovsky Kraj

Marek Nawara Ing. Jozef Polacko
Marshal of the Malopolskie Voivodeship Prednosta Presovskego Kraju

*stamp:*
confirmation of compliance with the original text
BOARD OF DIRECTORS OF
VOIVODESHIP ROADS
HEAD OF THE DEPARTMENT
of Public Commissions and
Calculations
Janina Kubica
“Tatry” Euroregion in Nowy Targ

ET/B/I/ 10/2

The “Tatry” Euroregion Bureau in Nowy Targ encloses the Act No. 8 passed by the 7th Congress of the “Tatry” Euroregion Union of 19th January, 2001 concerning the recommendation of infrastructure projects within the framework of Poland – Slovakia PHARE 2001 Programme for Cross-Border Cooperation made by the “Tatry” Euroregion Union.

Yours sincerely,

DIRECTOR OF THE BUREAU
OF THE “TATRY”
EUROREGION UNION

Antoni Nowak

stamp: confirmation of compliance with the original text
BOARD OF DIRECTORS OF VOIVODESHIP ROADS
HEAD OF THE DEPARTMENT of Public Commissions and Calculations

Janina Kubica
Act No. 8
of the 7th Congress of the “Tatry” Euroregion Union
of 19th January, 2001

concerning: the recommendation of the infrastructure projects, within the framework of Poland – Slovakia PHARE 2001 Cross-Border Cooperation Programme by the “Tatry” Euroregion Union.

By the power of Chapter IV § 10 of the Statute of the “Tatry” Euroregion Union, the Congress decides the following:

§1

Following the application placed by the Office of the Marshal of the Malopolskie Voivodeship (attachment No. 1,) the Congress of the “Tatry” Euroregion Union expresses its favourable opinion about the following infrastructure projects:

- modernisation of the voivodeship roads No. 959: Chocholów – state border, and road No. 958: Zakopane – Chocholów.

§2

The Congress recommends the projects defined in § 1 to the Malopolskie Voivodeship Board so that they can be submitted for subsidisation from the funds of Poland – Slovakia PHARE 2001 Cross-Border Cooperation Programme.

§3

The Act becomes valid on the day of being passed.

Chairperson of the 7th Congress of the “Tatry” Euroregion Union

HEAD OF THE DEPARTMENT of Public Commissions and Calculations

24th January, 2001
Janina Kubica
In reference to our telephone conversation, I would like to inform you that the final project sees the approval of heavy goods vehicles with the maximum total weight not exceeding 7.5 ton at the Konieczna border pass. This will be possible after the improvement of the quality of the access route to the border pass and after having received the requirements and their implementation, concerning the technical infrastructure of the pass necessary for the traffic.

The minutes from the 5th Session of the Polish-Slovak Inter-Governmental Commission for Cross-Border Cooperation and the Working Group for Border Passes and Transport issues operating within its framework, prove that its participants recognised the necessity to undertake actions aimed at the broadening of border traffic on the Konieczna – Becherov road pass, allowing the passage of heavy goods vehicles of with the maximum total weight up to 7.5 ton.

Such a broadening can take place following the exchange of notices, in accordance with Article 1, item 3 of the Agreement between the Government of the Republic of Poland and the government of the Republic of Slovakia concerning border passes, crossing the border on tourist tracks that go beyond national borders, and the principles governing the crossing of the state border in places other than border passes.

stamp: confirmation of compliance with the original text

Vice Director
Krzysztof Majchrzycki, M.Sc.

HEAD OF THE DEPARTMENT of Public Commissions and Calculations
Janina Kubica
31-156 Krakow, ul. Basztowa 22 * phone: +48 (12) 422 6206 * fax +48 (12) 616 0917
Dear Mr A. Rumian,

It is with pleasure that I learn that the Malopolskie Voivodeship (its Board) is planning to submit an application concerning plans for the modernisation of the road to the border pass in Konieczna (the voivodeship road Moszczenica – Konieczna) within the framework of the Phare CBC project for the year 2001; this is how the CBC criterion “improvement of border connections and implementation of ‘twin’ projects” will be implemented.

I would like to inform that following the negotiations with the Slovak Roads Management Board in Kosice, an application for *Transformation of the Becherov – Konieczna – State Border Road* was submitted to the Government of the Slovak Republic in Bratislava on 12 January, 2001. This modernisation will make it possible to advance the category of the II/545 road – Zborov – Chmielova – Becherov – state border (10 km) to the capacity class of 7.7-ton, thus increasing the potential for Polish-Slovak cooperation. The modernisation will result in the reduction of the travelling time, improve traffic liquidity and safety. I am convinced that, with our joined efforts, we will manage to see this project implemented which will improve transport and cross-border availability of the road grid.

Greetings,