1. General Information
1.1. Number of Project: PL0110.02
1.2. Title of Project: Modernisation of the National Road No 9 Radom-Barwinek on the section Domaradz-Barwinek - State Border from km 254+200 to km 290+600, length of 13.3 km.
1.3. Sector: Transport
1.4. Location: Country: Poland, Podkarpackie Voivodeship, Krosno District. Distance from the Polish – Slovakian border : 0.0 – 36.0 km.

2. Objectives
2.1. General objective: Adoption of European road standards within TINA transport network, of international road E-371 (national road No. 9) on section Domaradz-Barwinek
Realization of indispensable investments in transport infrastructure, so as to ensure development of Trans-European networks.

2.2. Immediate Objectives:
• upgrading of pavement structure bearing capacity to 115 kN axle load;
• improvement of road capacity together with traffic safety improvement
• reduction of road’s noxious environmental impact.

2.3. Priorities of “Accession Partnership” and “National Programme for the Adoption of the Acquis”
“Accession Partnership“ – medium-term objectives – transport- improvement of road transport (road safety, access to the market)
“National Programme for adoption of the Acquis“ – road infrastructure upgrading in order to include it in the system of TransEuropean network
• The above listed documents underline the necessity of government’s adaptive activities to the E.U. requirements in the transport sector and modernization of transportation system. The project complies with the defined priorities.

2.4. Contribution to the National Development Plan
The scheme is in compliance with the National Development Plan and Podkarpackie Voivodeship Strategy.
Integration of economy through modernization and development of transport networks is one of aspects of social and economic development of Poland defined in the Preliminary National Development Plan, and financing of schemes within its scope expects commitment of assistance funds under the PHARE programme.

2.5. Cross-border Impact
Modernization of the national road No 9 is connected with current reconstruction of road border crossing in Barwinek. Common activity of the Polish and Slovakian sides in the range of improved operation of transportation system within the assistance funds will deepen cooperation of Poland and Slovakia in the scope of economic development, business enterprises, tourism services and strengthening of good neighbor ties.
Improvement of transportation infrastructure, development of transport systems within:
− Transborder cooperation programme of “Carpathian Euroregion”,
− national programme of modernization of the access roads to border crossings.

3. Description
3.1. Background and justification
The national road No 9 is an access road to the modernized border crossing in Barwinek. The road border crossing in Barwinek belongs to the most important ones between Poland and Slovakia and is situated on the communication route connecting Baltic countries via Poland, Hungary and Slovakia with Southern Europe. The factor necessitating taking up of modernization works is bad technical condition of the road, together with its parameters which do not correspond to the requirements of present road traffic and the EU standards. Because funds from the state budget allocated for modernization of the road are inadequate for its adoption to the EU requirements, it is necessary to obtain additional funds within Cross-Border Cooperation Programme PHARE CBC 2001.

3.2. Linked activities
Since 1996 funds from the state budget have been allocated annually for modernization of the national road No. 9 on the section from Domaradz to Barwinek. Till 1999, expenditure of 3,0 MEUR had been allocated for the road works on this section. Those funds were allocated for upgrading of other sections of the road – however, as there is a deficiency in funds needed for further upgrading, it is necessary to apply for additional funds from the PHARE Programme.

3.3. Results
As result of modernization works the following goals will be obtained:
• required road bearing capacity
• reduction of accident rate
• improvement of traffic fluency and travelling comfort
• reduction of noise and exhaust gases emission.
Realization of the project will have a positive impact on institutional preparation of the region for accession to the EU and implementation of the EU legislation in the scope of Polish road section adoption to the EU road standards.

3.4. Outputs
Modernization of the national road No 9 Radom-Barwinek will consist in:
• modernization of road pavement on sections with total length of 13.3 km (improvement of technical parameters, strengthing of road pavement to 115 kN axle load, renovation of drainage, repair and modernization of culverts and road bridge structures, protection of landslide, introduction of facilities improving road traffic safety additional traffic lanes, renovation of shoulders, construction of bus lay-bys, reconstruction of exit roads, elements of traffic appeasement etc.)
• reconstruction of intersection of national road No 9 and national road No 28 in Miejsce Piastowe into a “small roundabout” in road No 9 km 261+773.

3.5. Inputs
It is assumed that modernization of national road No 9 will be executed from PHARE funds and state budget in the following proportion:
PHARE – 1.6 MEUR
Polish side – 0.85 MEUR
in this:
• modernization of road
  • PHARE: 1.4 MEUR
  • Polish side: 0.65 MEUR
• reconstruction of intersection
  • PHARE: 0.2 MEUR
  • Polish side: 0.2 MEUR,

 together with participation of highly qualified engineering and technical personnel and high quality road and bridge works equipment.
4. Institutional Framework

- Beneficiary – the General Directorate for Public Roads, Eastern Division in Lublin, Rzeszow Office.
- Involved institutions:
  - Ministry of Transport and Maritime Economy
  - General Directorate for Public Roads in Warsaw
  - Implementation Authority for PHARE Cross-Border Cooperation Programme in Warsaw
  - Podkarpackie Voivodeship Marshall’s Office
  - Podkarpacki Voivodeship Office

(a) “the Project Engineer” – representative of Rzeszow Office Director
(b) “the Resident Engineer” – will be appointed in result of open bidding procedure

On completion of project the modernized road section will be a public property.

5. Detailed Budget

<table>
<thead>
<tr>
<th>PHARE support</th>
<th>in MEUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment (I)</td>
<td>1.6</td>
</tr>
<tr>
<td>Construction (IB)</td>
<td>-</td>
</tr>
<tr>
<td>Total PHARE (=I+IB)</td>
<td>1.6</td>
</tr>
<tr>
<td>National Co-investment</td>
<td>0.85</td>
</tr>
<tr>
<td>IFI</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2.45</td>
</tr>
</tbody>
</table>

To execute the Contract it is indispensable to obtain funds from PHARE CBC 2001 at the amount of 1.6 MEUR and state budget funds at the amount of 0.85 MEUR.
Amount of co-financing from national sources: 35% from the state budget. The funds originate in the state budget and are allocated for modernization of roads.

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:
Non-standard procedures are not expected. All Phare contract procedures will remain in accordance with the Practical Guide for PHARE, ISPA, and SAPARD

6.4. Contracts
- Number of Contracts: 1
- Value of Contract: 2.05 MEUR
in this:
- Modernization of road: 2.05 MEUR
- Reconstruction of intersection: 0.4 MEUR

7. Project Implementation Schedule

7.1. Start of tendering process /invitation to bid:
   - 2rd quarter of the year 2002

7.2. Start of project activity:
   - 3rd quarter of the year 2002

7.3. Project completion
   - 4th quarter of the year 2003

8. Equal Opportunities

Participation of men and women will be equal according to the EOE (Equal Opportunity of Employment) standards of the EU.

9. Environment

Environmental Impact Assessment was prepared in 1998.
The assessment indicates that the suggested solutions will improve traffic capacity and reduce noise and fumes emission. The Assessment is available at the applicant.

10. Rates of Return

Economic analysis performed showed that the expected investment is effective – Internal Rate of Return (IRR) is equal to 42.3%.
Profits of the project result from:
- Improvement of traffic conditions
- Reduction of travelling time
- Improvement of traffic safety.

11. Investment Criteria

11.1. Catalytic effect:
- Modernization of roads, upgrading them to the European standards is one of conditions of Poland’s accession to the EU.
- Concerning the growth of road’s function and traffic intensity, support from PHARE will help to implement priority activities connected with Poland’s accession to the EU more quickly, and it will accelerate economic growth of the Region and improve transit traffic conditions up to the Polish-Slovakian border.
Without PHARE funds project implementation would last about 5 years longer.

11.2. Co-financing:
- It is expected that the scheme will be co-financed from the state budget at the amount of 35% of its value.

11.3. Additionally
PHARE funds will not substitute the state funds but they will complement them.
11.4. Project readiness and size:

All the documents necessary for project implementation as well as technical
documentation have already been prepared.

The scheme meets minimum requirement concerning the project size – project cost is 2.4
MEUR, in this PHARE participation – 1.55 MEUR.

11.5. Sustainability:

• Funds for financing of operation and maintenance costs will originate in state budget
(excise from fluid fuels) allocated for maintenance of roads by the law in force.

11.6. Compliance with State Aid provisions

• The project complies with the principles of the European Agreement concerning the
state aid.

11.7. Contribution to National Development Plan

Economy integration via upgrading and development of transport network is one of
the lines of social and economical development of Poland specified in National
Development Plan. The task is also in accordance with Podkarpackie Voivodeship
Strategy.

The project is directly connected with the regional development priorities specified
in Joint Programming Document (JPD) of Poland and Slovakia.

12. Conditionality and Sequencing

• Implementing authority – the GDDP Rzeszow Office is prepared for realization of
investment based on PHARE funds.
• Its staff is trained in respect of applying the FIDIC procedures and IFI requirements.
• In the organizational structure of Rzeszow Office there is a Supervision Department
prepared for servicing of Contracts financed from assistance funds.
• For commencing the investment, obtaining of PHARE funds is indispensable.
• The project will be implemented in compliance with enclosed Contracting and
Disbursement Schedule.

Annexes to the Project Fiche
1. Logframe matrix.
2. Schedules of Implementation, Contracting and Disbursement.
3. Reference to Feasibility Study.
4. Situation plan in 1:300,000 scale.
## Logframe Planning matrix for Modernization of national road No 9 on section Domaradz-Barwinek-State Border from km 254+200 to km 290+600, length of 13.3 km

### Programme name and number:
Cross-Border Cooperation Programme Poland-Slovakia  
PHARE CBC 2001

### Time of drafting:
25th January, 2001

### Planning period:
2001÷2003

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Total budget</th>
<th>Phare contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2.4 MEUR</td>
<td>1.55 MEUR</td>
</tr>
</tbody>
</table>

### Assumptions and Risks:
- No jeopardy for realization is expected

### Wider Objective
- Adoption of Cross-border road infrastructure to requirements of the EU
- Meeting priorities defined by “Accession Partnership”

### Indicators of Achievement
- Poland’s accession to EU
- Region’s social and economical development

### Sources of information
- Reports of Customs Central Office and Central Office of Statistics
- GDP reports
- Data from carriers’ companies and agencies

### Immediate Objectives
- Improvement of cross-border road traffic conditions through modernization of access roads to the border-crossing
- Elimination of noxiousness to environment

### Indicators of Achievement
- Reduction of accident rate by 30%
- Reduction of vehicle operation cost by 20%
- Neutralization of noxious impact of exhaust gases and noise on environment
- 100 new positions for employment

### Sources of information
- National and international statistics
- Road traffic research
- Police accident statistics
- Research of environmental protection agencies

### Assumptions and Risks:
- Increase of traffic loading of road
- Increased participation of heavy vehicles
- No jeopardy for realization is expected

### Results/outputs
- Positive impact on institutional preparation of the Region for accession to the EU
- Implementation of the EU legislation in the scope of Polish road sector adoption to the EU road standards

### Indicators of Achievement
- Admittance to road traffic of vehicles with 115kN axle load
- Improvement of accessibility of the road border-crossing for heavy road transport

### Sources of information
- The EU consultants’ reports
- Traffic measurements (General Traffic Census every 5th year)

### Assumptions and Risks:
- Increase of road traffic loading
- Increased participation of heavy vehicles
- Region’s economic development
- No jeopardy for realization is expected

### Activities
- Modernization of national road No 9 within the programme of access roads to border-crossings modernization
- Reconstruction of national roads No 9 and No 28 intersection

### Inputs
- Availability of required founds: PHARE: 1.6 MEUR  
  State budget: 0.85 MEUR

### Sources of information
- Reports of monitoring and implementation authority evaluation
- Laboratory tests at the stage of execution

### Assumptions and Risks:
- Funds from State Budget and PHARE in assumed proportion
- High quality road works equipment
- Highly qualified engineering and technical personnel
Annex 2: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th>Modernization of national road No 9 on section Domaradz-Barwinek from km 254+200-290+600</th>
<th>Date of Drafting</th>
<th>January 2001</th>
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<td></td>
<td>Planning Period</td>
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<tr>
<th>PLANNED (by quarters)</th>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
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</thead>
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<tr>
<td>IV.01</td>
<td>I.02</td>
<td>II.02</td>
<td>III.02</td>
</tr>
<tr>
<td>I</td>
<td>II</td>
<td>III</td>
<td>IV</td>
</tr>
</tbody>
</table>

**Implementation schedule**

- D – design of sub-projects
- C – tendering and contracting
- I – contract implementation and payment

**Contracting schedule**

- 1.6

**Disbursement schedule**

| | 0.1 | 0.4 | 0.7 | 1.0 | 1.5 | 1.6 | 1.6 |

* Amounts in MEUR as summed up.

Legend:

- D – design of sub-projects
- C – tendering and contracting
- I – contract implementation and payment

* Amounts in MEUR as summed up.
Reference to Feasibility Study Modernization of national road No 9 Radom-Barwinek on section Domaradz-Barwinek on section Domaradz-Barwinek-Granica Państwa from km 254+200 to km 290+600, length of 13.3 km.

A. Conclusions of Feasibility Study:

1. The project complies with the strategical objectives of regional development policy as defined in Strategy for Podkarpackie Voivodeship Development.
2. Technical Documentation for road sections to be modernized has been prepared or is being prepared by:
   • Firm “Profil” Sp. Z o.o. in Warsaw
   • „Transprojekt” Cracow Roads and Bridges Designing Office, Sp. z o.o. in Cracow, Office in Rzeszow.
3. The scheme expected to be implemented is in accordance with plans of spatial development, and has indispensable opinions and decisions required for acceptance of road projects.
4. In light of the above deadlines the date of starting the investment, appointed as the 1st quarter of 2002, is realistic.
5. Analysis of costs was prepared basing of the Engineer’s Estimate. The costs should not increase on completion of bidding procedure.
6. Total project cost of 2.45 MEUR is expected to be put into realization in the following division:
   • PHARE participation: 1.6 MEUR
   • Polish side participation: 0.85 MEUR

B. Summary of Economic Analysis:

The comparative method of effectiveness calculation was used which is based on the comparison of the difference between costs and advantages of the two options:
• Non-investment option
• Investment option

On the basis of:
• Road traffic
• Investment or upgrading costs
• Users’ costs
• Vehicles using costs
• Passengers’ and drivers’ time costs
• Road accidents costs
• Environment strenuousness cost

The economic analysis of project showed it to be profitable.
IRR indicator calculated for reconstruction is 42.3%, and the IRR indicator forecasted for modernized sections is higher than minimum profit rate which for road investments should be =12%.

The advantages result from:
• Better traffic conditions
• Shortening of travel time
• Better road safety
C. **Summary of Environmental Impact Assessment:**

Within the Environmental Impact Assessment for modernized national road No 9, calculations of air pollution condition and noise level effected by vehicle traffic were performed, and analysis of designed storm-rain water drainage solutions was executed. The results showed that after introduction of recommendations contained in the Assessment, the designed investment will not deteriorate the existing environmental condition of the area.

The damages resulting from not implementing the project can be divided into four groups:

- Social and economical damages caused by accidents
- Social and economic damages caused by traffic problems
- Fumes emission strenuous for environment and people
- Strenuous noise for people and environment

Traffic intensity increase will cause deterioration of the current situation resulting in more collisions and accidents.

According to the assessment team the strenuous time for the traffic during the investment process will be short.

The Feasibility Study of the project confirms correctness of the project in its organizational, legal, technical and economic aspects.