1. **Basic information**
   1.1 CRIS Number: 2002/000-606.08
   1.2 Title: Sulechow by-pass
   1.3 Sector: Cross-Border Co-operation / Infrastructure
   1.4 Location: Poland, province of Ziemia Lubuska, district of Zielona Góra

2. **Objectives**
   2.1 General/strategic objective:
   The reinforcement of polish transport infrastructure. The implementation of communication infrastructure system development programme, which requires leading the transit traffic out of the town. Improvement of environmental conditions. General increase in economic activities through the development of tourist and recreational possibilities.
   
   2.2 Project purpose:
   The elimination of dangerous and inconvenient transit traffic from the town, increase in speed of travelling, shorter travelling time, lower number of road accidents, lower level of exhaust gases and noise, lower costs of road maintenance, creation of new jobs.

   2.3 Priority of Partnership for Membership and the National Preparation Programme for the Membership in the European Union
   This investment is in accordance with the objectives defined in Partnership for Membership and, in particular, in the National Preparation Programme for the Membership in the European Union. This programme assumes:
   - the intensification of works in the range of construction of highways, modernisation of international railway lines and roads being a part of the trans-European transport ways system and covered by the European network scheme
   - the preparation of study works and the implementation of the investment in the range of transport infrastructure shall be financed from the budget resources of the Polish government with considerable financial support of PHARE funds and loans from the World Bank
   - over the years ahead, the basic priority in the transport sector shall be the continuation of modernisation and development of transport infrastructure, with special regard to border crossings and access roads to border crossings.
   - the introduction of obligatory environmental impact assessments.

   2.4 Participation in the National (or Preliminary) Development Plan (NPR) as well as Joint Programme Document (JPD) Phare CBC or Phare CBC/Interreg IIIA
   The transport infrastructure plays the key role in efforts aiming at the reduction of regional differences in economic growth. Therefore one of the priorities of the policy aiming at building national links identified in the Preliminary National Development Plan, in the form of an annex to NPAA, is the integration of polish economy through the modernisation and development of transport networks. Therefore all activities, according to the priority, focus on the transport infrastructure existing in Trans-European Networks and they shall be supplemented by activities undertaken in regions as a contribution to the building of economic and social links in the country. They are written down in accordance with the priority "Reinforcement of development potential of regions and preventing some areas from becoming of minor importance". One of the countermeasures proposed according to the priority is "The development and modernisation of infrastructure aiming at higher competition". This project is in accordance with both the Preliminary National Development Plan and the operational programme for the province of Ziemia Lubuska.

   The development of cross-border co-operation has been included in the Preliminary National Development Plan. The implementation of this task will give rise to higher economic activity of the border regions and will have an impact on economic growth of the border communes.

   2.5 Effect transcending the border
   The implementation of this project will:
   - prevent the pollution of natural environment,
   - assure higher standard of travelling, especially for the growing tourist traffic from the countries of the European Union

   Road no 32 goes directly to the new border crossing Guben – Gubinek. The by-pass of Sulechów will considerably improve road safety conditions.
3 Description

3.1 Origin and substantiation:
The investment is a phase of the final solution of the transport lay-out in the border area. Uniformly and densely constructed road system as well as sufficient number of border crossings will assure the proper economic and tourist development of the whole region. The current transport lay-out excessively impedes functioning of the city centre, is dangerous for natural environment and the dwelling houses. The construction of the by-pass will eliminate transit traffic from the city centre. The by-pass of Sulechów is the respective stage of the implementation of the by-pass of Wolsztyn in the course of the national road no 32 Sulechów - Poznan. The project is connected with other ones co-financed by the Phare funds in the field of transport. The General Directorate of Public Roads, Office in Zielona Góra is prepared to implement the investment. The necessary financial resources amounting to 58% of the investment are assured to cover the whole of the costs of preparing the documentations, land acquisition, compensations, supervision as well as the part of the construction-assembly works (surface and finishing works). The part of the contract co-financed within Phare (construction-assembly works) is co-financed in 47.6% by the national funds. The enterprise has got the full approval of the Voivode, the Marshall of the Province, the Commune Council and the Commune Management. This undertaking, through the improvement of transport infrastructure in the border region Poland - Germany, would be the visible contribution to the transport integration of Poland with the European Union.

3.2 Related activity:
The tasks integrally connected with the project are as follows:
Contract PL 9402 Construction of the border bridge over the Nysa River in Gubinku
Contract PL 9402-01-02-L001 Construction of the access road to the border crossing in the locality of Gubinek
Contract PL 9502-01-02-L001 Modernization of the national road no 274 (32) Gubin Polupin
Contract PL 9502-01-02-L003 Construction of the by-pass of the locality of Polupin in the course of the national road no 274 (32)
Contract PL 9502-01-03 Access roads to the locality of Lesniów Wielki in the course of the national road no 275 (32)
Contract PL 9701-01-01-01 Construction of the by-pass of the city of Wolsztyn in the course of the national road no 32

3.3 Results of the project
The construction of the new road section, 4,381 km long, and transference to the public use.

3.4 Activities
The construction of a new road section, 4,381 km long, together with the accompanying objects. Total investment cost is 4,750 MEUR, inclusive of 2,000 MEUR from Phare funds and 2,750 MEUR from the budget funds to finance the technical and tendering documentations, compensations, land acquisition as well as the part of the construction-assembly works (surface and finishing works).

3.5 Past experience
The following projects have been submitted earlier:
the construction of the border bridge over the Nysa river
the construction of the access road to the border crossing in the locality of Gubinek
the modernization of the national road No 32 (274) Gubin – Polupin
the construction of the by-pass road of the locality of Polupin in the course of the national road 32 (274)
access roads to the locality of Lesniów Wielki in the course of the national road No 32 (275)
the construction of the by-pass road of the locality of Wolsztyn in the course of the national road No 32 and they have been approved and implemented without qualifications.
The conclusions resulting from the implementation of the past projects shall be used when preparing the current project.

4 Institutional frameworks
On the central level: General Directorate of Public Roads, Address: 00-921 Warszawa, ul. Wspólna 1/3 - General Directorate of Public Roads, South - West Division, Office in Zielona Góra, 65-950 Zielona Góra, ul. Boh. Westerplatte 31, Mr. Janusz Lewicki, General Manager, Tel.: (0 10**) 68 327 07 57 fax: (0 10**) 68 325 34 68
Institution signing the contract: General Directorate of Public Roads, South-West Division, Office in Zielona Góra.
5 Budget

<table>
<thead>
<tr>
<th>Component</th>
<th>Investment support</th>
<th>Institution building</th>
<th>Total Phare</th>
<th>National co-financing</th>
<th>IFIs</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Component 1</td>
<td>-</td>
<td>-</td>
<td>0,750</td>
<td>-</td>
<td>0,750</td>
<td>0,750</td>
</tr>
<tr>
<td>Component 2</td>
<td>2,000</td>
<td>-</td>
<td>2,000</td>
<td>1,800</td>
<td>-</td>
<td>3,800</td>
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<tr>
<td>Component 3</td>
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<td>-</td>
<td>0,200</td>
<td>0,200</td>
<td>-</td>
<td>0,200</td>
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<tr>
<td>Total</td>
<td>2,000</td>
<td>-</td>
<td>2,750</td>
<td>-</td>
<td>4,750</td>
<td></td>
</tr>
</tbody>
</table>

Component 1. The preparation of the technical project, the tendering documentation, compensations and land acquisition – state budget

Component 2. Road constructional work: 3.8 MEUR including:
- 2.0 MEUR (52.4%) – Phare CBC 2002,
- 1.8 MEUR (47.6%)– state budget

Component 3. Supervision of the project implementation – state budget.

6 Implementation arrangement

6.1 Implementing agency

Implementing agency:
Phare CBC Implementing Authority
Ministry of Internal Affairs and Administration
00-522 Warsaw, 36 Krucza Street, Poland
Phone: +4822 6959910/11
Telefax: +4822 6959912/13
E-mail: Phare@wwpwp.it.pl
www.wwpwp.it.pl

PAO:
Mr Zenon Kosiniak – Kamysz
Under-secretary of State
Ministry of Internal Affairs and Administration
02-591 Warsaw, 5 Batorego Street, Poland

6.2. Twinning
Not applicable

6.3. Non-standard aspects
The Decentralised Implementation System (Practical Guide for Phare, ISPA and SAPARD) will be strictly observed.

6.4. Contracts
Only one tender procedure for the Phare component is planned and one contract will be signed. The value of the contract is 4,750 MEUR. It will be the tender procedure for works.

7 Implementation schedule

7.1 Start of tendering
I quarter of 2003

7.2 Start of project activity
II quarter of 2003

7.3 Completion
IV quarter of 2004

8. Equal opportunities

Opportunities of employment for men and women will be based on relevant standards of the European Union concerning EOE (Equal Opportunity of Employment), which will be assured by an official announcement in the press during the employment procedure.

9. Impact on natural environment
The environmental impact analysis has been elaborated for this project in 2000 and is available at the seat of the Beneficiary.

It covers the main and most substantial elements of the environment:

- ***geological environment***
- ***soil and underground water***
- ***elements of landscape and flora***
- ***protection of atmospheric air***
- ***waste-water disposal***
- acoustic climate

10. Rates of return

The following has been carried out for the project:

- internal rate of return IRR - 39.86%

11. Investment criteria

11.1 Catalytic effect:

The investment:

- Will play an important role in the economical and tourist development of the region.
- Will involve other activities in accordance with the policy of integration (e.g. facilitation of transit traffic, health protection, etc)

11.2 Co-financing:

The project is co-financed by the government funds to the amount of 58% of total costs of the investment. The Polish party is financing payments related to the preparation of the investment i.e. the preparation of the documentations, land acquisition, compensations, supervision as well as the part of the costs of the construction works (surface and finishing works). A part of the contract co-financed within Phare (construction-assembly works) is co-financed in 47.6% by the national funds.

11.3 In addition:

Phare funds are additional funds to the budget funds allotted for the implementation of the project. Other sources of financing (national funds) will not be eliminated after approval of the project by the European Commission.

11.4 Preparation and size of the project:

The General Directorate of Public Roads Office in Zielona Góra is prepared to implement the contract. The environmental impact analysis as well as the economic analyses have been elaborated. The Technical and Tendering Documentation are being prepared. The size of the project is planned for 4,750 MEUR.

11.5 Permanent effects of the projects

The project provides permanent solution for road safety problems and shorter travelling time. It will be sufficient for the planned traffic flow for the period of 30 years.

The funds for the maintenance of the project after its completion are assured and they come from the government budget.

11.6 Compliance with provisions concerning governmental support

The project complies with provisions concerning governmental support in this type of investments

11.7 Contribution to the National Development Plan and the Joint Programme Document

The integration of Polish economy through the development of transport networks covers:

- modernisation and development of road and railway network in transeuropean transport ways (TINA network) including activation of highways construction programme, commencement of road surfaces reinforcement programme, reinforcement of bridges, improvement of road and traffic management system as well as control of road users' compliance with binding standards and rules, especially those which concern traffic safety.

12. Conditionality and sequencing

All activities financed by own funds have been commenced.

The general outline of the construction of the by-pass road for the locality of Sulechów, the environmental impact analysis as well as the economic analyses for the outline have been elaborated.

The Technical and Tendering Documentations together with a construction permit and land acquisition are being prepared.
### Annex 1 LOGFRAME PLANNING MATRIX:

#### Construction of by-pass of the locality of Sulechów

<table>
<thead>
<tr>
<th>Programme name and number</th>
<th>Contracting period expires: 15/10/2004</th>
<th>Disbursement period expires 15/10/2005</th>
</tr>
</thead>
</table>

#### Overall objective:  
- performance of stipulations of international agreements in the field of development of transport infrastructure, especially border crossings and access roads  
- development and modernization of infrastructure aiming at stronger competition

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- shorter travelling time</td>
<td>- general measurement of traffic GDP Warszawa statistical data GUS SOSN measurements GDP Warszawa after completion of the by-pass</td>
</tr>
<tr>
<td>- higher traffic capacity in the border area</td>
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<tr>
<td>- number of new investments in the area</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDP Warszawa after completion of the by-pass</td>
</tr>
</tbody>
</table>

#### Project purpose (Immediate Objectives)

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- smaller number of road accidents</td>
<td>- general measurement of traffic GDP Warszawa statistical data GUS SOSN measurements GDP Warszawa after completion of the by-pass</td>
</tr>
<tr>
<td>- lower consumption of fuel - lower level of exhaust gases emission in the city</td>
<td></td>
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<tr>
<td>- shorter travelling time</td>
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<tr>
<td>- number of new job positions</td>
<td></td>
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<tr>
<td>- number of newly employed</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Verification</th>
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<tbody>
<tr>
<td>GDP Warszawa after completion of the by-pass</td>
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</table>

#### Results

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- compliance with the Contract Documentation, including work plan, implementation schedule and protocol of acceptance</td>
<td>- general measurement of traffic GDP Warszawa statistical data GUS SOSN measurements GDP Warszawa after completion of the by-pass</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Sources of Verification</th>
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<tr>
<td>GDP Warszawa after completion of the by-pass</td>
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</table>

#### Activities

<table>
<thead>
<tr>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 contract for works amounting totally 4,750 MEUR</td>
<td>- changes among proposed employees</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>all the means available on time proper qualifications and skills of the main contractor and subcontractors proper management and supervision of works</td>
</tr>
</tbody>
</table>

| Phare budget: 2,000 MEUR own budget 2,750 MEUR |

#### Preconditions

- complete technical and tender documentation together with the permission for the construction
### Annex 2-3: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th></th>
<th>Date of Drafting</th>
<th>Planning Period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>IV quarter of 2002</td>
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<td></td>
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<td>IV quarter of 2004</td>
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<table>
<thead>
<tr>
<th></th>
<th>PLANNED</th>
<th>Budget Allocation</th>
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<tr>
<td></td>
<td></td>
<td>Cost Estimate (in MEUR)</td>
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<tr>
<td></td>
<td>III '02</td>
<td>IV '02</td>
</tr>
<tr>
<td>Implementation schedule</td>
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<tr>
<td>Contracting schedule</td>
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<tr>
<td>Disbursement schedule</td>
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</tbody>
</table>

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

*State increasing amounts in mln EURO*