1. **Basic Information**

1.1 CRIS Number: 2002/000-606.13

1.2 Title: Modernisation of the National Road No 6 on section Goleniów – Nowogard from km 25+200 to km 40+195 - Stage III – Modernisation of section Redostowo – Nowogard from km 34 +644 to km 40+195

1.3 Sector: Cross Border Co-operation / Infrastructure

1.4 Location:

   Republic of Poland. Zachodniopomorskie Voivodship, District of Goleniów, average distance from Polish – German border; ca 45 km

2. **Objectives**

2.1 Strategic Objective:

   Road infrastructure development and adjustment of road parameters to EU and NATO requirements in the way of pavement and bridges admissible bearing capacity and fulfilment of priorities defined in “Partnership for Membership” treaty.

2.2 Project purpose:

   Road traffic conditions improvement;
   - pavement bearing capacity enhancement to 115 kN/axis
   - pavement width enlargement to 7.0+2*2.00,
   - road capacity increase
   - traffic safety and pavement quality improvement
   - elimination of ecological threats by protecting fittings implementation

2.3 Accession Partnership and NPAA priorities;

   **AP policy priority**


   **NPAA policy priority**

   Realisation of the provisions of National Program of Preparation to Poland Membership in EU – Priority 9.2 – Polish Transportation Law and Standards adjustment continuation for expected requirements of Poland membership in EU, Task A-4 – Polish Law on transportation infrastructure adjustment to EU requirements.

2.4 Contribution to realisations of National Development Plan (NDP) and Joined Program Document (JPD) Phare CBC/Interreg IIIA;

   - NDP – Program realisation is coincident with development axis No 3 – Polish economy integration by transportation network modernisation and development
   - JPD – Main objective – Contribution for balanced and stable development and bringing citizens and institutions together in Polish – German neighbour provinces; Mecklenburg and Brandenburg lands and Zachodniopomorskie Voivodship, Priority B – technical and tourist infrastructure improvement, enterprises group B-2 – activities for over regional and internal outfit improvement of Region’s transportation infrastructure (vehicles roads).
   - Realisation of Zachodniopomorskie Voivodship development strategy assumptions in the way of transportation infrastructure development and modernisation, province transportation system integration with the EU and Baltic Sea region ones. (Chapter VIII Zachodniopomorskie Voivodship Mission, Strategic aim – Common Accessibility of Goods, Services and Information, Priority 1 – Introducing of transportation network compatible with the ones of the neighbour regions and countries).

2.5 Cross Border Impact.

   - Transportation infrastructure improvement and development of trans-european transportation systems is treated as priority for execution within;
     - Regional BALTIC BRIDGE program – program of Baltic see countries co-operation,
     - Cross border co-operation program within POMERANIA EUROREGION
     - Program of over border co-operation with Mecklenburg and Brandenburg lands of Germany.
Program implementation shall cause the improvement of traffic conditions between Germany (especially Mecklenburg and Brandenburg lands) and Poland, shall improve connections between Koszalin and Gdansk cities with border passage in Kolbaskowo. The existing bad technical conditions of the road pavement cause that the road No 6 is avoided by tourists and transportation companies. Improvement of road pavement conditions shall activate the journeys from Germany to seaside resorts, and especially to Kolobrzeg city. This purpose shall contribute to region tourist development and to economic and trade development as well.

3. Description

3.1 Background and justification:
- Pavement construction, its poor technical parameters (bearing capacity, width, radii of horizontal curvatures), and bad technical condition do not meet the current traffic requirements, nor meet EU and NATO standards. Inconsistent geometric parameters within whole managed section of the road (in further section from km 79+818 the road is equipped with harden shoulders) are another important factor urging to modernisation works performance

3.2 Linked activities:
The Project is the sequence stage of modernisation works submitted to realisation within;
- Phare CBC Poland – Germany 2000 program. The road section of Goleniów – Bodzecin (Project number PL 0009 –06) has been accepted as the first stage.
- Phare CBC Poland – Germany 2001 program. The road section of Bodzecin – Redostowo has been qualified as the second stage (Project number PL 01.08.14).
The Project is final part of whole Goleniów - Nowogard road section
Ministry of Infrastructure has accepted project realisation.

3.3 Project Results:
- The road section modernisation shall be the third stage of the National Road No 6 modernisation, so the road shall be adjusted to EU and NATO requirements. The works completion shall also cause the road geometric parameters unification in the whole road section within Zachodniopomorskie Voivodship, improve traffic safety, road conditions and driving comfort and shall make journey from Polish – German border to Koszalin and Gdansk area more efficient. It will have the positive influence on natural environment as well.
The Project implementation brings the modernised road adjustment to technical parameters of high Polish class of the road – GP. The length of modernised section is 5.5 km, carriageway width – 7.0 m + hard shoulders 2*2.0 m. Vehicles of accepted bearing of 115 kN/axis shall be admitted to road traffic.

3.4 Activities:
The Contract provides the work execution of investment character.
For the task realisation, the modernisation works should be carried out according to prepared final technical design. The Contractor, chosen in tender procedure has to dispose a proper means necessary to road works performance, as special fittings and experienced engineering staff.
Financial means of 2.72 MEUR as a Phare 2002 is necessary for the works performance. Polish government through relevant ministries assures the budget means of 0.91 MEUR.

3.5 Lessons learned
- GDDP OPZ has performed few projects co-financed by Phare means, among them; within Trans-border Co-operation Programme Phare 93 (1 project ), Phare 94 (4 projects), Phare 95 (3 projects), Phare 97 (1 project ) and has received co-financing projects within Phare 2000 and 2001, currently implemented to realisation.
Monitoring performed by Phare CBCC Implementing Authority has confirmed proper operation of GDDP OPZ staff in previous projects implementation. The experience learned in former realisations are fully used in preparation of new applications, and are helpful in defining of priorities, determining of assumptions and verification sources..

4 Institutional Framework.
The Project subject, after completion, shall be property of Beneficiary - General Directorate of Public Roads, North – Western Division of Szczecin
The following institutions shall be engaged in Project realisation;
Ministry of Infrastructure
Ministry of Internal Affairs and Administration
Marshall’s Office of Zachodniopomorskie Voivodship
Zachodniopomorskie Voivodship Governor
General Directorate of Public Roads in Warsaw
Implementing Authority of Phare Cross Border Co-operation Program

The Project implementation shall not cause any changes in described institutional structure.

“Engineer” - Representative of General Directorate of Public Roads, North – Western Division of Szczecin
“Resident Engineer” – shall be chosen in tender procedure.

“Employer” - General Directorate of Public Roads, North - Western Division of Szczecin

Modernised section of the road will be still the public property after Project completion.

Implementing agency is; Implementing Authority of Phare CBC in Home and Administration Ministry, Department of Cross Border Co-operation, Implementing Authority of Phare Cross Border Co-operation Program. Means Beneficiary: General Directorate of Public Roads, North – Western Division, 33 Bohaterów Warszawy Str., 70-340 SZCZECIN, tel. 091 43 25 300, fax. 091 484 39 97, e-mail: biuro@gddp.szczecin.pl

5 Budget:

<table>
<thead>
<tr>
<th>Phare Support CBC 2002</th>
<th>Investment Support INW</th>
<th>Institution Building Support IB</th>
<th>Total Phare CBC 2002</th>
<th>National Co-financing*</th>
<th>IFI*</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract</td>
<td>2.72</td>
<td>-</td>
<td>2.72</td>
<td>0.91</td>
<td>-</td>
<td>3.63</td>
</tr>
<tr>
<td>Total</td>
<td>2.72</td>
<td>-</td>
<td>2.72</td>
<td>0.91</td>
<td>-</td>
<td>3.63</td>
</tr>
</tbody>
</table>

Co-financing will be available.

Co-financing of the contract comes from the National Budget (25% of the total contract value). Project has been accepted by the Ministry of Infrastructure and is entered in the list of investments foreseen to financing by budget means (Annex to Budget Act of 2002). Foreseen period of financing 2002 – 2005.

6 Implementation Arrangements;

6.1 Implementing Agency

Phare CBC Implementing Authority
Ministry of Internal Affairs and Administration
00-522 Warsaw, Kruçza 36
Phone: +4822 6959910, telefax: +4822 6959912
E-mail: Phare@wwpwp.it.pl

PAO:
Mr Zenon Kosiniak – Kamysz
Undersecretary of State
Ministry of Internal Affairs and Administration

6.2 Twinning project
Not applicable

6.3 Non-standard aspects
DIS (Decentralised Implementation System) Manual will be strictly followed (acc. to Practical Guide of Phare, ISPA and SAPARD Programs).

6.4 Contracts
One contract, 3.63M€, joint co-financing

7. Implementation Schedule;

7.1 Start of tendering;
Date of tender specification submission - I - quarter of 2003
Date of tendering process commencement (tender notice) – II - quarter of 2003
7.2 Start of project activity
Planned date of the first contract commencement; - IV- quarter of 2003

7.3 Project Completion
Expected date of last payment of contract; - IV- quarter of 2005

8. Equal Opportunity
Equal participation in Project by women and men will be assured according to EOE (Equal Opportunity of Employment) standards of EU. In tendering procedure neither sex nor religion will be taken into account. Project effects shall be shared for public property.

9 Environment
In 1996 the full Report on environmental impact of modernised National Road No 6 on the section from km 30+425 to km 45+400 (currently from km 25+200 to km 40+195) was elaborated. The negative effects of the Project to natural environment shall be eliminated in the stage of Project implementation, including following:
- the quality deterioration of rainfall water flow from the road - the waste water purification sets (separators) have been foreseen
- negative impact of exhausted gases for ambient air, soil, forest and natural space quality – area screens of insulation greens has been foreseen
- increased scope of noise annoyance – acoustic screens and insulation greens for the noise level reduction has been foreseen

10. Rates of return
Financial Internal Rate of Return (FIRR) – not applicable (according to IBDiM opinion this index is not determined for road projects financed by national budget)
Economic Rate of Return (ERR) - Analyse of investment has been performed. Obtained IRR value is 17.8%. NPV has been also determined. Feasibility study has been completed.

11. Investment criteria
11.1 Catalytic effect:
National roads modernisation implementation program for roads adjustment to EU and NATO requirements, covers 95% of Zachodniopomorskie Voivodship road network. The financing of these works execution from only budget sources should significantly delete implementation possibility. The Phare support will ease much faster priority actions performance, connected with Poland access to EU and will accelerate region economic development as well as will improve transit traffic conditions from Polish – German border.

11.2 Co-financing:
The project (contract) will be co-financed in 25% within the Polish national budget. The project has been accepted by the Polish Ministry of Infrastructure and is entered in the list of many years investment foreseen to financing by budget means (Annex to Budget Act of 2002). Foreseen period of financing 2002 – 2005.

11.3 Additionality:
Other financiers, especially from the private sector or IFI have not been excluded.

11.4 Project readiness and size:
A project is fully ready to contracting. There is final design, detail construction designs, land acquisition is completed, and Permission for work is received. Investment complies with minimum project size requirements; expected Contract value is 3.63 MEUR, Polish side contribution for III Stage is 25%.

11.5 Sustainability:
The investment complies with EU norms and standards and is consistent with its policy on transportation (European Council and Parliament Decision No 1692/96 of 23 July 1996 on EU Recommendation for Trans – European Transportation Network development and on TINA program – Evaluation of Infrastructure Needs in Transportation). Negative impact of the investment on natural environment shall be decreased by screen actions implementation.

Administrative institution for modernised section of the road shall be General Directorate of Public Roads, North - Western Division of Szczecin. The means for future maintenance and operating costs of the road shall be provided from national budget.
11.6 Compliance with state aids provisions; Project is consistent with state aid regulations for fulfilment of association treaty obligation. Investment has achieved approval of Ministry of Infrastructure, what means the guarantee of state aid in project execution.

11.7 Contribution to National Development Plan and Joined Program Documentation; According to NDP - Project realisation is coincident with development axis No 3 – Polish economy integration by transportation network modernisation and development. Project assures realisation of main objective of JPD agreements – Contribution for balanced and stable development and bringing citizens and institutions together in Polish – German neighbour provinces; Mecklenburg and Brandenburg lands and Zachodniopomorskie Voivodship, Priority B – technical and tourist infrastructure improvement, enterprises group B-2 – activities for over regional and internal outfit improvement of Region’s transportation infrastructure (vehicles roads). According to development strategy of Zachodniopomorskie Voivodship (Chapter VIII Zachodniopomorskie Voivodship Mission,) Project ensures realisation of Strategic aim – Common Accessibility of Goods, Services and Information, Priority 1 – Introducing of transportation network compatible with the ones of the neighbour regions and countries in the way of transportation infrastructure development and modernisation, Voivodship transportation integration with the EU and Baltic Sea region ones. Project is part of the whole national and regional strategy of development, defined in the National Program of Poland Preparation to EU Membership in the way of Polish transportation system adjustment to European requirements within TINA. The Project also provides of Pomerania Euroregion common program implementation as well as of programming document, signed between Zachodniopomorskie Voivodship and Mecklenburg and Brandenburg lands authorities.

12 Conditionality and sequencing; General Directorate of Public Roads, North – Western Division of Szczecin as the project implementing institution is fully prepared to realisation of investment supported by PHARE. It has the personnel trained in using FIDIC conditions and IFI requirements. There is the special Contracts Department in official Directorate structure, called for servicing of contracts financed by aid means. The investment commencement is possible with financial means procurement. The most important milestones of the project; Project acceptance to PHARE program – II half of the year 2002
- Works commencement – IV quarter of 2003
- Contract works completion – II half of the year 2005
- The last payments – final date of 31 December 2005

Annexes to Project Fiche
1. LogFrame Matrix with information on current value of indicators listed in column 2 of logic matrix
2. Detailed table of activities schedule.
3. Quarterly charts of contracting and financing for the whole period of Program activity (with periods of payments)
Annex 1: LogFrame

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX:</th>
<th>Programme name and number: Transborder Co-operation Program</th>
<th>Total budget - 3.63 MEUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modernisation of the National Road No 6 on section Goleniów – Nowogard from km 25+200 to km 40+195 (former from km 30+425 to km 45+420)</td>
<td>Poland – Germany Phare 2002</td>
<td>Phare budget - 2.72 MEUR</td>
</tr>
<tr>
<td>Stage III – Modernisation of the section Redostowo – Nowogard from km 36+644 to km 40+195</td>
<td>Contracting period expires; 15/10/2004</td>
<td>Disbursement period expires; 15/10/2005</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall objective:</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- adjustment of the road parameters to EU and NATO standards</td>
<td>- social and economical development of the region, tourist numbers increase</td>
<td>- National and international statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- 3 years after project completion</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- GUC, GUS and WUS Reports</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cancelling of bottle neck of the road by;</td>
<td>- traffic accidents numbers decrease</td>
<td>- traffic volume measurement led by GDPR</td>
</tr>
<tr>
<td>- increase of carriageway width and pavement bearing capacity</td>
<td>- decrease of harmful influence of exhausted gases and noise on environment</td>
<td>– so called General Traffic Measurements in 2005 and 2010</td>
</tr>
<tr>
<td>- traffic safety improvement (better technical conditions)</td>
<td>- traffic growth</td>
<td>- annual accidents statistics led by police</td>
</tr>
<tr>
<td>- ecological threats elimination.</td>
<td></td>
<td>- analysis made by environment agencies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- modernised section of the road</td>
<td>- delivering for traffic of the 5.5 km long section of the road</td>
<td>- Certificate on Works Completion issued by the Contract Engineer and Beneficiary directly after works completion</td>
</tr>
<tr>
<td></td>
<td>- additional width of hard shoulders – 2*2.0 m</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- state budget and Phare means in accepted proportions</td>
<td>- decision making on means assignment</td>
<td>- efficiency and professionalism of the Contractor and Supervisor</td>
</tr>
<tr>
<td>- tendering procedures execution for choosing of the Contractor with high quality equipment and highly qualified technical staff</td>
<td>- signing of the Work Contract</td>
<td>- no realisation threats are foreseen</td>
</tr>
<tr>
<td></td>
<td>- contracts number – 1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Total budget - 3.63 MEUR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Phare budget - 2.72 MEUR</td>
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<table>
<thead>
<tr>
<th>Preconditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>authorities decisions of Voivodship, RKS, NKS and WKW, concerning of project acceptance to implementation - financing agreement signing</td>
</tr>
</tbody>
</table>
## Annex 3: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>12-10-2001</th>
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<tbody>
<tr>
<td>Planning Period</td>
<td>January 2003-December 2005</td>
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</table>

<table>
<thead>
<tr>
<th>Budget Allocation</th>
<th>Cost Estimate (in MEUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PLANNED</strong></td>
<td></td>
</tr>
<tr>
<td>I ’03</td>
<td>II ’03</td>
</tr>
<tr>
<td>I</td>
<td>II</td>
</tr>
</tbody>
</table>

- Implementation schedule: C C C C I I I I I
- Contracting schedule: 2.72
- Disbursement schedule: 0.27 0.5 0.8 1.5 2.2 2.72 2.72 MEUR

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