1. **Basic Information**

1.1 CRIS number: 2002/000-607.02
1.2 Title: Lubrza town by-pass
1.3 Sector: Phare Cross-Border Co-operation / Infrastructure
1.4 Location: Poland, the Opole voivodship, Prudnik region, distance from the border: 6 km

2. **Objectives**

2.1 Wider objective:
- improvement of the road traffic on the route Poland – Czech Republic
- decrease in traffic burden for the public

2.2 Project Purpose:
- taking the transit traffic away from the Prudnik town
- increase in traffic safety
- improvement of the environment condition in the area of the border crossing point

2.3 Priority of the “Accession Partnership” (AP) and the “National Program for the Adoption of the Acquis” (NPAA)
- medium-term – transport – provision of the necessary investments in the scope of transport infrastructure
- medium-term – environmental protection – requirements concerning the environmental protection must constitute an integral part of the individual sectors policies.

2.4 Participation in realisation of the National Development Plan and the Joint Programming Document

The applied project complies with the Polish and Czech Borderland Development Strategy and regional strategy of the voivodeship development which was drawn up by the Regional Administration Office in Opole.

2.5 Cross-border Impact:
- improvement of the traffic flow in the borderland area
- realisation of the part of the complex program for the transport corridors solution in the area of the full-commodity border checkpoint in which the Czech side is interested (see the enclosed supporting position of the Czech part of Pradziad Euro-region)
- prevention from the borderland zone pollution

3. **Description**

3.1 Background and justification:

In 2002, the Prudnik – Bartulovice border checkpoint was opened for the full-commodity traffic. Currently, in connection with that, the substantial increase in traffic volume, both in west and east direction, is noted. Since the traffic increase had been expected, the road administration prepared reconstruction of the road infrastructure for the border checkpoint and started its realisation. The substantial problem in the reconstruction design was a passage through the Prudnik town due the clearance limitation under two railway viaducts. This would make the exit from Prudnik of trucks driving from the border checkpoint towards east-west direction impossible. In 2002 the existing railway viaduct was totally reconstructed and adjusted to the required parameters. In 2002, the Prudnik by-pass has been started under the PHARE CBC 2002 program which in connection with the fact that the viaduct has now standard parameters will allow for the easy flow of traffic from the border checkpoint towards west direction. The Lubrza by-pass which is a subject of this document is actually the extension of the Prudnik by-pass. Its realisation will enable the flow of traffic from the border checkpoint towards east direction and the convenient access to the border checkpoint for the traffic from south regions of Poland and north part of the Czech Republic. In a consequence of half a year observation, it occurred that Trzebina - Bartulowice border checkpoint is very attractive for the traffic coming from the south part of the country and it has been increased by 50% which made the flow capacity on the national road No. 40 through the Lubrza town very limited. Taking into account the fact that the traffic volume increase mainly regards trucks and the current passage through Lubrza is possible only on the tortuous route with a 6 m wide damaged concrete pavement coming from 1940, the construction of Lubrza town by-pass is now required urgently. It will allow for an extensive use of the possibilities of the full-commodity border checkpoint as regards the access from any direction in Poland and the access to A4...
motorway. In connection with the advanced plans of modernisation of the road corridor to the border checkpoint on the Czech side due to the easy access to the trans-European corridor (A4 motorway), the traffic increase at the border checkpoint has to be assumed. The realisation of the project will contribute to the socio-economic development of the border area and at the same time it will improve the condition of the natural environment and the road infrastructure as well as increase the level of traffic safety.

3.2 Linked activities:
The project implementation will be a logical extension of the Prudnik town by-pass implemented in the year 2001 from Phare CBC 2000 Program. The works concerning substantial modernisation of road network coming from the north part of the Czech Republic to the Trzebina-Bartulovice border checkpoint are very much advanced.
The source of financing of the agreed value of the project by the Polish side will be the own funds of GDNRM Division in Opole.

3.3 Results:
The project implementation will result in a 3.5 km of the new road at the width of 11.0m adjusted to the loading of 115kN/axle and fulfilment of the environmental protection requirements, 1 bridge structure at the length of 94.8m, 1000 m of the storm drainage, 1400 running meters of the steel guard-rails.

3.4 Activities:
The activities to be undertaken under the project will result in the execution of a 3.5 km of a new road at width of 11m, 1 bridge structure at the length of 94.8m, 1000 m of the storm drainage, 1400 running meters of the steel guard-rails.

3.5 Lessons learned:
In 2001, General Directorate for National Roads and Motorways Division in Opole has started implementation of the Prudnik by-pass under the PHARE CBC 2000 program which is closely connected with the current project as common objectives for the improvement of the road infrastructure at the area of the border checkpoint.

4. Institutional frameworks
4.1 The project Applicant is General Directorate for National Roads and Motorways Division in Opole. Road No. 40 is a national road managed by GDNRM Division in Opole.
4.2 There are no restrictions within the institutional framework structure. The project implementation will not result in changes in institutional structure. All investment works will be carried out in the right of way reserved for this investment in the Local Master Plan of Lubrza Municipality.
4.3 The project does not influence the institutional development of the Applicant. The Institutional beneficiary will be GDNRM Division in Opole.
4.4 The Engineer under the project will be GDNRM Division in Opole represented by Maria Burzynska, Eng, Deputy Director. GDNRM Division in Opole will be the Employer. GDNRM Division in Opole owned by the state treasury will be the owner of the constructed by-pass in the route of road No. 40.

5. Detailed budget

<table>
<thead>
<tr>
<th>Phare Support</th>
<th>Investment Phare</th>
<th>Institution Building</th>
<th>Total Phare</th>
<th>STATE CO-FINANCING</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 1</td>
<td>2.50</td>
<td></td>
<td>2.50</td>
<td>2.00</td>
<td>4.50</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2.50</td>
<td></td>
<td>2.50</td>
<td>2.00</td>
<td>4.50</td>
<td></td>
</tr>
</tbody>
</table>

Co-financing will be available..

6. Implementing arrangements
6.1 Implementing agency:
Phare CBC Implementing Authority
Ministry of Internal Affairs and Administration
00-522 Warsaw, 36 Krucza Street, Poland
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
6.1 Non-standard aspects
During the implementation of the Project procedures described in “Practical Guide for Tender Procedures within Phare, ISPA and SAPARD programmes” will be strictly followed.
6.2 Contracts
One contract, 4.5M€, - joint co-financing

7. Implementation schedule
7.1 Tender commencement / invitation to tender
The tender will be called in the II quarter of 2003.
7.2 Commencement of works connected with the project
The contract agreement will be signed in III quarter of 2003.
7.3 Project completion
II quarter of 2005.

8. Equal opportunity
In order to ensure efficient project realisation, only the qualifications will be decisive in the personnel recruitment.

The assessment of the project impact on the environment has been drawn up and enclosed to this document.
The synthesis of the a.m. assessment has been also attached to the application as an integral part.
The decrease in toxic fumes and noise emission by taking the traffic away beyond the town limits on the constructed by-pass is the most important aspect of the impact on the environment.

10. Rates of return
The basis for calculation of the below listed economic values is the Highway Design and Maintenance Standards.
Net Present Value NPV = 3.41 MEUR
Internal rate of return EIRR = 18.80 %

11. Investment criteria
11.1 Catalytic effect:
The Project realisation will substantially improve transport between the Czech Republic and Poland. The flow of people and goods will increase in the borderland area. Roads No. 40 and 41 are currently an important transport route in the area of Pradziad Euroregion.
11.2 Co-financing:
Component PHARE - 2.50 MEUR i.e. 56%
Polish component (state budget) - 2.00 MEUR i.e. 44%
11.3 Additionality:
There will be no funds from other sources, including private sources, except for financing from the state budget.
11.4 Preparation and size of the project:
The complete technical documentation has been drawn up. All lending agreements for the land have been obtained in the right of way of the designed by-pass. The building permit for the by-pass was issued in the year 2002. At the same time the land acquisition in the reserved right of way of the by-pass has started in 2001. The documents possessed by the Applicant authorise him to immediate commencement of works. The economic analysis (IRR=18.8%) justifies the necessity of the investment task realisation. The task value equals 4.50 MEUR (Phare share equals 2.50 MEUR)
11.5 **Lifetime:**

The lifetime of the implemented project equals 20 years (excluding the repair). An appropriate maintenance of the carriageway will extend the lifetime period with the exclusion of big repairs by further 5 years. GDNRM Division in Opole will finance the cost of current repairs.

11.6 **Compliance with state aids provisions**

The project is compliant. The provisions of the Agreement of Association in the field of the State assistance will be observed.

11.7 **Contribution to National Development Plan and Joint Programming Document**

The applied project complies with the Polish and Czech Borderland Development Strategy and the regional strategy of the voivodeship development which was drawn up by the Regional Administration Office in Opole.

12. **Conditionality and sequencing**

The full set of technical documents is drawn up. All lending agreements for the land have been obtained in the right of way of the designed by-pass. The building permit for the by-pass was issued in February 2002. The land acquisition in the reserved right of way of the by-pass has started in 2001. The documents possessed by the Applicant authorise him to immediate commencement of works. Tender dossier will be drawn up and endorsed in the I quarter of 2003. The tender announcement is scheduled on II quarter of 2003. The contract agreement signature will take place in the III quarter of 2003. The project realisation will take 20 months and the completion is scheduled on II quarter of 2005. GDNRM Division in Opole with its qualified personnel will efficiently implement the project.

**The Applicant:**

General Directorate for National Roads and Motorways Division in Opole:

Ul. Niedzialkowskiego 6

45-085 Opole

phone: (77) 453-74-81

fax: (77) 454-44-68

Mrs. Maria Burzynska, Eng. – Deputy Director of the Office

**ATTACHMENTS TO THE PROJECT FICHE**

1. Standard Format Logframe
2. Detailed table of activities realisation
3. Quarterly schedule of contracting and expenditures for the full period of program duration (including the period of funds expenditures);
### Annex 1 - LOGFRAME PLANNING MATRIX
for the construction of the Lubrza town by-pass

<table>
<thead>
<tr>
<th>Overall objective:</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification:</th>
</tr>
</thead>
<tbody>
<tr>
<td>improvement of the traffic between Poland and the Chech Republic increase in traffic burden for the public</td>
<td>improvement of the economic standing of small and middle-sized companies increase in employment in the border area increase of traffic in the border crossing</td>
<td>3 years after the realisation of the project the Statistical Office of the Voivodeship will obtain the data concerning the taxes coming in from the existing and newly established companies in the border area 3 years after the realisation of the project the Regional Labour Office will obtain the data on the status of employment in the border area 1 year after the realisation of the project the border services will make available the information concerning the traffic of commodities and people on the border crossing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose (Immediate objective)</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification:</th>
<th>Assumptions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>increase of capacity of access roads to the crossing letting the transit traffic out of town improvement of the natural environment condition</td>
<td>increase in traffic by at least 30 % reduction of travel time by 100% reduction of number of accidents by 70 % improvement of the roads’ condition up to the required level reduction of emitted pollution and noise to the acceptable standards</td>
<td>1 year after the project realisation the traffic volume measurement will be carried out – data at GDNRM in Opole 1 year after the project realisation the an analysis will be carried out with the use of the traffic engineering elements HDM – data at GDNRM in Opole 1 year after the project realisation the an analysis of road accidents rate will be carried out – data at GDNRM in Opole 1 year after the project realisation the measurement of toxic emissions of fumes components will be carried out – data at GDNRM in Opole 1 year after the project realisation the Evaluation of Pavement Condition will be carried out - data at GDNRM in Opole 1 year after the project realisation the measurement of noise level will be carried out - data at GDNRM in Opole</td>
<td>- at this stage there is no risk of non-achievement of the established objective</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results:</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification:</th>
<th>Assumptions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5 km of new road</td>
<td>handing over the structure for operation</td>
<td>after the completion of the project the</td>
<td>- formal and legal matters prolonging</td>
</tr>
</tbody>
</table>
1 bridge structure 94.8 m long  
1000 m of storm drainage  
1400 mb of steel guardrails  

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions:</th>
</tr>
</thead>
</table>
| execution of new road 3.5 km long  
execution of 1 bridge structure 94.8m long  
execution 1000 m of storm drainage  
execution of 1400mb of steel guardraails | construction of 3.5 km road – 2.77 MEUR  
construction of bridge structure – 0.57 MEUR  
other works – 1.16 MEUR | In the circumstances where the actions and resources are correlated the aschiewement of the result has no influence on external factors which are not foreseen and are able to delay the realisation of the task are e.g. identification of archaeological post during the execution of works |

Preconditions:  
making the decision concerning the realisation of the road infrastructure for the fully commodity – oriented border crossing in Prudnik - Bartultovice

Annex 2-4: Implementation, contracting and expenditures schedule

<table>
<thead>
<tr>
<th>Construction of the Lubrza town by-pass</th>
<th>Drawing up date</th>
<th>Planning period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.2001</td>
<td>01.2003-04.2005</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Realisation schedule</th>
<th>Contracting schedule</th>
<th>Disbursement schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>II</td>
<td>III</td>
</tr>
<tr>
<td>0.37</td>
<td>0.62</td>
<td>1.25</td>
</tr>
</tbody>
</table>

Budget

- **Contract 1**: D, D/C, C, I, I, I, I, I, I, 2.5, 2.50