1. **Basic Information:**
   1.1 CRIS Number: 2002/000-640.01
   1.2 Title: Modernisation Voivodship Roads No. 958 and No. 959 Zakopane – Chochołów – State Border.
   1.3 Sector: infrastructure
   1.4 Location: Poland (region, powiat, specific location)
      Małopolskie Voivodship, Tatrzński Powiat and the Powiat of Nowy Targ, access route to the state border with the Slovak Republic.

2. **Objectives**
   2.1 Overall Objective(s): Development and modernization of the transport system in the border area between Poland and Slovakia.
   
   2.2 Project purpose: Improvement of traffic conditions, decreasing travelling time, increasing the capacity of the road surface and bridges, increasing fluidity and safety of traffic, stimulating cross border traffic, allowing the transit of heavy goods vehicles with a capacity up to 7.5 tonnes total weight.

   2.3 Accession Partnership and NPAA priority:
      **AP Priority**
      - Activities in accordance with the AP and European Union regarding crossing the state borders with countries adjacent to the EU and those countries pursuing EU membership.
      - Medium-term: transport:
        - Increase of the road’s throughput, fluidity 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**
      - Modernization of transport infrastructure in order to enter it into the system of the Trans-European Network.
      - Definition of medium-term priority in the AP. Modernization of the transport infrastructure is aimed at the participation in TENs and requires the making of the necessary investments from Poland.
      - 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 maintaining the technical conditions of the existing infrastructural network and its development for the creation of technical and developmental conditions for the inclusion of the Polish transport system into the grid of European transport corridors and the infrastructure of Trans-European Networks.
      - Poland’s preparation to participate in the Union's tourist market.

   2.4 Contribution to National Development Plan and Joint Programming Department (JPD) Phare CBC:
   The project remains in harmony with the National Development Plan, and shall contribute to the realisation of the strategic objective, namely, to the improvement of the social and economic unity of Poland – both internal and also unity in the framework of a future, broadened European community. The implementation of this task has been entered into the Development Strategy of the Małopolskie Voivodship and remains in accordance with the Polish - Slovak Joint Programming Document (JPD).

   2.5 Cross Border Impact:
The desire for co-operation results from international conditions in the scale of the region as well as bordering communities. Connecting the road network of the region with Slovakia will bring greater benefits, such as strengthening economic links, increasing the number of companies operating within the neighbouring markets, increasing the number of joint-ventures and, in consequence, activating tourist traffic. Moreover, the requirements concerning reliability of the border passes will be fulfilled. The road in question will become an alternative route connecting the region with Slovakia in terms of limiting the traffic at the Łysa Polana border-pass. Slovakia is planning to undertake modernization of the road: Sucha Hora – Vitanova – Oravice – Zuberec.

3. Description:

3.1 Background and justification:
The Voivodship road No. 959 Chochołów – State Border in its entire length and sections of the Voivodship road No. 959 Chochołów – Zakopane do not meet the requirements set for Voivodship roads by the Ministry of Transport and Maritime Economy, which can lead to numerous threats related to traffic safety: limited capacity of bridges, poor condition of road surfaces and road width which is not up to standards.
Modernization and transformation of Voivodship roads No. 958 and No. 959 are indispensable for the development of the regions of the Tatras and Nowy Targ and the protection of the ecosystem of the Tatra National Park. The project includes reinforcement or exchange of the road surface with the necessary widening, building of pavements and reconstructing bridges.
Roads No. 959 and No. 958 are an important communication route (Poland – Slovakia) and constitute an access route to the border-pass Chochołów – Sucha Hora, which is an alternative to the border-pass in Łysa Polana situated in the protected area of the Tatra National Park.
Tourist and business traffic between the Tatrzański and Nowy Targ powiats and Slovakia will increase, improving the overall economic development of the region and resulting in a decrease in the unemployment rate.

3.2 Linked activities:
Transformation of Voivodship roads No. 958 and No. 959 is the responsibility of the Małopolskie Voivodship within the programme of modernization of the access routes to the border-passes. The Slovakian side is planning to undertake the modernization of the route: Sucha Hora – Vitanova – Oravice – Zuberec.

3.3 Results:
Modernization and transformation of Voivodship roads No. 958 and No. 959 together with bridges, which will improve traffic safety, will allow the transit of heavy good vehicles with a capacity up to 7.5 tonnes total weight at the border pass and allow the realization of Union standards concerning the construction of roads and bridges.
The connection of the road network between the Małopolskie Voivodship and Slovakia will strengthen 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.

3.4 Activities:
The Voivodship road No. 958:
section Chochołów – Witów – Zakopane: bituminous surface
constructing the pavements - approximate length: 2.5 km
constructing two roundabouts
The Voivodship road No. 959:
constructing the pavement, necessary widening, correction of dangerous bends, bituminous surface - approximate length: 1.1 km
constructing two bridges

3.5 Lessons learned:

p.2
During the implementation of the project under the name: 'Transformation of the Sections of the Voivodship Road No. 981 (at present No. 977) Moszczenica – Gorlice – Konieczna – State Border within the framework of the PHARE CBC Programme Poland – Slovakia 2001.

4. Institutional Framework:

4.1 Clearly describe the institutional framework within which the project will have to operate:
- The beneficiary and implementing authority of the project is the Małopolskie Voivodship.
- The project will be supervised by the Małopolskie Voivodship through the Management Board of Voivodship Roads in Kraków, ul. Glówackiego 56, 30-085 Kraków, Poland, tel.: (12) 637 28 79; (12) 637 94 78; fax: (12) 637 94 92.
- The objects built as the result of implementation of the project will remain in the management of the Management Board of Voivodship Roads in Kraków – the organisational unit managing Voivodship roads in accordance with the Act of 21st March, 1985 on Public Roads (Gazette No. 14 with later amendments.)

4.2 Identify any constraints in this respect. Indicate whether the results of the project will lead to a change in the institutional framework described:
- 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 For IB twinning projects, describe how the project will fit into the IB plan, identify the beneficiary institution and outline the scope of the project.
Not applicable.

4.4 For investment projects, clearly describe: (a) who will be appointed as the “Engineer” or how this will be done; (b) who will be the “Employer” and (c) who will be or become owner of the asset after project completion. For the latter, describe whether private or public ownership and, if relevant, composition of ownership.
- Project “Engineer” - Management Board of Voivodship Roads in Kraków – The project engineer will be financed by own means.
- The Employer is the Małopolskie Voivodship
- The beneficiary of the property after the conclusion of the project will be the Małopolskie Voivodship (Małopolskie Voivodship Board.)

5. Budget:

In accordance with the format provided:

<table>
<thead>
<tr>
<th>Financing of Phare CBC 2002 MEURO</th>
<th>MEURO</th>
<th>MEURO</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INW</strong></td>
<td><strong>IB</strong></td>
<td><strong>Total Phare CBC 2002</strong></td>
</tr>
<tr>
<td>Contract 1</td>
<td>1,850</td>
<td>1,850</td>
</tr>
<tr>
<td>Total</td>
<td>1,850</td>
<td>1,850</td>
</tr>
</tbody>
</table>

* Financed by the Małopolskie Voivodship budget. Co-financing will be available.

6. Implementation Arrangements:

6.1 Implementing Agency
Phare Cross Border Co-operation Programme
Ministry of Internal Affairs and Administration
00-522 Warsaw, ul. Krucza 36, Poland
Telephone No.: +4822 6959910/11
Fax: +4822 6959912/13
E-mail: Phare@wwpwp.it.pl
www.wwp.wp.it.pl
PAO:
Mr. Zenon Kosiniak – Kamysz
Undersecretary of State
Ministry of Internal Affairs and Administration
02 – 591 Warsaw, ul. Batorego 5, Poland

6.2 Twinning
Not applicable.

6.3 Non-standard aspects
During the implementation of the project procedures described in “Practical Guide to Phare
ISPA and SAPARD contract procedures” will be strictly followed

6.4 Contracts
To implement the project described here, one contract is envisaged with the total value of
3.805 MEURO, joint co-financing

7. Implementation Schedule:

7.1 Start of tendering/call for proposals
Specifications of tendering will be ready in the 2nd quarter of 2003.

7.2 Start of project activity
Expected date of commencement of first contract/grant scheme - 3rd quarter 2003

7.3 Project Completion
Expected date of final payment under last contract/grant - 4th quarter 2004.

8. Equal Opportunity:
These are the qualifications that are the decisive criterion while choosing contractors; the sex of
the contractors is not a factor.

9. Environment:
The report from the evaluation of the environmental impact of the project is available from the
Management Board of Voivodship 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 a short-term nature and recoverable.
- The changed surface will allow more fluid traffic, which will decrease the unfavourable
  impact of noise and air pollution and of vibrations.
- The planned transformation will have no impact on the ground surface and/or soils; nor
  is the generation of waste hazardous envisaged.
- Summary of the environmental impact of the project
- Opinion of the Department of Environmental Protection of the Starosty of the Powiat of
  Nowy Targ
- Opinion of the Department of Environmental Protection of the Starosty of the Tatrański
  Powiat

10. Rates of return:
- Internal Rate of Return (IRR) = 33.2 %
- The Internal Investment Rate of Return: 3.14. The calculations were based on the HDM-III
  surface management system.
- Grzegorz Obara, M.Sc, made the Feasibility Study, including Feasibility Analysis, for the
- The analysis was based on the HDM-III surface management system (a World Bank
  Publication, 1987).
- The Feasibility Study is available at the Management Board of Voivodship Roads in
  Kraków, ul. Głowackiego 56, 30–085 Kraków

11. Investment criteria
11.1 Catalytic effect:
The means provided by the EU will have a catalytic effect and will allow the implementation of the project within the scheduled time.

11.2 Co-financing:
The task will be co-financed from means provided by the Małopolskie Voivodship to the amount of 1.955 MEURO.

11.3 Additionality:
Phare grants will not displace other financiers, especially from the private sector, but will complement them.

11.4 Project readiness and size:
Modernization of the road surface, construction of two bridges and roundabouts will be implemented within the existing road route, belonging to the Małopolskie Voivodship. All necessary documents have been prepared.
The total value of the project does not exceed 3.805 MEURO, with the Phare share in the total being 1.850 MEURO.

11.5 Sustainability:
Sustainability of the road until the first general overhaul (with the assumed traffic intensity maintained) exceeds 20 years. The parameters of the roads meet the EU standards concerning the construction of roads and bridges.
Modernized sections of roads No. 958 and No. 959 will not have a negative impact on the environment. The main positive effects will be: improvement of the traffic fluidity and, in relation, a decrease in noise, air and soil pollution, ordering of the grounds in the area and improvement in the environmental state by implementing the methods of environmental protection.
Upgrading the standard of the roads will increase traffic security.
Modernization of the roads within the framework of the contract will enable the objectives to be attained and does not exclude further modernization of different sections.
The road established as the result of the project will be administered by the Management Board of Voivodship Roads in Kraków, which owns appropriate funds for ongoing maintenance and appropriate regular overhauls.

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

11.7 Contribution to National Development Plan and Joint Programming Document:
The project remains in line with the Development Strategy of the Małopolskie Voivodship with the priorities defined by the Polish government in the Preliminary National Development Plan, and with the goals of the Tatrzy Euroregion, as concerns cross-border co-operation

12. Conditionality and sequencing:

- Indicate the most important milestones of the project in terms of impact.
- The grounds the project is implemented on are the property of the Małopolskie Voivodship.
- The project is implemented in accordance with the local spatial management plan of the communes.
- Critical stages of implementation:
  a) Preparation of tendering documentation: 1st quarter of 2003
  b) Verification and approval of tendering documentation: 2nd quarter 2003
  c) Announcement of the tender, selection of contractors, signing the contract: 3rd quarter 2003
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
4. Annex to fiche – Environmental impact assessment
   4.1 Environmental Impact of the Project – Summary
   4.2 Opinion of the Department of Environmental Protection of the Starosty of the Powiat of Nowy Targ – concerning the environmental impact of the investment design under the title "Transformation of the Voivodship Roads No. 958 Chochołów – Zakopane and No. 959 Chochołów – Sucha Hora".
   4.3 Opinion of the Department of the Environmental Protection of the Starosta Office of the Powiat Tatrzański concerning the environmental impact of the investment design under the title "Transformation of the Voivodship Roads No. 958 Chochołów – Zakopane and No. 959 Chochołów – Sucha Hora".
   4.4 Statement about public consultations.
   4.5 Statement about decisions relating to the approval or disapproval of the conditions of building and spatial management concerning the project will be sent to all parties involved.
5. Nature conservation
   5.1 Annex no. I – Declaration by The Office of the Voivodship of Małopolska Department of Environment and Agriculture in Kraków.
   5.2 Annex no. I – Declaration by Tatra National Park
6. Economic analysis
7. The Act of the Małopolskie Voivodship Board regarding the submission of the application concerning the transformation of sections of Voivodship Roads No. 958 and No. 959 Zakopane - Chochołów – State Border together with justification.
8. Extracts from the Development Strategy of the Małopolskie Voivodship.
   The Act No. 8 of 19th of January 2001 passed by the Tatry Euroregion.
   Recommendation from Okresnho Urady in Tvrdosín
   Recommendation from Krajskoho Urady in Žilina
## Annex 1: LogFrame

**Modernisation of Voivodship Roads No. 958 and No. 959: Zakopane - Chocholów – State Border.**

2002/000-640.01

<table>
<thead>
<tr>
<th>Programme name and number</th>
<th>Contracting period expires: 30/11/2004</th>
<th>Disbursement period expires: 30/11/2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total budget:</td>
<td>3.805 MEURO</td>
<td>Phare budget: 1.850 MEURO</td>
</tr>
</tbody>
</table>

### Overall objective:
Development and modernization of the transport system in the border area between Poland - Slovakia.

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10 % increase of vehicular traffic on the roads included in the project</strong></td>
<td>Report on the basis of data provided by the Management Board of Voivodship Roads in 5 years after project completion</td>
</tr>
</tbody>
</table>

### Project purpose (Immediate Objectives)
- Intensification of traffic activity of the existing border pass: Chocholów – Sucha Hora
- Increased fluidity and safety of traffic

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Increased number of persons and vehicles crossing the border by 8%</strong></td>
<td>Report on the basis of data provided by the Management Board of Voivodship Roads, Border Guards and Police in 2 years after project completion</td>
<td>Assumptions: Active promotion of macro region for attraction of tourism</td>
</tr>
<tr>
<td><strong>Decreased number of accidents by 10 %</strong></td>
<td></td>
<td>Risks: Breakdown of economic prosperity</td>
</tr>
</tbody>
</table>

### Results
- Improved transport conditions through road modernization
- Admission of traffic of heavy goods vehicles with maximum total weight of 7.5 tons at the border pass of Chocholów – Sucha Hora
- Decreased transit time of heavy goods vehicles between the cities of Zakopane and Tvradosin

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Upgrading of the technical parameters of the road to G class of the section included in the project.</strong></td>
<td>Report on the basis of data provided by the Management Board of Voivodship Roads after project completion</td>
<td>Lack of financial resources for project implementation and changes in legal regulations.</td>
</tr>
<tr>
<td><strong>Admission of traffic of heavy goods vehicles with maximum total weight of 7.5 tons at the border pass of Chocholów – Sucha Hora</strong></td>
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</tr>
<tr>
<td><strong>Decreased transit time by 20 min.</strong></td>
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</tr>
<tr>
<td>Implementing the modernization of the following sections of roads</td>
<td>Technical documentation</td>
<td>Assumptions:</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>-------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>• Voivodship Road No. 958:</td>
<td>One contract for implementation of construction activities</td>
<td>Construction activities completed within the scheduled timeframe and in compliance with the documentation</td>
</tr>
<tr>
<td>o section Chocholów – Witów – Zakopane surface reconstruction</td>
<td>Own means - 1.955 MEورو</td>
<td>Risks:</td>
</tr>
<tr>
<td>o pavement construction</td>
<td>Phare financing - 1.850 MEورو</td>
<td>Lack of financial means</td>
</tr>
<tr>
<td>o construction of two roundabouts</td>
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<tr>
<td>• Voivodship Road No. 959:</td>
<td></td>
<td></td>
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<tr>
<td>o pavement construction, widening</td>
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<td>o correction of dangerous bends</td>
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<tr>
<td>o construction of bituminous surface</td>
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<tr>
<td>o construction of two bridges</td>
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<table>
<thead>
<tr>
<th>Preconditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of technical documentation and securing of financial means</td>
</tr>
<tr>
<td>Act No. 18/02 issued by the Board of Malopolskie Voivodship 21st January 2002 concerning the project</td>
</tr>
</tbody>
</table>
Annex 2-3: Implementation, contracting, and disbursement schedules

| Transformation of sections of the Voivodship roads No. 958 and No. 959: Zakopane – Chocholów – State Border | Date of Drafting | January 2002 |
| Planning Period | 2003 – 2004 |

<table>
<thead>
<tr>
<th>Date</th>
<th>I '03</th>
<th>II '03</th>
<th>III '03</th>
<th>IV '03</th>
<th>I '04</th>
<th>II '04</th>
<th>III '04</th>
<th>IV '04</th>
<th>I '05 – IV '05</th>
</tr>
</thead>
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</tbody>
</table>

**PLANNED**

Budget Allocation Cost Estimate (in millions of EURO)

**Implementation schedule**

| Contract 1 | D | D | C/I | I | I | I | I | I | I |

**Contracting schedule**

| Contract 1 | 1.850 |

**Disbursement schedule**

| Contract 1 | 0.200 | 0.600 | 1.000 | 1.450 | 1.850 | 1.850 |

**Legend:**

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

*quote the increasing amounts in millions of EURO (MEURO)
Annex No. 4 to fiche

ENVIRONMENTAL IMPACT ASSESSMENT

(Please complete this section for each project in case of grouped applications)

'Transformation of Sections of Voivodship Roads Zakopane – Chocholów - State Border' - group application for the following activities:

1. Reconstruction of Voivodship road No. 958 from km 32 + 145 to km 32 + 900 in Chocholów
2. Reconstruction of Voivodship road No. 958 in Witów from km 32 + 900 to km 35 + 350
3. Reconstruction of Voivodship road No. 958 from km 46 + 950 to km 47 + 177 in Zakopane, Krzeptówki Street
4. Reconstruction of the intersection of road No. 958 (Nowotarska Street) with 3-go Maja Street in Zakopane
5. Reconstruction of the intersection of road No. 958 (Nowotarska Street) with Powstańców Ślaskich Street in Zakopane
6. Reconstruction of Voivodship road No. 958 Chocholów – State Border on its entire length from km 00 + 000 to km 1 + 090
7. Construction of a new bridge on the Czarny Dunajec River in Chocholów within the section of Voivodship road No. 959 Chocholów – Sucha Hora at km 0 + 311. 60
8. Construction of a new bridge on the Młynówka stream in Chocholów within the section of Voivodship road No. 959 Chocholów – Sucha Hora at km 0 + 150

1. Development consent

Has development consent\(^1\) already been given to this project?

<table>
<thead>
<tr>
<th>Activity No.</th>
<th>Has development consent(^2) already been given to this project</th>
<th>Date of issuing the conditions of building and spatial management</th>
<th>Authority responsible for issuing the conditions of building and spatial management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Activity 1</td>
<td>X</td>
<td>17-04-2002</td>
<td>Office of the District of Czarny Dunajec Ul. Piłsudskiego 2 34 – 470 Czarny Dunajec</td>
</tr>
<tr>
<td>Activity 3</td>
<td>X</td>
<td>19-03-2002</td>
<td>Office of the City of Zakopane Ul. Kościuszki 13</td>
</tr>
</tbody>
</table>

\(^{1}\) i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project

\(^{2}\) i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project
| Activity 4 |   X   | 18-04-2002 | Office of the City of Zakopane  
|           |       |           | Ul. Kościuszki 13  
|           |       |           | 34 – 500 Zakopane  
| Activity 5 |   X   | 16-04-2002 | Office of the City of Zakopane  
|           |       |           | Ul. Kościuszki 13  
|           |       |           | 34 – 500 Zakopane  
| Activity 6 |   X   | 27-03-2002 | Office of the District of Czarny Dunajec  
|           |       |           | Ul. Piłsudskiego 2  
|           |       |           | 34 – 470 Czarny Dunajec  
| Activity 7 |   X   | 13-02-2002 | Office of the District of Czarny Dunajec  
|           |       |           | Ul. Piłsudskiego 2  
|           |       |           | 34 – 470 Czarny Dunajec  
| Activity 8 |   X   | 06-05-2002 | Office of the District of Czarny Dunajec  
|           |       |           | Ul. Piłsudskiego 2  
|           |       |           | 34 – 470 Czarny Dunajec  

Is the above authority considered to be the competent authority responsible for performing the duties of Directive 85/337/EEC as amended by 97/11/EEC on Environmental Impact Assessment?

- **Yes** □
- **No**  □

- If no, please specify who is designated as the competent authority for this project for the purposes of the EIA Directive:

  Voivod of Małopolska  
  Ul. Basztowa 22  
  31-156 Kraków

*In compliance with polish law, the above authorities are competent to issue only building permit, the issue of development consent rests with Gminas.*


2.1. **Is the project mentioned by one of the categories included in the Annexes to the Directive?**

- □ Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC (the annex on nature habitats needs to be completed)

---

2.2. Has an EIA already been carried out?

Yes [X] No [ ]

If yes, has the EIA been carried out before development consent has been given?

Yes [X] No [ ]

On which date has it been finalised [31/01/2002]

If no, provide an estimation of the date when the procedure will be finalised [____/____/____]

2.3. When covered by Annex I of the EIA Directive, a similar\(^4\) procedure as the one described in the EIA directive will need to be applied and the following documents included:

Necessary documents are:

a) the **non-technical summary of the Environmental Impact Study** carried out for the project. A non-technical summary shall include at least:

- a description of the project comprising information on the site, design and size of the project,
- a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,
- the data required to identify and assess the main (direct and indirect effects) which the project is likely to have on the environment on the following factors:
  - human beings, fauna and flora (including those environmentally sensitive areas which might fall in future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives);
  - soil, water, air, climate and the landscape;
  - material assets and the cultural heritage;
  - the interaction between the factors mentioned in the first, second and third indents
  - and any further information which might derive from any of the obligations deriving from Annex IV of the EIA Directive.

b) the results of **consultations with the competent environmental authorities**; indicating in what way the concerns of the designated consultees have been taken into account.

c) the results of **consultations with the public** concerned. The information provided should cover the following:

- the concerned public which has been consulted,
- the places where the information has been consulted,
- the time which has been given to the public in order to express its opinion,
- the way in which the public has been informed (for example, by bill-posting within a certain radius, publication in local newspapers, organisations of exhibitions with plans, drawings, tables, graphs, models, etc.),
- the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)
- the way in which the concerns of the public have been taken into account.

\(^4\) A guidance document describing the minimum criteria to ensure that a similar procedure has been applied can be found on [http://www.inforegio.ccc.eu.int/](http://www.inforegio.ccc.eu.int/)
d) in case a project is likely to have significant effects on the environment in another state the results of the transboundary consultation with those states effected by the project needs to be provided demonstrating that the procedure of article 7 of the EIA Directive. In addition, information indicating in what way the concerns of the designated consultees and concerned public have been taken into account will also need to be provided.

e) Evidence that the decision to grant or refuse development consent has been made available to the public by the competent authority, including the

- the content of the decision and conditions attached thereto,
- the main reasons and considerations on which the decision has been based,
- a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.

Note: In relation to b), c) and d) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities describing and testifying that all obligation as described in the intends above have been followed.

2.4. **When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?**

| Yes | X | No |

- If yes include the necessary documents (see question 2.3.).

- If no explain the reasons and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

  ................................................................................................................
  ................................................................................................................
  ................................................................................................................
  ................................................................................................................

  *Use more space if necessary*

Have the results of the determination whether a project listed in Annex II of the Directive requires a formal EIA or not (made by the competent authority) been made available to the public?

| Yes | No |

If yes, on which date __________
Annex No. 4.1.

Environment Impact of the Project – Summary

Transformation of Sections of the Voivodship Roads No. 958 and No. 959 (Zakopane – Chocholów – State Border)

This summary of the issues connected with the environmental impact was based on the ‘Ecological Study’ enclosed herein. The analyses concerning the environmental impact were made for two Voivodship roads: No. 958 Chocholów – Zakopane and No. 959 Chocholów – Sucha Hora (state border).

The main objective of the modernisation and restructuring of the analysed roads is the reinforcement or exchange of the road surface including the necessary broadening – in order to comply with the parameters of Voivodship roads set forth in the Study. The available shoulder spacing is 0.5 to 1.0 meter. Another objective is constructing pedestrian walkways, bus stances and water drainage systems. The modernization project for road No. 958 includes the restructuring of the intersection of Nowotarska Street and 3-go Maja Street in Zakopane.

The Voivodship roads No. 958 and No. 959 play an important role in the tourist industry (including cross-border traffic) as well as in local traffic. The Chocholów – Sucha Hora border crossing is characterized by limited cross-border passenger traffic and heavy goods traffic with a capacity of less than 3.5 tonnes. The Voivodship road No. 959 (on its entire length) and road No. 958 (sections of) do not meet the requirements for Voivodship roads concerning the standards laid down in the resolution of the Minister of Transport and Maritime Economy of 2nd March, 1999 concerning the technical conditions that public roads and their situation should meet – which is the reason of numerous hazards, related especially to traffic security.

The main source of impact in the immediate vicinity of the analyzed roads No. 958 and 959 is road traffic. The intensity of traffic determines the level of adverse bearings effecting the immediate surrounding environment and public safety (through traffic security). Regarding the tourist character of the roads, important elements estimating the intensity of the traffic are the periods with and without holiday traffic. Regarding the impact of the analyzed roads on the environment, the less favourable option is the time during holiday traffic.

Roads No. 958 and No. 959 can be divided into two sections with the following (forecasted) traffic intensity counts:

- Chocholów – Zakopane section: where the intensity of traffic at the peak of holiday traffic is: in the year 2000; 4400 vehicles per day, in the 2010; 6600 vehicles per day, in 2020; 8700 vehicles per day,
- Chocholów – Sucha Hora section: where the intensity of traffic at the peak of holiday traffic is: in the year 2000; 1600 vehicles per day, in the 2010; 2700 vehicles per day, in 2020; 3600 vehicles per day.

According to the above calculations, it can be seen that the section with the heaviest traffic is road No. 958 between Chocholów – Zakopane. Road No. 959 between Chocholów – Sucha Hora has far less traffic.

The analyzed roads are situated in the area of the Spisko – Gubałowskie foothills, Rów Podtatrzanski and the Tatra Mountains. In the substratum of the Spisko – Gubałowskie foothills, there are Tertiary sandstone, Chocholowskie slate and conglomerate, Ostryszke sandstone as well as Zakopiańskie slate and sandstone of the Podhalański flysch. The Tatras are the highest mountain range in the Carpathians. From the geological point of view, we can distinguish within the massif: crystalline core, and the Tatra nappe.

Several valleys crosscut the main ridge of the Tatra Mountains: Chocholowska, Suchej Wody, Lejowa, Olszyska. Around roads No. 958 and 959, waters, which do not constitute the usability level, are locally tapped by drainage systems and used for household purposes.
The surface features of Voivodship roads No. 958 and 959 are diversified. The main drainage point of the analyzed area where the roads are situated is the Czarny Dunajec River, fed by Domagalski Potok, Piekielnik with its tributaries, Lepietnica with Obozna, Potok Dzianiski, Czarny Potok and Czerwony Potok, Wielki Rogoźnik with Mały Rogoźnik. Almost the entire length of Czarny Dunajec in the area where the analysis was conducted along with its tributaries is contaminated by illegal sewage disposal from households and mountain refuges. In the analyzed area, the following regions of subterranean waters can be distinguished in connection with:

- Spisko – Gubałowskie foothills, with the main level of subterranean waters situated in the Oligocene formations.
- Czarny Dunajec valley, dominated by the Quaternary water-bearing level.
- The Western Tatras and Rów Podtatrzanski where a karstic fissure complex of subterranean waters was distinguished.

In the analysed area of the river valleys, we have alluvial soil of a light, medium and heavy nature. Beyond the analyzed area in the vicinity of Czarny Dunajec, there are patches of peat soil. The soil of the Tatras is characterized by spatial diversity resulting from the nature of the substratum, climate and flora. In the upper regions of Kościeliska, Jarząbca and Chochołowska valleys, podsolic soil is present. Brown soil was created on the substratum of the Quaternary sediments and on the rock-mantle of the Podhalański flysch and in most cases these are brown acidic soils. They are present on the Spisko-Gubałowskie foothills. In the river and streams valleys, alluvial soils are present (the outlet of Chochołowska valley, Kościeliska valley and the valley of the Białka River). No type of soil degradation has been observed on the analysed area. In the Tatras and in the sub-Tatran region, there is a problem of soil erosion, intensified by recreational traffic.

On the analyzed area where the Voivodship roads No.958 and No.959 run, the vegetal cover is typical for the lower sub-alpine forest. At the present moment it is different from its original state. Farm fields make up the greatest part of this region (especially the route of road No. 959 and the section of road No. 958 in the vicinity of Chochołów, which extend to the height of 1 000 meters above sea level. The analysed area is not as rich in flora as are the Tatras. Some mountain flora species are present in the riparian gravel heaps in the Czarny Dunajec valley. The lowest part of the lower sub-alpine forest (550 – 1 200 meters above sea level through which the roads in question run) is characterized by the domination of Carpathian beech wood, fir and sycamore. Within the secondary communities, the most dominating features of the region are meadows with bent grass, gladiolus and crocuses.

The analysed area is very rich in fauna. In the greater parts of the area, rare mountain species can be encountered such as chamois, alpine marmot, Alpine accentor, snow vole and brown bear. There are also coleopterons and rare species of birds. The fishery resources of the streams within the analyzed area are poor.

The analysed area has diversified forms of protected regions, such as the ‘Skalka Rogoźnicka’ nature reserve, about 31 nature monuments and the Tatra National Park (TPN) through which the Voivodeship road No. 958 traverses through in two places around the vicinity of the village of Gronik. In the southern area beyond the border of the TPN, degradation is caused by the extension of building areas and access roads in the region of Zakopane and the surrounding villages, lying in the protection zone of TPN. The extension of winter-sport resorts, mainly ski lifts, transform the area locally and constitute environmental interference.

Nature monuments within the area are separate trees or groups of trees. In the Chochołów and Dzianisz region, broad-leaved and small-leaved linden trees are dominant, whereas in the region of Witów, Kościelisko and Zakopane (beyond the borders of TPN), ash-trees and oaks are dominant.

Within the vicinity of Voivodship roads No. 958 and No. 959, the climate of the Tatras is shaped by different air masses. The most dominant is a polar-maritime climate, causing warming-up in the winter season and cooling in the summer season. Polar-continental air has the opposite impact. Atmospheric fronts play a great role in shaping the climate. The characteristic features of the Tatra’s climate are: high atmospheric pressure in summer and low in winter, higher temperature of the air during autumn than during spring, and balanced precipitation in winter and summer. Within the entire area of the analysis, three climate layers can be distinguished: moderately warm, sub-temperate and cool.
Within the borders of the area in question, the main source of air pollution is emission of dust and gas pollutants from local service enterprises, small boiler plants and from individual households. There are also pollutions from the adjacent regions of Nowy Sącz and Slovakia. In the vicinity of the main road and Zakopane itself, along with the increasing popularity of the region, vehicular traffic increases the emissions of exhaust and noise pollution. These problems build up in the area of the Spisko-Gubalowskie foothills, especially during periods of mass tourist traffic and during the seasonal heating of houses. On the basis of the conducted research, it is estimated that the air pollution caused by vehicular traffic (as forecasted in the prognosis) will be concentrated within the close vicinity of the Voivodship roads No. 958 and No. 959 within a belt extending to 30 meters. Belts of such width were, in most cases, provided by the local spatial management of the communes. The potential excesses of maximum levels of nitrogen oxides mainly concern the built-up areas in Zakopane, where buildings frame the road favouring concentration of pollutants.

The greatest area of noise pollution within the length of the analyzed road No. 958 is in Zakopane, this being due to the traffic intensity, lack of fluidity and frequent congestion. It is forecasted that the average noise pollution for the year 2001 and 2010 will have the following values:
- during the day: 28 meters in the year 2001 and 31 meters for the year 2010,
- during the night: 35 meters in the year 2001 and 38 meters for the year 2010.

Sections of the road in Zakopane will be characterised by greater noise pollution than the road between Chocholów and Sucha Hora due to the greater intensity of vehicular traffic.

The results of the analysis on the condition of the environment and its sensibility were laid down in detail in the “Environmental Study…” attached to this study. The basis of these analyses were the available materials relating to the area as well as on-site studies in conjunction with research focused on the registration of the most crucial element of the roads’ 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 subsequently allowed the formulation of the following conclusions concerning the modernization and transformation of the Voivodship roads No. 958 and No. 959:

a) At some sections, Voivodship road no. 958 and Voivodship road No. 959 in its entirety do not meet the requirements for Voivodship roads concerning the technical conditions, which is the reason of numerous hazards, especially related to traffic security.

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

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

d) On the basis of the evaluation of permissible noise levels, it is concluded that the unfavourable impact of noise pollution will be concentrated within a belt extending to 38 meters along the roads in questions, and in some places it can exceed the area provided by the local plans of spatial management. The permissible noise levels may be exceeded in the vicinity of intersections and places lacking traffic fluidity. Detailed analyses and measurements of the acoustic climate are advised whilst defining the conditions for development and spatial management, especially for residential areas. Commonly used methods may be implemented for reducing noise pollution, such as acoustic screens, on the condition that they are in harmony with the surrounding area and its character.

e) Typical air pollution generated by vehicular traffic, at the levels of traffic assumed in the forecasts, will be present in the close vicinity of the roads within a 30-metre-wide belt, which have been, in most cases, provided in the local spatial management plan of the communes to suit the standards of Voivodship roads.

f) Detailed geological and engineering research along the entire length of the roads is advised during further stages of the design, in accordance with the biding Guidelines for researching the grounds underlying the constructed roads and bridges.

g) 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 and in the Tatra National Park) –
this concerns the environmental impact report of the investment at the stage of defining the conditions for development and spatial management.

The study formulates a positive evaluation of the planned modernization and transformation of the roads no. 958 and No. 959 on condition that the methods, measures, and devices for the environmental protection stated here are implemented.

The planned works are to be considered principally through their positive aspects. The fundamental positive results will include: improved traffic security; improvement of traffic fluidity and, in relation to this, lowering of air, soil and noise pollution; economic stimulation of the area implemented through the development of tourism and recreation; possibility of creating new jobs related to construction; management of the grounds and improvement of the environmental condition through the application of methods, measures, and devices for environmental protection.
Concerning the feasibility study of transformation of Voivodship roads No. 958 Chocholów – Zakopane and No. 959 Chocholów – Sucha Hora.

Issued by the Department of Environmental Protection, Natural Resources and Forestry of the Powiat Starosty in Nowy Targ - concerning the modernization of Voivodship road No. 958 Chocholów – Zakopane and Voivodship road No. 959 Chocholów – Sucha Hora in accordance with the presented feasibility study.

Implementing the modernization of the roads mentioned herein will directly reduce their impact on the environment through reduced emission of air pollutants, limited sewage disposal and decreased noise pollution.

Moreover, implementation of the project investment insures that the considerable number of people utilizing the Łysa Polana border crossing will use the roads mentioned. Taking into consideration the points mentioned above and the cross-border character of the investment, it is assumed that its implementation is fully justifiable from the viewpoint of environmental conservation.

Z up. STAROSTY
inż. Waldemar Zając
Wydział Ochrony Środowiska
i Zasobów Naturalnych

stamp:
confirmation of compliance with the original text

HEAD OF THE DEPARTMENT
of Public Commissions and Calculations
Janina Kubica
The Starosta Office of Powiat Tatrzaski, Department of Environmental Protection, Forestry and Water Management hereby express a favorable assessment concerning the ecological analysis for 'The Study of feasibility of the modernization of the Voivodship roads No. 958 Chochołów – Zakopane and No. 959 Chochołów – Sucha Hora.'

These roads primarily have a tourist function as well as play an important part in regional traffic. Unfortunately they do not comply with the requirements in connection with the standards set forth in the resolution issued by the Ministry of Transport and Maritime Economy, which can lead to many possible hazards connected with traffic safety.

In the analyzed area, there are strictly protected regions:
- ‘Skalka Rogoźnicka’ nature reserve
- 31 nature monuments
- Tatra National Park

Implementing modernization is essential in order to protect the unique landscape and ecological benefits of the entire Podhale region.

The project involves decreasing traffic noise through the use of acoustic screens (which should be in harmony with the surrounding landscape), decreasing air pollution through buffer zones of 30 meters in width, minimizing the risk of polluting streams around these roads through natural or mechanical pre-treatment of precipitation and thaw sewage.

Restructuring of these roads will improve the safety and fluidity of traffic, reduce noise and environmental pollution and bringing about the ordering of grounds in the area, therefore improving the overall environmental state.

Planned restructuring and modernization of roads No. 959 and 959 should considerably improve traffic safety on the condition that all the environmental safeguards mentioned in this study are implemented.

Head of the Department of Environmental Protection, Forestry and Water Management -
Danuta Wojnarska, M.Sc.

Stamp: confirmation of compliance with the original text

HEAD OF THE DEPARTMENT of Public Commissions and Calculations
Janina Kubica
Kraków, 6th May 2002

STATEMENT

The Management Board of Voivodship Roads in Kraków declares that during the preparations for implementation of the project 'Transformation of Sections of Voivodship Roads Zakopane – Chocholów – State Border' public consultations are being conducted with the communities of Czarny Dunajec, Kościelisko and Zakopane. Information concerning the project will be made available on notice boards in the relevant District Offices.

Official seal:  

stamp:

Director

mgr inż. Grzegorz Stech
STATEMENT

The Management Board of Voivodship Roads in Kraków declares that the decisions relating to the approval or disapproval of the conditions of building and spatial management concerning the project 'Transformation of Sections of Voivodship Roads Zakopane – Chochołów – State Border' will be sent to all parties involved.

Official seal: stamp:

Director

mgr inż. Grzegorz Stech
NATURE CONSERVATION

1. Assessment of effects on sites of nature conservation importance.

1.1. Is the project likely to affect sites of nature conservation importance (i.e. potential Natura 2000 sites)?

Yes ☐ No ☑

- If yes - please go to question 1.2.

- If no - please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

1.2. In this case an appropriate assessment according to art. 6(3) of the directive 92/43/EEC ("Habitats Directive") is obligatory.

1.2.1. Have this appropriate assessment been carried out?

Yes ☐ No ☑

This appropriate assessment can take the form of an EIA according to Directive 85/337/EEC as amended by 97/11/EC. If this is not the case, please describe briefly the procedure carried out and include a non-technical summary of the impact study.

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........................................................................................................................................
........................................................................................................................................

1.2.2. Based on the results of the above appropriate assessment, will the project have a significant negative impact on a site of nature conservation importance?

Yes ☐ No ☑

- If yes, please fill out Annex II (Information to the Commission according to Article 6(4) of the Habitats Directive. This Annex has to be signed by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

- If no, please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

Enclosing:

a) Declaration by the authority responsible for nature reserve (=potential future Natura 2000 sites),
   Office of the Voivodship of Małopolska Department of Environment and Agriculture in Kraków.

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5 For the purpose of the Pre-Accession instruments a site of nature conservation importance (= potential future Natura 2000 site) in candidate countries is a site falling under one or more of the following categories:
(a) sites, which have been identified by the competent national authorities as sites to be proposed for the Natura 2000 network as laid down in the Birds Directive (79/409/EEC) and Habitats Directive (92/43/EEC)
(b) sites listed in the latest inventory of Important Bird Areas (IBA 2000) for candidate countries or (if available) equivalent more detailed scientific inventories endorsed by national authorities
(c) wetlands of international importance designated under the Ramsar Convention or qualifying for such protection
(d) areas to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular sites meeting the criteria of the Emerald network
(e) areas protected under national nature conservation legislation
b) Declaration by the authority responsible for nature reserver (=potential future Natura 2000 sites) – Tatra National Park.

ANNEX NO. 5.1 – Declaration by the authority responsible for nature reserves (=potential future Natura 2000 sites)

(EQUIVALENT TO Annex I (a) of the Cohesion Fund form)

Responsible authority: Office of the Voivodship of Małopolska
Department of Environment and Agriculture in Kraków

Having examined the project application

(title) ‘Transformation of Sections the Voivodship Roads Zakopane – Chochołów – State Border’

which is to be located in the Tatra National Park region

we declare that (tick the appropriate box):

X

The project is not likely to have significant effects on nature reserves on the following grounds:

Does not go through areas designated as nature reserves

Therefore an appropriate assessment required by Article 6 (3) was not deemed necessary.

X

Following an appropriate assessment, according to Article 6 (3) of Directive 92/43/EEC, the project will not have significant negative effects on nature reserves.

Site map 1:100 000 (or the nearest possible scale) is attached, indicating the location of the project as well as the location of nature reserves, if any.

Signed: signature illegible

(Authority responsible for monitoring nature reserves)

Official seal: by authorization of the Voivod of Małopolska
Bożena Kotońska, M.Sc
Head of the Department of Environmental Protection

Stamp: confirmation of compliance With the original text MANAGEMENT BOARD
OF VOIVODSHIP ROADS IN KRAKÓW
Having examined the project application

(title) 'Transformation of Sections of the Voivodship Roads Zakopane – Chocholów – State Border’

which is to be located in the Tatra National Park region

we declare that (tick the appropriate box):

☐ The project is not likely to have significant effects on nature reserves on the following grounds:

..................................................................................................................................................

..................................................................................................................................................

Therefore an appropriate assessment required by Article 6 (3) was not deemed necessary.

☒ Following an appropriate assessment, according to Art. 6 (3) of Directive 92/43/EEC, the project will not have significant negative effect on nature reserves.

Site-map 1 : 100 000 (or the nearest possible scale) is attached, indicating the location of the project as well as the site of nature reserves, if any.

Signed: Paweł Skawiński, M.Sc, Director

(Authority responsible for monitoring nature reserves)

Official seal: stamp:

Confirmation of compliance
With the original text
MANAGEMENT BOARD OF
VOIVODSHIP ROADS
IN KRAKÓW
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 adopted modernization strategy relies on extending the existing road surface (to the average width of 6.5 meters for road No. 958 and 6.0 meters for road No. 959) and on reinforcement of the surface to 100 kN per axle. The process of modernization has been planned for 3 years for road No. 958 and for 2 years for road No. 959 (regarding the necessity of reconstructing two bridges over the Czarny Dunajec river).

The method used for calculating investment efficiency relies on calculating the rate of efficiency (IRR, NPV, B/C, pay-back period) in accordance with the standard procedures comparing discount investment costs (together with its subsequent sustainability) with discount effects (savings) on road utilization. The calculations for economic efficiency have been made for a 20-year period (2002 – 2021). The method mentioned above (accepted by such financial institutions as the World Bank – IBRD) was transferred to software and is being implemented in many developing countries for attaining satisfactory quality results of efficiency analyses concerning road projects.

The basic characteristics of the roads analyzed:

Section 1 of the Voivodship road No. 958 (Chocholów – Zakopane): length 19.8 km cost of restructuring PLN 10.8 million

Section 2 of the Voivodship road No. 959 (Chocholów – State Border): length 1.1 km cost of restructuring PLN 2.9 million

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 1995 and the prognosis of Transprojekt Warszawa until the year 2020) 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. The analyzed road has considerable and ever-increasing traffic. In relation to the forecasted regional development of services and small and medium-sized enterprises (SME’s), the majority of traffic is passenger cars. There are also many buses (both for local transport and tourism). Planned investment enterprises aim at increasing the safety of those utilizing the analyzed roads, which considerably influences the achieved efficiency. Special attention should be drawn to the fact that the cost of the planned investment is relatively low whereas maintenance costs are relatively high this being due to weather conditions and the steadily increasing demand for transport services in the region.

Results of the economic analysis

<table>
<thead>
<tr>
<th>Factor</th>
<th>Value</th>
<th>Section I</th>
<th>Section II</th>
<th>Section I + Section II average (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal rate of return</td>
<td>IRR</td>
<td>34.3 %</td>
<td>12.8 %</td>
<td>33.2%*</td>
</tr>
<tr>
<td>Net present value</td>
<td>NPV</td>
<td>20.58 million PLN</td>
<td>0.15 million PLN</td>
<td>20.73 million PLN</td>
</tr>
<tr>
<td>Gain to costs ratio</td>
<td>B/C</td>
<td>3.26</td>
<td>1.06</td>
<td>3.14*</td>
</tr>
<tr>
<td>Period for return on</td>
<td>investment</td>
<td>3 years</td>
<td>8 years</td>
<td>4 years*</td>
</tr>
</tbody>
</table>
Conclusions:
- The analysis conducted proves that the planned modernization works on the Voivodship roads No. 958 and No. 959 are commercially viable.
- IRR rate calculated for both roads has the average value of 33.2%.
- Investment outlay spent for the restructuring of both roads will be reimbursed jointly in the 4th year after finalization of the investment.
- Each 1 PLN invested in the modernization of roads No. 958 and No. 959 will bring a return of 1.51 PLN.

The beneficiary shall not influence the methods of calculating IRR. Investments on these roads shall not have a commercial characteristic because they are public roads, which rule out the possibility of charging for their use.
Annex No. 7

Act No. 18/02
OF THE MALOPOLSKIE VOIVODSHIP BOARD
of 21st January, 2002

Concerning the submission of the PHARE CBC Cross Border Co-operation Programme application for subsidizing the transformation of sections of the Zakopane – Chochołów - State Border Voivodship roads No. 958 and No. 959

With reference to Art. 41 item 1, of the Act of 5th June, 1998 on Voivodship Authorities (Gazette No. 142 of 13th December, 2001 text without amendments) and to Art. 20 item 20 of the Act of 25th March, 1985 on Public Roads (Gazette No. 14, item 60 with later amendments) the Małopolskie Voivodeship Board decided the following:

§1.

It is decided that an application for subsidizing of the transformation of sections of the Zakopane – Chochołów – State Border Voivodship roads is to be submitted to the PHARE CBC Cross Border Co-operation Programme.

§2.

The own outlay of the Małopolskie Voivodship in the financing of the project will be no less than 25% of its total value.

§3.

Mr. Grzegorz Stech – Director of the Management Board of Voivodship Roads in Kraków is responsible for:

1. preparing and executing the procedures of tendering having the objective of acquiring contractors for the project mentioned in §1.
2. signing the contract with the contractors chosen as a result of the tendering.

§4.

Formulating this resolution is the responsibility of Małopolskie Voivodship Board.

§5.

The Act becomes valid on the date of being passed.

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

Janina Kubica

JUSTIFICATION FOR Act No. 18/02
OF THE MALOPOLSKIE MANAGEMENT BOARD
of 21st JANUARY, 2002

Concerning the submission of the PHARE Cross Border Co-operation application for subsidizing the transformation of sections of Zakopane – Chochołów - State Border Voivodship roads No. 958 and No. 959
The Phare CBC Cross Border Co-operation Programme Poland – Slovakia 2002 allows the possibility of being awarded EU funds for projects related to modernization of near-border road infrastructure.

This Programme encompasses three Voivodships: Małopolskie, Podkarpackie and Śląskie. In the Małopolskie Voivodship, 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 modernization of sections of Chabówka – Zakopane Voivodeship road No. 958 and Chociolów - State Border Voivodship road No. 959 (on 1st January, 2001, the route changed its qualification from powiat standard road to Voivodship standard), are being prepared.

The modernization of the roads will decrease border passage and wait times. It will also improve travelling conditions, increase the capacity of the road surface, increase the fluidity and security of travel hereby stimulating border traffic between Poland and Slovakia.

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BOARD OF DIRECTORS OF
VOIVODSHIP ROADS
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Janina Kubica
DEVELOPMENT STRATEGY of the Małopolskie Voivodeship

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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 Małopolskie Voivodeship. Despite a variety of political and subregional differences, the Strategy was unanimously passed by the Sejmik of the Małopolskie 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 Małopolska, engaged a few thousand leaders of political and economic milieux and residents of Małopolska. 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 Małopolskie Voivodeship, I am presenting you with this document, which will be useful in your plans and enterprises related to the development of Małopolska.

Marek Nawara
Marshal of the Małopolskie 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) Piwienicza – 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 – Piwienicza – 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 – Ciřč: 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 Łysa 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 – Kraków – 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 Małopolska. 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 Małopolska, to link the E30 route with the southern border of the state, which should include the construction of Podleże – Szczyrzyc – Piekielko railway line and modernisation of the Kraków – 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) Podlężę – Niepołomice,
(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 topological 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 - Jędrzejów in the village of Górka; 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 – Górka – Koszyce with a bridge over the Vistula,
  - No. 977 Tarnów - Ciężkowice – Grybów – Krzyżówka with a ring-road for Krynica,
  - No. 980 Gromnik – Biezcz,
  - No. 981 Zborowice – Moszczenica, requiring a change of qualification of the powiat road Moszczenica – Konieczna, with a ring-road for Gorlice,
  - roads No. 962, No. 963 Wieliczka – Dobczyce – Kasina Wielka,
  - No. 958 Chabówka – Czarny Dunajec – Choczów (with a ring-road for Choczów) – Zakopane (with a road connection,)
  - No. 957 Nowy Targ – Jabłonka – Maków Podhalański, construction of a flyover for the railroad in Nowy Targ,
  - No. 948 Oświęcim – Kęty with a ring-road for Kęty,
  - No. 933 Chrzanów – Oświęcim – Pszczyna with a ring-road for Oświęcim, and the Balin node,
  - No. 969 Nowy Targ – Krościenko – Stary Sącz with a ring-road for Stary Sącz,
  - 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.
EUROREGION
„TATRY”
IN NOWY
TARG

Reference Number: ET/B/9/2002

Grzegorz Stech M.Sc.
Director of the Board of Voivodship Roads in Kraków
ul. Głowackiego 56
30-085 Kraków

Regarding: the recommendation issued by the “Tatry” Euroregion Bureau for the infrastructural project realized within the framework of PHARE CBC Cross Border Co-operation Programme Poland – Slovakia 2002

Dear Mr. Director,

In reply to your letter from 07.01.2002 (reference no. ZDW/DI-3/9/118/01), I would like to inform you that the project of transformation of the Voivodship roads No. 958 Zakopane – Chochołów and No. 959 Chochołów – State Border received a favourable opinion from the 7th Congress of the “Tatry” Euroregion Union on 19.01.2001 –Act No. 8. The next congressional meeting of the “Tatry” Euroregion Union will take place on 31st of January 2002. Until this time, the Act mentioned above will remain in effect. In relation to this, we enclose the certified Act.

With Kind Regards,

DIRECTOR OF THE BUREAU
OF THE ‘TATRY’
EUROREGION UNION
Antoni Nowak

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BOARD OF DIRECTORS OF
VOIVODESHIP ROADS
HEAD OF THE DEPARTMENT
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Janina Kubica

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