1. Basic Information

1.1. CRIS Number: PL2003/005-078.01

1.2. Title:
Construction of a slow traffic lane for the national road No 8 section
Lewin Klodzki – Duszniki Zdrój

1.3 Sector: Cross-border co-operation - Transport infrastructure

1.4. Location:
Poland, dolnośląskie (Lower Silesian) voivodship, Klodzko county, national road
No 8 section Lewin Klodzki – Duszniki Zdrój

2. Objectives:

2.1. Wider objective
- Improvement of the infrastructure of cross-border transport for the GlacensisEuroregion,
- Reduction of environmental pollution.

2.2. Project purpose
Improvement of the existing transport network.

2.3. Accession Partnership and NPAA priorities
The project meets the recommendations included in the above documents
concerning the implementation in the border region of investment projects
producing the following effects:
- medium-term – transport – ensuring the necessary investment projects in the
  area of transport infrastructure,
- medium-term – environmental protection

2.4. Contribution to the National Development Plan and to Joint
Programming Document Phare CBC.
The project proposed is compliant with the Polish-Czech cross-border area
development strategy defined in the Joint Programming Document Phare CBC
Poland – Czech Republic 2000-2006 (Items: 4.1.1.A – Establishment of local
transport cross-border links [building and modernising the road system and
associated technical facilities], 4.1.2.A – Development of efficient transit services
[Road transport: modernisation of infrastructure alongside the border so that it
would establish, together with roads across the border, an axis enhancing the
development in border regions], 4.2.1.C – Elimination of threats and negative
developments related to transit road traffic across the border).

It pursues the strategic development goals in the economic sphere – operation
of strong co-operation associations – activity II.1.A – efficient and dense road
transportation links in local cross-border traffic. Additionally, its performance will
mean the implementation of the following priority: “Space of Exceptional
Environment and Landscape Characteristics” owing to the construction of
facilities protecting water reserves against traffic-induced pollution.
The project complies with the “Polish-Czech borderland development strategy
2000 – 2006” in the „Cross-border economic development” development axis as
regards road transport in local traffic through the border and in the „Integration of Polish economy by developing transport networks” development axis as regards road transport. National Development Plan – compliance of the project with development axes 5 and 3.

2.5. Cross Border Impact
The project has a crucial significance for:
- the road network of the Glacensis Euroregion in terms of the availability of the border crossing point in Kudowa Słone,
- increasing the capacity of the important transport route Warszawa–Wrocław – Kłodzko – Brno,
- preserving the continuity of modernization projects on the Czech side of the borderland,
- developing the cooperation between Polish and Czech companies,
- decreasing environmental pollution in the border region,
- development of tourism in the Glacensis Euroregion.

3. Description

3.1. Background and justification
The national road No 8 is an important element of road network on the route connecting the Czech Republic and Poland. Along the Kłodzko - Kudowa Słone section, the road is (after the Cieszyn area) the second most trafficked road section on the Polish-Czech borderland. The road section covered by the project has a downgrade exceeding 6.0%. This downgrade constitutes a significant problem for heavy vehicles which at the same time obstruct the movement of other vehicles on a relatively narrow road. The forecasted significant traffic increase requires an upgrade of road parameters to be performed as soon as possible.
Project execution will be an important element of the modernization of the road network of the Glacensis Euroregion in terms of the availability of the border crossing point in Kudowa Słone as well as in terms of increasing the capacity of the important route Warszawa–Wrocław–Kłodzko – Brno.

Current Traffic volume on the road section in question:
- heavy traffic volume: - from km 8+860 to km 13+714: 491 real vehicles/24h
  - from km 13+714 to km 16+770: 738 real vehicles/24h
- border traffic volume: 2263 real vehicles/24h.

3.2. Linked activities
In recent years, many projects financed by the state budget and EIB have been undertaken on the road in question aimed at improving road traffic. In order to improve vehicle traffic, additional lanes of traffic have been built in the area of the border crossing. Road pavement has been rehabilitated along the section adjoining the planned slow traffic lane and sidewalks have been built in order to improve pedestrian safety.
The Czech Ministry of Transport is currently implementing the following projects on the Czech side of the border:
- project aimed at increasing the capacity of the border crossing Kudowa Słone – Náchod-Běloves by building an additional lane of traffic on road I/303 1.5 km long section),
- modernization of the most trafficked intersection of roads I/14 and II/303 in downtown Náchod in order to increase the fluency of transit traffic in the direction of border crossings,
- bridge construction,
The following projects are planned by the Czech partner:
- modernization of road I/303 aimed at rerouting vehicle traffic from the Kudowa Słone - Náchod-Běloves border crossing in the direction of Velké Poříčí, as well as modernization of the road in the village of Velké Poříčí and construction of a Česke Skalice by-pass,
- construction of a northern by-pass of Náchod.

3.3. Results
Project results will include a modernised national road No 8 along the Lewin Klodzki – Duszniki Zdrój section. Improved technical parameters of the road (construction of the slow traffic lane, reinforcement of the existing road structure) and reconstruction of intersections will result in improved vehicle traffic, increase safety for road users and decreased environmental pollution.

3.4. Activities
The following activities will be carried out under the contract:
- construction of a 5.7 km long slow traffic lane with a load-carrying capacity of 115kN/axle,
- reconstruction of the junction with a county road – exit to Karłów,
- reconstruction of the junction with a provincial road – exit to Zieleniec,
- reconstruction of the exit to Lewin Klodzki,
- improvement of the road drainage system,
- reinforcement of the existing road structure,
- construction of noise barriers.

3.5. Lessons learned
The General Directorate of National Roads and Motorways Division in Wroclaw is experienced in the implementation of investment projects financed from the assistance funds of the European Union (among others, construction of the Bolesławiec by-pass, Olszyna by-pass, modernization of road No 356 section Lubań –Olszyna, modernization of road 371 section Bolków – Kamienna Góra) including preparation of tender documentation, conducting of tender procedures, supervision over construction projects, which will certainly be used for proper implementation of the project.

4. Institutional framework:

4.1 The project Applicant is the General Directorate of National Roads and Motorways Division in Wroclaw. The Division is directly subordinated to the General Directorate of National Roads and Motorways in Warsaw. Road No 8 is a national road administered by the GDDKiA Division in Wroclaw.

4.2. Project Engineer will be selected in a tender which will be announced by the GDDKiA Division in Wroclaw.
The General Directorate of National Roads and Motorways Division in Wroclaw will be the Employer.
National road No 8 is the property of the State Treasury.
5. **Budget:** in accordance with the following format:

<table>
<thead>
<tr>
<th>PHARE CBC 2003 Support</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Support (I)</td>
<td>Institution Building (IB)</td>
<td>Total PHARE CBC 2003</td>
<td>National Co-financing</td>
</tr>
<tr>
<td>Contract</td>
<td>2.3 M€</td>
<td>2.3 M€</td>
<td>0.9 M€</td>
</tr>
<tr>
<td>Financing from international financial institutions IFI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.2 M€</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Co-financing for the project has been earmarked in the state budget.

6. **Implementation Arrangements:**

6.1. **Implementing Agency:**
Implementing Authority for Phare
Cross-border Co-operation Programme
Ministry of Internal Affairs and Administration
00-522 Warszawa, ul. Kruçza 36, Poland
phone +48 22 695 99 10/11
fax +48 22 695 99 12
e-mail: phare@wwpwp.it.pl
www.wwpwp.it.pl

PAO:
Mr. Pawel Dakowski
Undersecretary of State
Ministry of Internal Affairs and Administration
02-591 Warsaw, 5 Batorego Street, Poland

6.2. **Twinning**
*Not applicable*

6.3. **Non-standard aspects**
The procedures included in the "Practical Guide to Phare, ISPA, and SAPARD contract procedures" will be strictly followed.

6.4. **Contracts**
1 (in words: one) contract with a value of 3.2 M€ financed from a Phare contribution of 2.3 M€ and Polish state contribution of 0.9 M€. The national co-financing will take the form of "joint co-financing" of the contract signed.

7. **Implementation schedule:**

7.1. **Start of tendering**
1Q 2004

7.2. **Start of project activity**
2Q 2004

7.3. **Project completion**
30 November 2005
8. Equal opportunities:

The share of women and men in the employment will be based on the appliance of European Community standards concerning EOE (Equal Opportunity of Employment) which will be ensured by the formal announcement in the newspaper during the employees' recruitment.

9. Environment

The environmental impact report for the project was prepared in November 2001. Most important aspects of the project’s environmental impact:
The project does not pose any environmental hazards. As a result of the implementation of the project, nuisance of motor traffic for local inhabitants and for forest areas will be significantly reduced. Pollution with motor vehicle exhaust gases will be reduced in the following legally protected areas: protection zone of the Table Mountains National Park, Byszyckie Mountains protection zone and Orlickie Mountains protection zone.
The environmental impact analysis is available at the General Directorate of National Roads and Motorways Wrocław Division, ul. Powstańców Śląskich 186.

10. Rates of return

FIRR = 5.6%.
ERR = 20.5%.
Feasibility study for the project has been prepared in November 2001.
The feasibility study is available at the General Directorate of National Roads and Motorways Wrocław Division, ul. Powstańców Śląskich 186.

11. Investment Criteria

11.1. Catalytic effect
Implementation of the project will significantly improve the conditions of transport between EU countries and Poland, which will contribute to the increase in tourist and cargo traffic in the border zone.
After Poland’s accession to the EU, the national road No 8 will be an important transport route between EU member states.
Project execution will be an important element of the modernization of the road network of the Glaecensis Euroregion in terms of the availability of the border crossing in Kudowa Slone as well as in terms of increasing the capacity of the important route Warszawa–Wroclaw–Klodzko–Brno.

11.2. Co-financing
The project will be co-financed from the national budget.

11.3. Additionality
EU funds constitute additional financing and if financial support is obtained, co-financing declared by the beneficiary will not be withdrawn.

11.4. Project readiness and size
The project is ready for implementation.
Project value is 3.2 M€.
11.5. Sustainability
The lifetime of the completed project will be 10 years (without repair). Proper
maintenance of the carriageway will extend the lifetime of the project without
major repairs with additional 10 years. The costs of running repairs will be
financed by GDDKiA Division in Wroclaw.
The modernised road will reduce environmental pollution.

11.6. Compliance with state aids provisions
The project will respect the state aid provisions of the Europe Agreement.

11.7. Contribution to National Development Plan and to Joint Programming
Document
The project proposed is in line with the Lower Silesian Province Development
Strategy developed by the Marshal’s Office in Wroclaw, with the Glacensis
Euroregion Development Strategy as well as with the Polish-Czech cross-border
area development strategy defined in the Joint Programming Document Phare
CBC Poland – Czech Republic 2000-2006 (Items: 4.1.1.A – Establishment of
local transport cross-border links [building and modernising the road system and
associated technical facilities], 4.1.2.A – Development of efficient transit services
[Road transport: modernisation of infrastructure alongside the border so that it
would establish, together with roads across the border, an axis enhancing the
development in border regions], 4.2.1.C – Elimination of threats and negative
developments related to transit road traffic across the border).

12. Conditionality and sequencing

Start of the tendering procedure: immediately after signing of FM
Start of project activity: 2Q 2004
Project financing will be supplied by GDDKiA Division in Wroclaw

Contact person:
Joanna Bajor M.Sc.Eng., Deputy General Director
Generalna Dyrekcja Dróg Krajowych i Autostrad Oddział we Wroclawiu
53-139 Wroclaw ul. Powstańców Śląskich 186
telephone: (071) 334 73 37
fax: (071) 367 17 69
e-mail: sekretariat@wroclaw.gddkia.gov.pl

ANNEXES TO PROJECT FICHE

1. LogFrame matrix together with information about the current value of ratios listed in
column 2 of the logical framework matrix.
2. Detailed implementation chart.
3. Contracting and disbursement schedule by quarter for full duration of programme
(including disbursement period).
4. Reference to feasibility /pre-feasibility studies. For all investment projects, the
executive summary of the economic and financial appraisals, and the environmental
impact assessment should be attached.
5. Annex: "Environmental impact analysis”.
7. Site plan.
## Annex 1: LogFrame

### LOGFRAME PLANNING MATRIX:
**Construction of a slow traffic lane on the national road No 8, section Lewin Klodzki – Duszniki Zdrój**

<table>
<thead>
<tr>
<th>Programme name and number: PL2003/005-078.01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracting period expires: 30/11/2005</td>
</tr>
<tr>
<td>Disbursement period expires: 30/11/2006</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></td>
<td>- Improved cross-border transport infrastructure in the Glacensis Euroregion</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Decreased environmental pollution in frontier zone</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Objectively Verifiable Indicators</strong></td>
<td><strong>Sources of Verification</strong></td>
</tr>
<tr>
<td></td>
<td>- Increased capacity</td>
<td>- statistical data of the Ministry of Infrastructure</td>
</tr>
<tr>
<td></td>
<td>- Increased average vehicle speed</td>
<td>- industry analyses</td>
</tr>
<tr>
<td></td>
<td>- Reduced exhaust emissions</td>
<td></td>
</tr>
<tr>
<td><strong>Project purpose</strong></td>
<td><strong>Objectively Verifiable Indicators</strong></td>
<td><strong>Sources of Verification</strong></td>
</tr>
<tr>
<td></td>
<td>- Improvement of the existing transport network</td>
<td>- industry analyses</td>
</tr>
<tr>
<td></td>
<td>- reduced travelling time</td>
<td>- police statistical data</td>
</tr>
<tr>
<td></td>
<td>- reduced number of road accidents (to level of 0.05 acc/million veh km)</td>
<td></td>
</tr>
</tbody>
</table>

### Results

**Objectively Verifiable Indicators**

- constructed slow traffic lane (5.7 km long)
- load carrying capacity of the carriageway of the slow traffic lane (115kN/axle)
- technical condition of the pavement (class A)

**Sources of Verification**

- as-built documentation
- industry analyses

### Activities

- construction of a slow traffic lane (5.7 km)
- reconstruction of 2 junctions and 1 road exit
- improvement of the road drainage system
- reinforcement of carriageway structure
- construction of noise barriers.

**Means**

- qualified project management staff
- construction materials
- construction equipment

**Total budget:** 3 200 000 €
**Phare budget:** 2 300 000 €
**State budget:** 900 000 €

### Preconditions
Value of indicators of achievement in the period of filing the application for co-financing from Phare CBC Poland – Czech Republic 2003 Programme

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Indicator</th>
<th>Value in the application filing period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Overall objective</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Improved cross-border transport infrastructure in the area of the Polish side of the Glacensis Euroregion</td>
<td>Increased capacity – traffic smoothness level B</td>
<td>Traffic smoothness level D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increased average vehicle speed – 65 km/h</td>
<td>Average speed - 60 km/h</td>
</tr>
<tr>
<td>1.2</td>
<td>Reduced environmental pollution in the frontier zone</td>
<td>Reduced exhaust emissions by 10%</td>
<td>Nitric oxide concentration 60 µg/m³</td>
</tr>
<tr>
<td><strong>2. Project purpose</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Improvement of the existing transport network</td>
<td>Reduced number of road accidents - accident rate 0.05 acc/million veh km</td>
<td>0.21 acc/million veh km</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduced travelling time - 6.5 minutes</td>
<td>The average travelling time on the 5.7 km long road section is 11.5 minutes</td>
</tr>
<tr>
<td><strong>3. Results</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Modernised road section</td>
<td>Slow traffic lane (5.7 km long)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Technical condition of pavement class A</td>
<td>Technical condition of pavement class C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Load-bearing capacity of the carriageway of the slow traffic lane 115 kN/axle</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
**Aneks 2-3: Implementation, contracting and disbursement schedules**

**Construction of a slow traffic lane on the national road No 8, section Lewin Klodzki – Duszniki Zdrój**

<table>
<thead>
<tr>
<th></th>
<th>Date of Drafting</th>
<th>Planning Period</th>
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<tbody>
<tr>
<td></td>
<td>10.2002</td>
<td>January 2004</td>
</tr>
<tr>
<td></td>
<td></td>
<td>December 2005</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Budget Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cost Estimate</td>
</tr>
<tr>
<td></td>
<td>In MEUR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>I '04</th>
<th>II '04</th>
<th>III '04</th>
<th>IV '04</th>
<th>I '05</th>
<th>II '05</th>
<th>III '05</th>
<th>IV '05</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Implementation schedule</td>
<td>D</td>
<td>C</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>(2) Contracting schedule</td>
<td></td>
<td></td>
<td></td>
<td>3.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Disbursement schedule</td>
<td></td>
<td></td>
<td></td>
<td>0.6</td>
<td>1.0</td>
<td>1.2</td>
<td>2.0</td>
<td>2.8</td>
</tr>
</tbody>
</table>

|               |       |        |         |         |       |        |         | 3.2    |

**Legend:**
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment
- * give amounts in MEUR (cumulatively)
Annex 4

Summary economic analysis

- Feasibility study
The feasibility study justifies the need to modernise the national road No 8 along the section in question. Reinforcement of the structure of the carriageway and the construction of a slow traffic lane will improve the comfort of driving, safety, will reduce traffic nuisance for the local residents. The benefits of modernising the road will include reduced costs of motor vehicle traffic and improved traffic in the area of the border crossing in Kudowa Stone.

<table>
<thead>
<tr>
<th>Type of benefit</th>
<th>Unit value (PLN)</th>
<th>Updated value (PLN)</th>
<th>% of total benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle operation costs</td>
<td>492756</td>
<td>3897698</td>
<td>2.36</td>
</tr>
<tr>
<td>Passenger time costs</td>
<td>700469</td>
<td>5540711</td>
<td>12.7</td>
</tr>
<tr>
<td>Accident costs</td>
<td>343156</td>
<td>2714362</td>
<td>40.6</td>
</tr>
<tr>
<td>Exhaust cost</td>
<td>6200</td>
<td>49039</td>
<td>7.09</td>
</tr>
<tr>
<td>Total</td>
<td>1542580</td>
<td>12201810</td>
<td>5.64</td>
</tr>
</tbody>
</table>

- Economic analysis
The economic analysis has been made using a comparative method, consisting in comparing the difference between costs and benefits offered by the following two options:
  - “Investment implemented” option
  - “Investment abandoned” option
In the analysis, a traffic forecast prepared by Transprojekt Warszawa has been used. Pavement condition has been classified using the IRI index. Road accident statistics has been defined based on the recorded road incidents over consecutive years (number of accidents, number of people killed, number of people injured). A detailed methodology and calculations are included in the feasibility study and in the economic analysis. **EIRR = 20.5%** has been calculated on the basis of the economic analysis. The value of the ratio provides an economic justification for modernising the road to reach the planned technical parameters. The threshold value of EIRR (minimum internal rate of return of 12%) has been exceeded. Additionally, an updated **NPV = 0** and the benefits / costs ratio **B/C = 1** have been calculated.
Summary environmental analysis

1. Project description

The "Construction of a slow traffic lane for the national road No 8 section Lewin Klodzki – Duszniki Zdrój" project includes:
- construction of a 5.7 km long and 3m wide slow traffic lane with a load-carrying capacity of 115kN/axle,
- reconstruction of the junction with a county road – exit to Karłów,
- reconstruction of the junction with a provincial road – exit to Zieleniec,
- reconstruction of the exit to Lewin Klodzki,
- improvement of the road drainage system,
- reinforcement of the existing road structure,
- construction of noise barriers.

2. Description of the planned measures aimed at avoiding, reducing or, if possible, mitigating significant adverse effects.

The planned reconstruction of the road, consisting in adding a slow traffic lane, will not have a significant impact on the range of impact of noise. Construction of a noise barrier should be planned in Duszniki Zdrój (on the northern side in the case of residential development) and Lewin Klodzki (on the southern side).

As regards exhaust pollution, construction of the slow traffic lane is very desirable because it will cause an increase in mean vehicle speed on this section and, consequently, reduced pollutant concentrations in the air. Abandoning the construction of the slow traffic lane will cause an increase in the amount of pollutants as a result of "traffic jams" formed by the increasing number of vehicles.

The biggest transformations of the surface of the land will take place along the section between the junction with road No 389 and Lewin Klodzki. Adding a 3.5 m wide lane will cause a need to cut the slopes and therefore it will be necessary to fix the trimmed slopes and to protect them from erosion.

Modernization of the road will reduce the pollution of the soil and water thanks to treating rain water flowing from the carriageway in separators and sand traps.

The necessary tree cuttings will be compensated by new plantings.

3. Data required for the identification and evaluation of the main effects which the planned project is expected to produce:
   - Human beings, fauna and flora
     Under the existing conditions, the noise emission caused by the traffic on the road section in question exceeds the permissible environmental quality standards. For buildings located at a distance d<10m from the carriageway, the noise pollution is rated as big during day-time and very big at night.
     Implementation of the project may cause small deterioration of the quality of acoustic environment in the immediate vicinity of the road by 0-1.5 dB.
     The project will not have any impact on ecologically sensitive areas.
   - Soil, water, air, climate and landscape
     Thanks to the planned use of appropriate methods of draining water from the carriageway surface, the soil and water environment will not deteriorate.
     The analysis of air pollution has shown that in the worst case, the concentrations of nitrogen dioxide under poor ventilation constitute approx. 10 to 12% of
permissible concentrations. Pollutant concentrations in the air are expected to decrease proportionally to the increase in vehicle speed.

4. Consultations with the relevant authorities responsible for the environment aspects of the project.
A positive opinion of the Provincial Nature Conservator has been obtained.
Annex 5

ENVIRONMENTAL IMPACT ASSESSMENT

1. Development consent

Has a development consent already been given to this project?

Yes ☐ No ☑

If yes, on which date ................. [___] [___] [___] [___]

If no, when was the formal request for the development consent introduced [___] [___] [___] [___] [2002] and by which date is the final decision expected [___] [___] [___] [___] [2003]

Specify the competent authority or authorities, which has given or will give the development consent

Urząd Gminy (Communal Office) Lewin Kłodzki
Urząd Gminy (Communal Office) Duszniki Zdrój

Is the above mentioned authority considered to be 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 for this project who is designated as competent authority for the purposes of EIA Directive:

Dolnośląski Urząd Wojewódzki (Lower Silesian Provincial Administration Office)
in Wrocław

2. Application of Directive on Environmental Impact Assessment (EIA)¹

2.1. Is the project a class of development covered by²:

Annex I of Directive 85/337/EEC, ☐ (go to question 2.2)
as amended by Directive 91/11/EC, ☐

---

Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC (go to question 2.4)
Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC (annex concerning nature reserves is to be filled out)

2.2. Has an EIA already been carried out?

Yes [ ] No [ ]

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

Yes [ ] No [ ]

On which date has it been finalised [______] ______

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 procedure similar to the one described in the EIA directive will need to be applied and the following documents included.

The necessary documents are:

a) Non-technical summary of the Environmental Impact Study carried out for the project. The non-technical summary should include at least:

- description of the project including information about the site, design and the size of the project,
- description of the planned measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,
- 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 the future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives);
  - soil, water, air, climate and landscape;
  - material assets and cultural heritage;
- the interactions between the factors mentioned in the first, second and third indents

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3 A guidance document describing the minimum criteria to ensure that a similar procedure has been applied can be found on http://www.inforegio.cec.eu.int
- and other further information which might derive from any of the obligations deriving from Annex IV to the EIA Directive.

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

c) results of **consultations with the public**. 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.

d) if the project may have a significant impact on the environment in another country, the results of cross-border consultations with the relevant countries in accordance with the procedure of article 7 of the EIA Directive should be submitted. Additionally, information concerning the manner in which the opinion of consultants and social groups were taken into account should be included.

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.

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, please include the necessary documents (see question 2.3.)

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

Yes [ ] No [x]

If yes, on which date [____]
Annex 6

NATURE RESERVE

1. Analysis of the impact of the project on nature protection important areas

1.1. Is the project likely to affect sites of nature conservation importance (i.e. potential Natura 2000 sites)\(^4\)?

- 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 directive 92/43/EEC ("Habitats Directive") is obligatory.

1.2.1 Has the necessary assessment been carried out?

- Yes □ No □

The 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

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)

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\(^4\) For the purpose of the ISPA instrument 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
ANNEX I - Declaration by the authority responsible for sites of nature conservation importance
(= potential future Natura 2000 sites)
(EQUIVALENT TO Annex I(a) of the Cohesion Fund form)

Responsible authority: Dolnośląski Urząd Wojewódzki (Lower Silesian Provincial Administration Office)

Having examined the project application:

Construction of a slow traffic lane on the national road No 8 section Lewin Klodzki – Duszniki Zdrój

we declare that (tick the appropriate box):

☐ The project is not likely to have significant effects on a site of nature conservation importance on the following grounds:

The planned investment is located outside nature reserves protected by the nature protection act.

The analysis of the environmental impact of the planned project does not show any negative impact of the project on the natural environment.

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 effects on sites of nature conservation importance.

A map at scale of 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.

Head of Nature Protection Department
Halina Libecka
Provincial Nature Conservation Officer

Wrocław, 10 October 2002

Lower Silesian Provincial Administration Office
in Wrocław
Department of the Natural Environment and Agriculture
Pl. Powstańców Warszawy 1
50-951 Wrocław