1. Basic Information

1.1 CRIS Number: 2003/005-708.01

1.2 Title:
*Modernisation of national road No 29 Slubice - Krosno*

1.3. Sector
*Transport*

Location:
*Poland*
*the area of Lubuskie Voivodship and Brandenburg*
*Krosnienski Poviat and Slubicki Poviat from the Polish – German border*

2. Objectives

2.1. Overall Objectives

*Strengthening of the Polish transport infrastructure.*
*General increase in economic performance through development of tourist and recreation opportunities.*
*Stimulation of trade and tourism development.*
*Stimulation of cross border co-operation between Poland and Germany.*
*Favourable impact on natural environment.*
*Development of the road infrastructure.*
*Adaptation of the existing road network to the European Union standards.*

2.2. Project Purpose

*Improvement in the road traffic, increasing the travelling speed, decreasing the time of travel.*
*Decreasing the number of road collisions, the costs of road maintenance, and the level of exhaust gas and noise emission.*
*Creating new jobs.*

2.3. Accession Partnership and NPAA Priority

*The project is in line with the objectives identified in the AP and in particular in the National Programme for the Adoption of the Acquis (NPAA). The National Programme for the Adoption of the Acquis in the European Union assumes as follows:*

- *intensification of works in the range of motorway construction, modernization of railway lines and roads of international importance, incorporated in the arrangement of trans-European corridors, and included in the European network scheme,*
- *preparation of preliminary studies and execution of the projects in the range of transport infrastructure will be financed from the Polish budget assuming a considerable support of PHARE funds and the loans of the world bank,*
- *in the forthcoming years, continuation of modernization and development of transport infrastructure will be the basic priority in the transport section, with particular focus on border checkpoints and their approaches,*
- *introducing the obligation to prepare environmental impact assessments.*

*Contribution to National Development Plan (DNPR) and Joint Programming Document (JPD) Phare CBC or Phare CBC/Interreg IIIA*
The transport infrastructure is crucial in the attempts to reduce regional differences in the economic development. Therefore, one of the priorities of the policy of forming national cohesion, identified in the Draft National Development Plan as an appendix to NPAA, is Integration of Polish Economy through modernization and development of transport networks. Therefore, the actions consistent with the priority focus on the transport infrastructure within the Trans-European Networks and will be supplemented by the actions carried out in the regions, as a contribution to forming economic and social cohesion in the country. They have been included in accordance with the priority "Enhancement of the potential of region development and counteracting marginalization of certain areas". According to the priority, "Development and Upgrading of the Infrastructure Used for Enhancing Competitiveness" is one of the proposed mitigating measures. The project is in line with the National Development Plan and the operational programme for Lubuskie Voivodship.

Development of cross border co-operation has been provided for in the National Development Plan. Implementation of the project will bring about the economic activation of border areas and will influence the development of border gminas.

2.5. Cross Border Impact
Implementation of this project will:
- Prevent the natural environment pollution
- Ensure the higher standard of travelling, especially for the increasing tourist traffic from the countries of the European Union
- Increase the traffic capacity and improve the border traffic which will influence the development of economic, scientific and tourist exchange

Road No 29 leads to the border checkpoints in Slubice and Swiecko. Reconstruction of this road will considerably improve the traffic safety conditions.

3. Description
3.1 Background and Justification
The project is the phase of the final solution of the traffic arrangement in the border zone. An evenly and thickly distributed system of roads and a suitable number of border checkpoints will ensure correct economic and tourist development of the whole region. The present traffic arrangement is dangerous for natural environment. The project is connected with other projects co-financed from the Phare fund in the range of transport. The General Directorate of National Roads and Motorways, Division in Zielona Góra, is prepared to carry out the project. The required financial resources at the amount of 1.5 MEUR have been allocated to cover entirely the cost of 42,86 % of construction-assembly works. The project has been fully approved by the Lubuskie Voivod, The Voivodship Marshal, the Gmina Council and the Board.

Implementation of this project, through improving the transport infrastructure in the border area Poland – Germany, would be a visible contribution to Poland’s transport integration with the European Union.

3.2. Linked Activities
The following tasks are integrally connected with the project:
Contract PL 9502-01-02-L003 Construction of Polupin By-pass along national road No 274 (32)
Contract PL 9502-01-03 Approaches to Lesniów Wielki along national road No 275 (32)

3.3. Results
Reconstruction of national road No 29 Slubice – Krosno Odrz., section Slubice – Urad, 7.06 km long, and section Krosno - Osiecznica, 4.67 km long.
The reconstruction will consist in the strengthening and replacement of the carriageway pavement including the correction of technical parameters of the road.
Better access to border checkpoints in Slubice and Świecko.
Improved safety of traffic.

3.4. Activities
Winning qualified staff for the project management, supervision, design and construction works.
Reconstruction of national road No 29 Krosno - Slubice Odrz. on the section Slubice – Urad and Krosno - Osiecznica. Total cost of the investment amounts to 3.9 MEURO, including 2.4 MEURO Phare fund, and 1.5 MEURO – budget resources allocated for part of construction.

3.5 Lessons Learned
The following projects:
- construction of the border bridge over the Nysa River in Gubinek
- construction of the approach to the border checkpoint in Gubinek
- modernization of national road No 32 (274) Gubin – Polupin
- construction of Polupin By-pass along national road No 32 (274)
- approaches to Lesniów Wielki along national road No 32 (275)
- construction of Zary By-pass along national road No 27
- construction Szprotawa By-pass along national road No 12
have been accepted and carried out without any comments.
The lessons learned from the implementation of the previous projects will be applied when preparing the analysed project.

4. Institutional Framework
The beneficiary institution at central level will be:
General Directorate of National Roads and Motorways
Address: 00-921 Warsaw, 1/3 Wspólna Street
Contact person
Włodzimierz Bilski, MSc CE
Deputy General Director
Telephone: 48 22 628 29 45 fax: 48 22 621 05 07

The beneficiary institution at local level will be:
General Directorate of National Roads and Motorways
Division in Zielona Góra
Address: 65-950 Zielona Góra, 31 Boh. Westerplatte Street
Contact person
Robert Mikolajski, MSc CE
Division Manager
Telephone: 48 68 327 07 57 fax: 48 68 325 34 68

Institution signing the Contract
General Directorate of National Roads and Motorways
Division in Zielona Góra
Address: 65-950 Zielona Góra, 31 Boh. Westerplatte Street
Contact person
Robert Mikolajski, MSc CE
Division Manager
Telephone: 48 68 327 07 57 fax: 48 68 325 34 68
Responsible Institution
Completion of the Project will not lead to a change in the institutional framework.

The Engineer will be:
General Directorate of National Roads and Motorways
Division in Zielona Góra
Address: 65-950 Zielona Góra, 31 Boh. Westerplatte Street
Contact person
Robert Mikolajski, MSc CE
Division Manager
Telephone: 48 68 327 07 57 fax: 48 68 325 34 68

The Project after completion will be the public ownership governed by:
General Directorate of National Roads and Motorways
Division in Zielona Góra

5. Detailed Budget in MEUR

<table>
<thead>
<tr>
<th>PHARE fund CBC 2003</th>
<th>Investment INW</th>
<th>Institution Building IB</th>
<th>Total Phare CBC 2003</th>
<th>Co-financed from State funds</th>
<th>IFIs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract</td>
<td>2.4</td>
<td>-</td>
<td>2.4</td>
<td>1.5</td>
<td>-</td>
<td>3.9</td>
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<tr>
<td>Total</td>
<td>2.4</td>
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<td>2.4</td>
<td>1.5</td>
<td>-</td>
<td>3.9</td>
</tr>
</tbody>
</table>

The contract will be jointly co-financed.

The budget resources for the above purpose have been allocated in the voivodship budget.

6. Implementation arrangements

6.1 Implementing Agency

Implementing agency: Phare CBC Implementing Authority
Ministry of Internal Affairs and Administration
00-522 Warsaw, 2/4 Wspólna Street, Poland
Phone: +48 22 6618739
Telefax: +48 22 6284722
E-mail: Phare@wwpwp.it.pl
www.wwpwp.it.pl
PAO: Mr Pawel Dakowski
Under-secretary of State
Ministry of Internal Affairs and Administration
02-591 Warszawa, 5 Batorego Street, Poland
6.2 Twinning: N/A

6.3 Not-standard aspects  
Non-standard procedures connected with the contract have not been provided for during the project implementation. The project will be implemented in line with the Decentralised Implementation System (DIS) and “the Practical Guide to Phare, ISPA and SAPARD contracting procedures”

6.4 Contracts: 
One tender for Phare component has been planned and one contract for 3.9 MEUR will be signed. This will be a works contract. The national co-financing will take the form of “joint co-financing” of the contract signed.

7. Implementation schedule 

7.1. Start of tendering: 
4th quarter 2003

7.2. Start of project activity 
3rd quarter 2004

7.3. Completion of the Project 
4th quarter 2005

8. Equal Opportunity 
The participation of men and women in the project shall be based on the suitable, adopted EU standards, concerning equal employment opportunities - EOE (Equal Opportunities of Employment), which will be ensured by an official newspaper advertisement during the recruitment of staff for the project. The rule of will be kept during project execution.

9. Environment 
The environmental impact assessment (EIA) for the project was prepared in 2002. The assessment was carried out by Pracownia Projektowa W&M Orczynscy „Archidrog” and is available at the Beneficiary’s. The scope of the assessment includes main and most significant elements of the environment:  
− geological environment,  
− soils and ground water,  
− elements of landscape and plant cover,  
− protection of atmospheric air,  
− water and sewage facilities,  
− acoustic climate

10. Rates of Return 
The economic analysis and feasibility study for the project have been prepared in 2002 and are available at the Beneficiary’s.  
Section Slubice – Urad: The Economic Rate of Return ERR - 18.52 %  
Section Krosno – Ostecznica: The Economic Rate of Return ERR - 15.42 %
11. **Investment Criteria**

11.1. Catalytic Effect:
*The project will:*
be crucial for economic and tourist development, as well as potential influence for the region
be followed by other actions in line with the policy of integration (e.g. improving the transit traffic,
health protection, etc.)

11.2. Co-financing:
*The project is supported by the State through financing from the budget funds, which amount to
38.46 % of the project costs. The Polish party finances part of the construction works.*

11.3. Additionality
*The Phare funds are the addition to the budget funds allocated for the project implementation.*

11.4. Project Readiness and Size:
*The General Directorate of national Roads and Motorways, Division in Zielona Góra is ready to
carry out the contract. The technical documentation has been completed, including the
construction permit, the environmental impact assessment and the economic analysis. The size of
the project has been assumed at 3.9 MEUR.*

11.5. Sustainability
*The project will provide a sustainable solution for the problem of traffic safety, decrease in the time
of travel. It will be satisfactory for the projected traffic volume within the period of 30 years. The
resources for the maintenance of the project on completion have been allocated in the budget.
EU standards for weights and dimensions will be met (115 kN/ axis).*

11.6. Compliance with the State Aid Provisions
*The project is in line with the state aid provisions of the European Union.*

11.7. Contribution to National Development Plan
*Integration of the Polish economy through the development of transport networks, including:
modernization and development of road and railway networks in trans-European transport
corridors (TINA network), including activation of the programme of motorways construction,
initiating the programme of road pavement strengthening, strengthening of bridge structures,
improving the system of road and traffic management, as well as controlling whether the road users
observe the binding standards and regulations, especially concerning the traffic safety.*

12. **Conditioning and Sequencing**
*The actions have been commenced using the own funds.*

*Technical documentation (construction design including a construction permit), the environmental
impact assessment, and the economical analysis has been completed.*

*The tender documentation is in hand.*

*General Directorate of national roads and Motorways, Division in Zielona Góra,*
*Telephone: 0 68 32 88 508, Fax: 0 68 325 34 68*

*e-mail: kbogus@zielona-gora.gddkia.gov.pl*
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2-3 Implementation, Contracting and Disbursement Schedules
4. Environmental impact assessment
5. Nature conservation
## Appendix 1: LogFrame

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX</th>
<th>Programme title:</th>
<th>Prepared (Date)</th>
<th>Revised (Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modernisation of national road No 29 Slubice - Krosno</td>
<td>PHARE Cross-Border Co-operation Programme Poland 2003</td>
<td>10.2002</td>
<td></td>
</tr>
<tr>
<td>Overall objectives</td>
<td>Total budget in million</td>
<td>Phare CBC Contribution in million</td>
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<tr>
<td></td>
<td>3.5 MEUR</td>
<td>2.0</td>
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</tbody>
</table>

### Project Purpose

<table>
<thead>
<tr>
<th>The purpose of building the infrastructure</th>
<th>Measurable units of the project produces</th>
<th>How, when and whom verification will be done</th>
<th>Assumptions and risks which may in project objective achievement</th>
</tr>
</thead>
<tbody>
<tr>
<td>- reconstructed road between Krosno and Osiecznica and on section from Slubice towards Urad</td>
<td>- decreased time of travel</td>
<td>- traffic measurement by GDDP Warsaw</td>
<td>- stability of national economy</td>
</tr>
<tr>
<td>- better access to border checkpoints in Slubice and Swiecko</td>
<td>- decrease in the number of road accidents</td>
<td>- statistic data GUS – Central Office of Statistics</td>
<td></td>
</tr>
<tr>
<td>- improved safety of traffic</td>
<td>- decreased costs of road maintenance</td>
<td>Directly before and 1 year after the project completion</td>
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<tr>
<td></td>
<td>- decreased time of travel</td>
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<td></td>
<td>- number of new jobs</td>
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<td></td>
<td>- number of just employed</td>
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</tbody>
</table>

### Results

<table>
<thead>
<tr>
<th>Infrastructure to be constructed</th>
<th>Measurable units of the project produces</th>
<th>How, when and whom verification will be done</th>
<th>Assumptions and risks which may in project timely completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>- reconstruction of national road No 29, 11.73 km long section Krosno – Slubice</td>
<td>- quantity of completed kilometres of reconstruction</td>
<td>- Taking over Certificate</td>
<td>- favourable atmospheric conditions</td>
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<tr>
<td></td>
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<td></td>
<td>- professionalism and effectiveness of the Management and Supervision</td>
</tr>
</tbody>
</table>

### Activities

<table>
<thead>
<tr>
<th>Activities or elements to be carried out</th>
<th>Indicators that each activity has been completed</th>
<th>How, when and whom verification will be done</th>
<th>Assumptions and risks which may in timely completion of activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>- allocation of financial resources</td>
<td>- incurred financial expenses</td>
<td>- according to the Interim Payment Certificates</td>
<td>- necessary funds will be allocated</td>
</tr>
<tr>
<td>- qualified staff</td>
<td>- quantity of employed staff</td>
<td>- according to the requirements of the Technical Specifications</td>
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<tr>
<td>- building materials</td>
<td>- used materials</td>
<td></td>
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<tr>
<td>- provision of construction supervision</td>
<td>- appointment of supervision unit</td>
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<tr>
<td>- preparation of Design Documentation</td>
<td>- completed designs</td>
<td></td>
<td></td>
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<tr>
<td>- reconstruction of national road on 11.73 km long section</td>
<td>-completed elements planned for reconstruction</td>
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</tbody>
</table>

Preconditions which must be met be

Reconstruction of national road No 29 Krosno - Slubice
Project can start
- decision taken by GDDKiA concerning implementation of the project
- completion of the projects which concern the analysed project; the analysed project is substantiated unless they are completed
### Appendix 2-3: Implementation, Contracting and Disbursement Schedules

<table>
<thead>
<tr>
<th>Modernisation of national road No 29 Slubice - Krosno</th>
<th>10.2002</th>
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</thead>
<tbody>
<tr>
<td>I 02</td>
<td>10.2002</td>
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<tr>
<td>1st quarter 2004</td>
<td>4th quarter 2005</td>
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<tr>
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<th>PLANNED</th>
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<tbody>
<tr>
<td></td>
<td>I '04</td>
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<tr>
<td>Implementation schedule</td>
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<td>Contract 1</td>
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<td>- D</td>
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<tr>
<td>Contracting schedule</td>
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<td>1. CONTRACT 1</td>
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<tr>
<td>Disbursement schedule</td>
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<td>CONTRACT 1</td>
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<td>1.75</td>
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| Budget Allocation             |         |         |         |         |         |         |         |         |         |         |         |         |
| Cost Estimate (only Phare in MEUR) |         |         |         |         |         |         |         |         |         |         |         |         |

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<tr>
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<th>(1)</th>
<th>(2)</th>
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<tbody>
<tr>
<td>Implementation schedule</td>
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<td>Contract 1</td>
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<td>Contracting schedule</td>
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<td>1. CONTRACT 1</td>
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<td>Disbursement schedule</td>
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</tbody>
</table>

**Legend:**
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment
- amounts in mln EURO cumulative
Appendix 4

Modernisation of national road No 29 Slubice - Krosno

ENVIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent

Has development consent already been given to this project?

Yes ☑️ No ☐

If yes, on which date

11th Apr 2001 (section Slubice – Urad)
15th Nov 1999 (section Krosno – Osiecznica)

If no, when was the formal request for the development consent introduced and by which date is the final decision expected?

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

Town Offices in Krosno Odrz. and Slubice

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 for this project who is designated as competent authority for the purposes of the EIA Directive:

In case of Poland these are proper offices authorised to issue construction permits.

2.1. Is the project a class of development covered by the Appendices to the Directive\(^2\):

<table>
<thead>
<tr>
<th>Appendix I of Directive 85/337/EEC, as amended by Directive 91/11/EC</th>
<th>(go to question 2.2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>This Appendix includes projects of possible considerable impact on environment, e.g. motorways, hazardous waste storages, sewer treatment plants for populations over 150 thousand, dams for reservoirs over 10 million $m^3$</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>(go to question 2.4) This Appendix includes projects of possible minor impact on environment, e.g. roads other than at least four-lane roads, municipal waste disposal sites, sewer treatment plants for populations under 150 thousand, projects regarding development of tourist facilities, theme parks</td>
<td></td>
</tr>
</tbody>
</table>

| Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC | (only the Appendix on nature reserves needs to be completed) Enclosed |

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 No X

On which date has it been finalised October 2002

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


2.3. When covered by Appendix I of the EIA Directive a similar 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 Appendix 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.

d) in case a project is likely to have significant effects on the environment in another state the results of the cross border 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 Appendix 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:

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

Yes [ ] No [X]

If yes, on which date |___|___|___|

All projects for which applications are prepared have been evaluated as requiring a formal EIA and therefore if answer ‘yes’ has been chosen in item 2.4, the remaining part of the item need not be filled in. However, the requirements of item 2.3 must be fulfilled.

In order to further check whether the content of the EIA is complete refer to the enclosed Appendix IV of Council Directive 97/11/EC amending Directive 85/337/EEC.
Conclusions of the Environment Impact Assessment (in non-technical language)

Modernization of national road No 29 in section I Osiecznica-Krosno Odrzanskie (km 44+302.50 to 48+975.50) is consistent with the local physical development plan of Krosno Odrzanskie gmina and shall take place within the existing right of way. Only construction of storm sewerage along Jaskólcza Street in Krosno Odrz., as the investment accompanying the modernization, goes outside the above-mentioned right of way, i.e. within the area owned by private landowners and gmina. The landowners have given their permission to enter their land plots in order to carry out the above-mentioned investment. As far as section II (km 44+302.50 to 48+975.50) is concerned, modernization will be carried out entirely within the existing right of way.

The decisions concerning the conditions of land development and use have been issued for the analysed project, respectively by the Town Office in Krosno Odrzanskie (section II) and the Town Office in Slubice (section I). Working drawings have been completed for both sections.

Planned modernization of the road is not dangerous for atmospheric air, in spite of over double increase in traffic volume in 2020. Maximum 60-minute and average-daily concentrations of main indices of air pollution will not exceed permissible standards as close as on the carriageway edge. Thus protective measures for atmospheric air are redundant.

The proposed technical solutions concerning protection of water environment are considered satisfactory. The sand traps and separators of oil derivatives planned before the disposal of storm sewage to the River Ilanka (section I) and the River Biela (section II) will protect surface water against sedimentation inflow and certain emergency situations (i.e. spilling of oil, petrol, etc.) in case of other extraordinary environmental hazard, action shall be taken by specialised rescue services. Suitable water-legal permits, allowing disposal of preliminarily treated sewage to surface water, have already been obtained.

Construction of storm sewers on built-up areas and maintaining the existing surface drainage and disposal of runoff on rural areas, are considered an optimum solution from the point of view of environmental protection of surface and groundwater, all the more that the road does not interfere with the intakes of this water.

The reconstruction of the road will not change the existing acoustic conditions in its vicinity. The permissible sound level in the external environment has already been, and will remain, exceeded; in the daytime it will amount to max. 68 dB, whereas in the night-time, respectively – 61 dB. However abandoning the project of the reconstruction,
assuming further increase in the traffic volume accompanied by further deterioration of pavement quality amount to the continuous degradation of acoustic climate.

Replacement of windows in domestic homes with the windows of the insulation index ranging from 30 to 40 dB is purposeful in order to improve the acoustic climate. However, the working drawings do not provide for any special protective measures for improving acoustic climate.

For economic reasons, as well as due to the planned construction of Krosno Odrzanskie Bypass (section II), which will result in the noise reduction on road No 29, it is suggested that the decision concerning replacement of windows should be postponed until the investment plans concerning the by-pass construction are clear-cut. A decision concerning the necessity of window replacement should be preceded by specific noise measurements taken after the completion of the road reconstruction (acoustic monitoring after the completion of works).

The planned grassy green strips including the existing green are satisfactory from the point of view of the traffic safety and nature-landscape values. Thus the reconstruction of the road does not require a separate design of green.

Reconstruction of accesses to local roads, carried out with due care including protecting the trees against mechanical damage, seems to be feasible without felling even single trees on section II of the road planned for reconstruction. However, tree felling will be indispensable on section I. Suitable permits have been obtained.

The management of potential wastes, which will be produced during the reconstruction of the road, is in line with the requirements of the environmental protection. Most of the wastes are not classified as hazardous. Only asphalt, which includes tar (code group No 17 03 01), is hazardous. Part of the demolition debris from milling bituminous pavements will be reused on the site. The surplus of demolition debris shall be temporarily stockpiled and reused, e.g. for construction of internal roads or strengthening of shoulders. The whole of soil material obtained during construction of internal roads as well as topsoil will be reused on the site for construction of embankments, topsoiling of slopes, loans, etc. Building debris should be hauled to the waste disposal site. The disposal site shall be agreed with the authorities of Slubice Gmina and Krosno Odrzanskie Gmina.

The project also allows for recycling of some building materials obtained from the demolition of certain street elements (kerbs, edges, sidewalks, etc.). The materials will be reused on the construction site.

The archaeological service of the Lubuski Voivodship Monument Conservation Officer shall be notified at least 2 weeks prior to the planned commencement of earthworks in Osiecznica.
(section I), as 3 archaeological sites have been established there. The earthworks on the initial section will be supervised by the above-mentioned service. There are not any archaeological sites on section II.

In view of the above conclusions it is suggested that the construction-working design of the reconstruction of road No 29 should be approved without any reservations concerning the environmental protection; the only exception concerns the necessity to take noise measurements after completion of Krosno Odrzanskie By-pass. Beside facilitating taking a decision concerning window replacement, the monitoring will be helpful in case of applying for establishing the Limited Use Area (OUO) in the vicinity of residential development, if applicable. The application will not be formulated until then.

Abandoning of the reconstruction of the analysed road sections will considerably deteriorate the acoustic climate and the safety of pedestrian and vehicle traffic. This is particularly applicable to section II.

On the phase of procedure concerning issuing the Decision on Land Development and Use, as well as issuing the Building Permit, all interested persons have been informed about the planned Project. The information was addressed to all owners of plots located along the national road to be reconstructed. The Design to Obtain Building Permit including the Environmental Impact Assessment was available for inspection. No objections were made to the planned Project.
Appendix 5

Modernisation of national road No 29 Slubice - Krosno

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)?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>X</th>
</tr>
</thead>
</table>

- 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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

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.

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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

- 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.

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
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)
ANNEX I - Declaration by the authority responsible for sites of nature conservation importance (= potential future Natura 2000 sites) (CONSISTENT with Appendix I(a) of the Cohesion Fund form)

Responsible authority: Voivodship Nature Conservation Officer

Having examined the project application PHARE 2003

Title: Modernisation of national road No 29 Slubice - Krosno

which is to be located within Lubuskie Voivodship, Kkrosnienski poviat and Slubicki poviat from the Polish-German border

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 reconstruction is situated within the route of the existing road, and does not interfere any nature reserve or its vicinity.

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 a site 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 site of nature conservation importance concerned, if any.

Signed: ............................

(Authority responsible for monitoring sites of nature conservation importance)

Official Seal:
## ANNEX II - Information to the European Commission according to Article 6(4) of the Habitats Directive (92/43/EEC) for Candidate Countries

<table>
<thead>
<tr>
<th>Candidate Country:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competent national authority:</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td></td>
</tr>
<tr>
<td>Contact person:</td>
<td></td>
</tr>
<tr>
<td>Tel., fax, e-mail:</td>
<td></td>
</tr>
</tbody>
</table>
Name of the site affected:

This site is (please tick):

- a site identified by the national competent authority as qualifying under Art. 4(1) and (2) of the Birds directive (79/409/EEC)

- a site identified by the national competent authority as qualifying under Art. 4 (1) of the Habitats directive (92/43/EEC)

- a site listed in the latest inventory on Important Bird Areas (IBA 2000) or (if available) in an equivalent more detailed scientific inventories endorsed by national authorities

- a wetland of international importance designated under the Ramsar Convention or qualifying for such protection

- a site to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular a site meeting the criteria of the Emerald network

- areas protected under national nature conservation legislation

Summary of the project having an effect on the site:
2. NEGATIVE EFFECTS

Summary of the assessment of the negative effects on the site:

N.B.: this summary should focus on the adverse effect expected on the conservation value of the site, include the appropriate maps and describe the already decided mitigation measures.
3. ALTERNATIVE SOLUTIONS

Summary of alternative solutions studied by the candidate country:

Reasons why the competent national authorities have concluded that there is absence of alternative solutions
<table>
<thead>
<tr>
<th>Reason to nevertheless carry out this plan or project:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)</td>
</tr>
<tr>
<td>☐ human health</td>
</tr>
<tr>
<td>☐ public safety</td>
</tr>
<tr>
<td>☐ beneficial consequences of primary importance for the environment</td>
</tr>
<tr>
<td>☐ other imperative reasons of overriding public interest</td>
</tr>
</tbody>
</table>

Short description of the reason:
5. COMPENSATION MEASURES

Foreseen compensatory measures and timetable: