1. Basic Information

1.1. CRIS Number: 2003/005-708.02

1.2. Title:
Modernization of roads between Osno Lubuskie and the border crossing point in Kostrzyn/Oder.

1.3. Sector:
Cross Border Co-operation / JDP - Infrastructure.

1.4. Location:
Poland
Lubuskie Voivodeship and the Land of Brandenburg Region
Slubice Poviat on the Polish-German border

2. Objectives:

2.1. Overall objectives
Strengthening of the Polish communication infrastructure. Adapting the Poviat roads to creation of cross-border communication system with the access to the border crossing point in Kostrzyn/Oder, cross-border tourism development, general economic activity growth via increased tourist and recreation opportunities, improvement of the natural environment conditions.

2.2. Project purpose:
- modernization of roads of the length of ca 15 km,
- improvement of the conditions and time of travel to the border crossing point in Kostrzyn/Oder,
- improvement of traffic safety,
- development of trade and tourism,
- creation of new jobs,
- reduction of exhaustive fumes and noise emission,
- reduction of the Reczynek Lake water pollution,
- reduction of the road maintenance costs,
- enhancement of the region attractiveness,
- decrease of traffic at the border crossing point in Swiecko,
- decrease of traffic at the border crossing point in Slubice.

2.3. Accession Partnership and NPAA Priorities:
The Project complies with the objectives provided in the Accession partnership, and particularly with the National Program for the Adoption Acquisition which assumes the following:
- intensification of work within the scope of express road construction, modernization of railroads and roads of international significance which are included in the trans-European transportation network and the European road system,
- elaboration of studies and implementation of the transportation infrastructure Project shall be financed with the Poviat Budget and with a significant support from Phare CBC funds and a bank loan,
- in the coming years, the basic priority in the transportation sector shall be continuation of modernization and extension of the transportation infrastructure, which shall particularly focus upon border crossing points and access to them.

2.4. Contribution to the implementation of the National Development Plan (NDP) and to the Joint Programming Document (JPD) of Phare CBC/Interreg IIIA

The transportation infrastructure plays a key role in the efforts aimed at the reduction of regional differences in economic development. That is why one of the priorities of the policy of construction of national links identified in the National Development Plan (an Annex to NPAA) is the integration of the Polish economy via modernization and development of transportation networks. Thus, in accordance with the priority, the actions focus upon the transportation infrastructure located within the Trans-European Networks, and they shall be complemented with the actions taken in regions. They contribute to the construction of economic and social links in the country. The actions are described as per the priority of “Strengthening of the developmental potential of regions and prevention from exclusion of some areas”. One of the suggested preventive measures is the development and modernization of the infrastructure to strengthen competitiveness. The Project complies both with the National Development Program and with the operational program of Lubuskie Voivodeship. The Project also complies with the “Strategy of Sustainable Development of Slubice Powiat”. The Project refers to the programs implemented in the past, i.e. modernization of road # 22 Kostrzyn/Oder – Skwierzyna within the frames of PHARE CBC Program, construction of the border crossing point in Kostrzyn/Oder, modernization of roads and construction of bicycle routes in the Merkich-Oder Powiat (Landeskreis Maerkisch Oderland) within the frames of Interreg IIIA Program.

The development of the cross-border cooperation is included in the National Development Plan. Implementation of the Project shall bring about economic activation of the border region and shall influence the development of border gminas. It shall enhance contacts of the residents of both sides of the border.

2.5. Cross Border Impact

- improvement of the condition of the cross-border transportation infrastructure,
- prevention of natural environment pollution in the border zone,
- the implementation of the Project shall contribute to facilitated contacts between the local communities of the border areas in Poland and Germany,
- the implementation of the Project shall allow interception of a part of cross-border traffic from the area of Lubuskie Voivodeship,
- the implementation of the Project shall contribute to the development of cross-border tourism.

3. Description

3.1. Background and Justification.

At present, vehicles traveling to the border crossing point in Kostrzyn/Oder use mainly the national roads # 22 and # 31. Tourists who cross the border in Kostrzyn/Oder pass by the area of the Gmina of Osno Lubuskie. Drivers avoid the shorter way along the poviat roads # 416, 415 and 411 due to their deteriorated surface at the distance of Osno Lubuskie-Gronów-Stansk-Czarnów-national road # 22, and narrow roads (3.5 – 4.0 m). The parameters of the roads do not comply with the technical standards for poviat roads as stipulated by the laws of Poland and the European Union. Heavy traffic of trucks jeopardizes the safety of passenger cars and inhibits their traffic.
The surface of Grunwaldzka Street in Osno Lubuskie is also in a very bad condition. It is a part of the Poviat road # 417 (uneven pavement of 3.0 to 3.5 m wide) and an access road to Lake Reczynek and to the Nature, to the Landscape Complex “The Lenka River Valley Range” and to the Town Amphitheater. All this impedes cross-border tourism development and construction of detached houses. It also affects the natural environment pollution as the lack of storm-water drainage makes the water flow from the road of Grunwaldzka Street and the road Osno Lubuskie – Gronów directly to the lake.

Modernization of the roads shall improve the traffic conditions significantly and shall allow interception of a part of passenger traffic flowing to the border crossing point in Kostrzyn/Oder. It shall also contribute to growth of cross-border tourism and activation of gminas located near the border.

The implementation of the Project shall result in connecting the border crossing point in Kostrzyn/Oder, along the national road #22, with the international road E-30, via Osno Lubuskie to Rzepin where a Vehicle Service Point is to be located at the planned express road A-2, Berlin-Swiecko-Poznan-Warsaw.

The need for construction of an alternative access road to the border crossing point in Kostrzyn/Oder is proved by the elaboration of the Bureau of Road Network Studies of the General Directorate of Public Roads [GDPR] in Warsaw “Planning of transportation infrastructure in the areas bordering with Germany to the year 2015, particularly in road construction in the area bordering with Brandenburg”. The elaboration shows that the theoretical average cross-border traffic intensity per 24 hours at the border crossing point in Kostrzyn/Oder is 14 000 vehicles whereas the actual traffic there in 2000 was 13 978 vehicles per 24 hours, i.e. 99% of the theoretical capacity. Within the same period of time the number of vehicles per 24 hours counted along the national roads at a distance from the border showed 5 853 vehicles for the border crossing point in Kostrzyn/Oder, i.e. 40% of its capacity.

Comparison of the data proves that 8 125 vehicles per 24 hours, i.e. some 60% of the cross-border traffic, use very short distances or poviat roads located near the border. This is a potential daily figure of the border traffic that uses this border crossing point. According to unanimous opinions of Polish and German experts, after the European Union has been enlarged to the East, the traffic in near-border areas will grow significantly. This practically coerces the necessity to strengthen and extend the communication infrastructure of Slubice Poviat as a region where such traffic is particularly heavy.

The project of modernization of these roads is included in the Program of Modernization and Repairs of Poviat Roads which is a part of the Strategy of Sustainable Development of Slubice Poviat.

3.2. Linked Activities
The subject road is an important link of the communication arrangement of this part of the region as it is a part of the duct that connects the regional road # 137 with the national road # 22 the latter being an access road to the border crossing point in Kostrzyn/Oder.

3.3. Results
Modernization of ca 15 km of Poviat roads.
The Project shall improve communication via releasing the major access roads to border crossing points.
The modernization shall improve traffic safety.
Environment pollution at the Polish-German border will be reduced.
The Project shall contribute to the development of cross-border tourism and to the integration of the region.
The Project shall contribute to creation of new jobs.
3.4. Activities
Modernization of Poviat roads of the total length of ca 15 km consisting in the following:
- in Grunwaldzka Street in Osno Lubuskie - construction of 1 279 m storm-water sewerage equipped with sediment traps and separators U.S. 40/400; construction of sanitary sewerage; construction of sidewalk systems; construction of the road foundation and replacement of the existing paved surface of the width of from 2,80 to 3,50 m with a road of the width of 6,0 m with bituminous surface;
- at the distance of 4,814 km between Osno Lubuskie and Gronów (Poviat road # 416) – construction of a foundation and widening the bituminous surface from 4,0 m to 6,0 m;
- at the distance of the total length of 8,754 km of the national road # 22 Gr onów-Stansk-Czarnów – located in the duct of the Poviat roads # 415 and 411 – construction of a road foundation and widening the bituminous surface to 6,0 m;
- construction of sidewalk systems at the above roads in the towns of Osno Lubuskie, Gronów and Czarnów; construction of waiting bays for buses.
After completion of the task the roads shall be open for public use.

3.5. Lessons Learned
The Poviat is a new level of the self-government administration formed within the frame of the administrative reform of the country. The Poviat has not benefited from the aid funds of the European Union yet. The Poviat Board filed applications to the Phare 2002 Program but the funds were not granted. Nevertheless, the Poviat employs people who were involved in the EU programs working in Gminas to 1999 and who participated in numerous European Union-related training courses (programs led by Collegium Polonicum in Slubice, “Pro Europa Viadrina” Euroregion, and Office of the Marshall of Lubuskie Voivodeship).

4. Institutional Framework:
Beneficiary of the Project: Slubice Poviat
Address: ul. Pilsudskiego 20, 69-100 Slubice, Poland; tel./fax (0-95) 758 05 95
The Project shall be supervised by a Project Engineer who will be appointed in course of a tendering procedure.
The Board of Slubice Poviat shall be the Principal of the Contractor.
Slubice Poviat shall be the owner of the modernized road.
It will be a public property.

5. Budget (in M€):

<table>
<thead>
<tr>
<th>PHARE CBC 2003 Financing</th>
<th>Domestic co-financing</th>
<th>Financing by international financial institutions IFI</th>
<th>TOTAL</th>
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<td>Investment support INW</td>
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<tr>
<td>Institutional development support IB</td>
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<td>Total PHARE CBC 2002</td>
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</table>

The contract will be jointly co-financed from the budgets of the Poviat self-government and the budgets of self-governments of the gminas in the area of which it will be implemented.
6. Implementation arrangements:

6.1. Implementing Agency
Phare CBC Implementing Authority
Ministry of Internal Affairs and Administration
00-522 Warsaw, 2/4 Wspólna Street, Poland
Phone: +4822 6618739
Telefax: +4822 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 Warsaw, 5 Batorego Street, Poland

6.2. Twinning
• N/A

6.3. Non-standard Aspects
During the project implementation the contracting procedures of DIS (Decentralized Implementation System Phare) (as described in the Practical Guide for Phare, ISPA and SAPARD Phare Programs) will be strictly followed.

6.4. Contracts
The Project shall be implemented within one contract of the value of 2,67 Mio EURO. The national co-financing will take the form of “joint co-financing” of the contract signed.

7. Implementation schedule:

7.1. Start of tendering procedure
1st quarter of 2004

7.2. Start of the Project
4th quarter of 2004.

7.3. Project completion
4th quarter, 2006.

8. Equal Opportunity:

The share of men and women employment shall be based upon relevant standards of the European Community referring to EOE (Equality of Employment), which shall be provided by the official press announcement in course of recruitment of employees.

9. Environment:

The Project implementation shall not cause any deterioration of the natural environment.
Modernization of the parts of roads covered by the Project shall bring about beneficial changes for the natural environment. Widening of the surface shall provide for smooth traffic flow, thus limiting the noise and fuel consumption which shall reduce the amount of exhaustive fumes emission. Owing to the type of storm-water drainage system applied, there will be no negative impact upon the quality of soil in the vicinity of the road. Construction of the storm-water sewerage with a separator which retains 97% of the contamination shall improve the purity of the lake water significantly. At present, the rainfall water flows directly from the roads to Lake Reczynek. The planned Project will not pose any jeopardy for animals either. It does not cross animals’ paths. The Environmental Impact Assessment was drawn up in the 3rd quarter of 2002. The entire documentation is available at the Applicant’s offices.

Summary of the Environmental Impact Assessment is presented in Annex No. 7.

10. Rates of return:

The following have been drawn up for the Project:
- financial internal rate of return - 0.78 – 1.00
- economic rate of return - 3.974 - 10 %

Analysis, see Annex No. 4.

The entire Feasibility Study is available at the Applicant’s offices.

11. Investment criteria:

11.1. Catalytic effect
The investment shall:
- play an important role in opening of the border region to economic and tourist development,
- evoke other activities congruent with the integration policy (development of the border tourism, creation of new jobs, improved conditions and time of access to the border crossing point, enhancement of the region attractiveness, improvement of the natural environment),
- facilitate the Poviat residents’ access to the partner Merkish-Oder Poviat with its capital town of Seelow.

11.2. Co-financing
The Project shall be co-financed by the Applicant’s budget and the budgets of the Gminas of Górzyca and Osno Lubuskie.

11.3. Additionality
The Phare funds shall not replace financing from other sources, particularly from the private sector and international financial institutions.

11.4. Project Readiness and Size
Slubice Poviat is prepared for the implementation of the Project. Financial and economic analyses have been drawn up. Technical documentation is ready. The Board of the Poviat possesses the construction permit. The total value of the projects amounts to 2,67M€

11.5. Sustainability
The Project is a durable solution of the traffic safety.
The Project shall permanently improve the conditions and time of access to the border crossing point.
The Project shall permanently enhance the region attractiveness.
The future costs of maintenance of the modernized road shall be borne entirely by the Applicant. EU standards for weights and dimensions will be met (115 kN/axis).

11.6 Compliance with State Aid Provisions
The Project complies with the provisions pertaining to the state aid for such activities.

11.7 Contribution to National Development Plan and Joint Programming Document
Integration of the Polish economy through the extension of transportation network including:
modernization and extension of road and railroad network in the trans-European transportation channels (TINA network), including activation of the express roads construction program, commencing the program of road surface strengthening, strengthening bridge constructions, improvement of the system of road and traffic management, and control of the valid standards and regulations observance by the road users, mainly those pertaining to the traffic safety.

12. Conditionality and sequencing:
The Project is at the stage of preparation for implementation.

Name, address, telephone, fax, e-mail of the Applicant + Contact Person:
Powiat Slubicki (Slubice Powiat)
ul. Pilsudskiego 20
69-100 Slubice
Poland
tel/fax (0-95) 758 05 95
Email : owsiak@powiatslubicki.neo.pl
Contact Person: Leopold Owsiak – Deputy Staroste
Stanislaw Malecki – Communication Department Manager
ANNEXES TO THE PROJECT FICHE

1. LogFrame Matrix

2.& 3. Schedules of contracting and disbursements for the entire period of the program operation (together with the disbursement period).


5. Annex: “Natural reserves”.

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**Annex 1: LogFrame**

**LOGFRAME PLANNING MATRIX:**

"Modernization of the Powiat road between Osno Lubuskie and border crossing point in Kostrzyn/Oder"

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Program name and number</th>
</tr>
</thead>
<tbody>
<tr>
<td>- strengthening of the Polish communication infrastructure</td>
<td>- traffic intensity in border area along the roads higher by 10%</td>
<td>- general traffic count by GDPR Warsaw, official statistical data, results of environment examination, traffic count by Powiat Road Directorate</td>
<td>Contracting period expires: Oct 2006</td>
</tr>
<tr>
<td>- adoption of Powiat roads system to creation of cross-border communication system</td>
<td>- number of new investors, number of tourists in border area higher by 30%, water pollution reduction by 20%</td>
<td>- annual reports of the State Inspection of Environment Protection, data from the Powiat Labor Office</td>
<td>Disbursement period expires: 11.30.2006.</td>
</tr>
<tr>
<td>- increasing business activities via development of tourist and recreation opportunities</td>
<td>- improvement of the natural environment condition</td>
<td>- data from the Powiat Labor Office</td>
<td></td>
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<tr>
<td>- improvement of the natural environment condition</td>
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</table>

<table>
<thead>
<tr>
<th>Project Purpose, Immediate Objectives</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- creation of efficient communication system in the border area, improvement of traffic safety, reduction of the level of emission of explosive fumes and water pollution, development of trade and tourism, enhancement of the region attractiveness,</td>
<td>- traffic intensity in the direct area of the Project impact</td>
<td>- general traffic count by GDPR, statistics from Border Guards, Offices of Statistics, road service, annual reports of the State Inspection of Environment Protection, data from the Powiat Labor Office</td>
<td>- adapting of the investment to the EU parameters, development of cross-border cooperation, extension of tourist facilities, closing the State border, change of the central authorities policy, lack of the local authorities initiative within the scope of economic and tourist activation in the region</td>
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<td>- number of road accidents and collisions</td>
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<td>- emission of explosive fumes lower by 10% in the area of the Project, unemployment reduction by 1%</td>
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<thead>
<tr>
<th>Results</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td>- modernization of 14,847 km of roads</td>
<td>- travel time shorter by 10%, number of road accidents and collisions, emission of explosive fumes, level, water purity, number of business entities, unemployment reduction by 1%</td>
<td>- road service evidence, reports of the State Inspection of Environment Protection, data from Offices of Statistics, data from the Powiat Labor Office</td>
<td>- appropriate technical condition of other access roads, observance of traffic regulations, raising investors' interest in creation of tourist infrastructure, delays in contracting procedures</td>
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<td>- improvement of communication, reduction of accident rate,</td>
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<td>- reduction of environment pollution, creation of new jobs</td>
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<tr>
<th>Activities</th>
<th>Means</th>
<th>Costs</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td>- modernization of 14,847 km of Powiat roads</td>
<td>one contract of the value of 2,67 M EURO</td>
<td>Project total: 2,67 M EU</td>
<td>- all the measures available on time, appropriate qualifications and skills of the general contractor and sub-contractors, supervision over the work, delays in the work schedule</td>
</tr>
<tr>
<td>- construction of storm-water sewerage system of the length of 1,279 km</td>
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<td>Phare share: 2,00 M EU</td>
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<tr>
<td>- construction of sanitary sewerage system in Grunwaldzka Street</td>
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<td>local share: 0,67 M EU</td>
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<td>- construction of sidewalk systems in the Gminas of Gronów, Czarnów &amp; Osno Lubuskie</td>
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| Preconditions | |
|---------------| |
| | - fulfillment of the formal and legal conditions, obtaining a decision on land development, obtaining construction permit |
Annex 2-3: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>Planning Period</th>
<th>Budget Allocation</th>
<th>Cost Estimate in MEUR</th>
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### Implementation schedule
- contract

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### Contracting schedule*
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**Legend:**
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment
* amounts in MEUR to be given cumulatively
ENVIRONMENTAL IMPACT ASSESSMENT

(Please, fill out the Annex for each project. In case of a group application, the Annex shall also be filled out for each project separately.)

1. Land development conditions

Have the terms of land development been issued?

Yes ☒ Yes ☐

If so, date 31.07.2001.

If not, when was the issuance for land development terms applied for [___]___[___] and [date] when is the final decision expected? [___]___[___]

Specify appropriate institution (-s) to issue or have issued the land development terms

Urzad Miasta i Gminy Osno Lubuskie [Town and Gmina Office of Osno Lubuskie]
Urzad Gminy Górzyca [Gmina Office of Górzyca]

Is the above institution authorized to perform their duties as per the Directive for Environmental Impact Assessment 85/337/EEC, amended by 97/11/EEC?

Yes ☐ No ☒

- If not, please, specify the institution responsible for the Project implementation as per the Directive for Environmental Impact Assessment:

Starostwo Powiatowe w Slubicach [Poviat Starosty of Slubice]

In case of Poland, these are appropriate offices authorized to issue construction permits.


2.1. Is the Project listed under one of the categories included in Annexes to the Directive²:


(go to Item 2.2)
The Annex includes projects of potentially significant environmental impact, e.g. highways, harmful waste dumping sites, sewage treatment plants for populations of 150,000 and more, dams of tanks of 10 Mio cubic meters and more


(go to Item 2.4)
The Annex includes projects of potentially smaller environmental impact, e.g. roads other than four-lane roads, municipal waste dumping sites, sewage treatment plants for populations smaller than 150,000, projects related to tourism facilities, theme parks


(specify the Annex on natural reservations)
Attached

2.2. Has the Environmental Impact Assessment been carried out?

Yes ☐  No ☐

If so, had the assessment been carried out before the land development terms were issued?

Yes ☐  No ☐

When was the assessment completed? [___|___|___]

If no, please, specify approximate date of the environmental impact assessment procedure completion [___|___|___]

2.3. If the Project is specified in Annex I to the Directive, it is necessary to carry out a procedure similar to the procedure described in the Directive for Environmental Impact Assessment, and to attach the documents listed below.

Necessary documentation:

a) summary of the Environmental Impact Analysis, in non-technical language, carried out with reference to the Project. The non-technical summary shall include the following information at least:

- Project description including information on the location, solutions and size of the Project,
- description of the projected preventive measures taken in order to avoid, reduce, or, where possible, to compensate significant unfriendly impact,
- data required for identification and assessment of the major (direct and indirect) effects projected in
case of the Project implementation, including the indicators listed below:
  - people, fauna and flora (together with ecologically sensitive areas which may be in future subject
to directives for protection of birds (79/409/EEC) and ecosystems (92/43/EEC));
  - soil, water, air, climate and landscape;
  - material property and culture heritage;
- mutual reaction of the factors specified in sub-points one, two, and three above;
- and other information that may be implied by other responsibilities resulting from the EIA Directive,
Annex IV.

b) effects of consultations with **appropriate institutions responsible for environmental aspects**, with
indication of the way the experts’ opinion has been taken into account.

c) effects of **public consultations**. The information should include the following data:

  - community consulted with,
  - place of consultations,
  - period in which the community had a possibility to present their opinion,
  - way of informing the community (e.g. information on boards located within a given radius,
    publications in the local press, organization of expositions with plans, drawings, tables, models, etc.),
  - form of consultations (e.g. written questionnaire, public interview, etc.)
  - the way the public opinion has been taken into account.

d) in case the Project may significantly affect the environment in another country, please, present the results of
cross-border consultations in such countries, according to the procedure of Article 7 of EIA Directive.
Moreover, please, present the information related to the way the consultants and community’s opinions have
been taken into account.

e) The Declaration that the decision on issuance or refusal of issuance of the **land development terms** has been
**presented to the public** by an appropriate institution, including:

  - the contents of the decision and conditions in favor of it,
  - main reasons and circumstances of the decision,
  - where necessary, description of the major preventive measures taken in order to avoid, reduce or –
    where necessary – compensate unfavorable effects.

*Note: In case of b), c) and d), these may be statements or certificates issued by appropriate institutions
describing and acknowledging performance of all the obligations resulting from the items above.*

**2.4. Has the Environmental Impact Assessment been carried out if required as per Annex II to the Directive?**

Yes [ ] No [ ]

- **If so**, please, attach the necessary documents (see Question 2.3.)
  *Annex No. 3 presents a summary of the Environmental Impact Assessment.*
  *The entire Environmental Impact Assessment is available at the offices of the Applicant.*

- **If no**, please, clarify and specify thresholds, criteria and individual examinations that
  confirm the lack of significant environmental impact of the Project:

  Have the circumstances of the decision pertaining the necessity to present the formal
  assessment of the environmental impact as per the list of projects included in Annex II to the
  Directive (drawn up by an authorized institutions) been presented in public?

Yes [ ] No [ ]
If so, please, indicate the date |___|___|___|

In case of projects for which applications are filled out, all of them have been considered as requiring an Environmental Impact Assessment to be carried out, and, thus, if the answer to the first sub-point with hyphen is affirmative, the remaining part of the point should not be filled out. However, the requirements of Item 2.3 shall be observed.

In order to check the completeness of the contents of the Environmental Impact Assessment, see the attached Annex IV to Directive 85/337/EEC, amended by Directive 97/11/EC.
1. Assessment of the Project impact upon areas important for nature preservation

1.1. Does the Project have any impact upon nature reserves (e.g. future areas of NATURA 2000)?

Yes [ ] No [X]

- If so, please, proceed to Question 1.2.

- If no, please, fill out Annex I (Statement issued by the institutions responsible for nature reserves = potential areas of NATURA 2000)

The answer will be probably NO for all the Phare projects, and, thus, Annex I should be filled out.

1.2 In this case, it is necessary to carry out an assessment as per Article 6 (3) of Directive 92/43/EEC (“Habitat Directive”).

1.2.1 Has the necessary assessment been carried out?

Yes [ ] No [ ]

The assessment may be performed in accordance with the Environmental Impact Assessment Form as per Directive 85/337/EEC, amended by 97/11/EC. If the Form is not used, please, present a brief description of the applied procedure, and attach a brief analysis of the impact in non-technical language.

……………………………………………………………………………………………………
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1.2.2 On the grounds of an appropriate assessment, will the Project significantly affect nature reserves?

Yes [ ] No [ ]

- If so, please, fill out Annex II (Information for the Commission as per Article 6 (4) of the Habitat Directive. The Annex should be signed by the institutions responsible for nature reserves = future NATURA 2000.)

- If no, please fill out Annex I (Statement issued by the institutions responsible for nature reserves = potential areas of NATURA 2000)
ANNEX I - Statement issued by the institutions responsible for nature reserves (= potential areas of NATURA 2000)

(ACCORDING to Annex I(a) of the Cohesion Fund Form)

Responsible institution: Wojewódzki Konserwator Przyrody [Voivodeship Conservator of Nature]

Application examined for the Project: Road modernization

title: "Modernization of Poviat roads between Osno Lubuskie and border crossing point in Kostrzyn/Oder"

which is to be located: in the area of the Gmina of Osno Lubuskie and the Gmina of Górzyca.

we declare that (please, tick appropriate box):

☐ On the basis of the following prerequisites, the Project does not have any significant impact upon nature reserves: the Project is not located in legally protected areas, and its implementation shall have a favorable impact upon the natural environment.

Thus, the assessment provided in Article 6 (3) is not necessary.

☐ After an appropriate assessment has been performed, as per Article 6 (3) of Directive 92/43/EEC, it is hereby stated that the Project shall not have a significant negative impact upon nature reserves.

A map of 1:100,000 (or closest possible scale) depicting the location of the Project and nature reserves (if any) attached.

Signature ......................................

(Institution responsible for monitoring of nature reserves)

Official stamp: