1. Basic Information
1.1 CRIS Number: 2003/005-708.03
1.2 Title
Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz.
1.3 Sect or: Cross – Border Cooperation, Infrastructure
1.4 Location: Poland, West Pomeranian Voivodship, County and City of Swinoujscie, ca 5 km off the Poland-Germany border

2. Objectives
2.1 Wider Objective:
“Improvement of multiregional and internal installations in the border area from transport infrastructure point of view (roads, railways, waterways, air transportation) with particular emphasis on accessibility of towns of central importance, industrial areas and tourism attractions, increase of capacity of border crossings and improvement of safety in the border areas” – Priority B-2 JPD

2.2 Project purpose:
- Creation of more efficient communication system in the Swinoujscie area through improvement of the town section of National Road No. 3.
- Improvement of traffic safety and traffic flow; improvement of accessibility to the Swinoujscie Seaport.
- Improvement of natural environment condition.

2.3 Accession Partnership and NPAA Priorities – The Project is compatible with:
- Mid-term goal of the document “Partnership for membership” in the area of transportation i.e. "Termination of adaptation work and reinforcement of administrative and executive abilities in road transportation (market accessibility, safety on the roads)...”; at the same time the foreseen investment contributes to implementation of presuppositions of “Partnership for membership” in the area of development of trans-European networks as per European standards.
- Priority 9.1 from the chapter “Transport policy” NPPC i.e. “Adaptation of the law and reinforcement of administrative and executive abilities in road transportation”

2.4 Contribution to National Development Plan (NDP) and Joint Programming Document (JPD) – the Project implements:
- Development axis No. 3 NDP (National Development Plan) i.e. “Integration of Polish economy through modernisation and improvement of transportation networks” and Development axis No 6 NDP i.e. “Reinforcement of development potential of the regions and counteraction to marginal role of some regions”
- JPD: Priority B-1 i.e. “Activities for further technical improvement of economy related infrastructure towards implementation of innovative potentials of the region”, Priority B-2 i.e. “Improvement of regional and internal installations in the border area from transport infrastructure point of view (roads, railways, waterways, air transportation) with particular emphasis on accessibility of towns of central importance, industrial areas and tourism attractions, increase of capacity of border crossings and improvement of safety in the border areas” and Priority B-3 i.e. “Activities for creation of infrastructure conditions for development of specific tourism offer, improvement of tourist road infrastructure (horse back riding roads, hiking trails, horse carriage trails, water and bike roads)”. 

1
II Area of cross-border cooperation in Euroregion Pomerania i.e. “Activities in favor of adding value to technical and transportation infrastructure in compliance with competitiveness and economy to improve citizen’s quality of life”

Strategic goal 2 “Development strategy of West Pomeranian Voivodship” i.e. “General accessibility of goods, services and information”. Intermediate goal 1 i.e. “Creation of balanced, accessible and integrated transportation system”.

2.5 Cross Border Impact:

♦ Due to planned opening of the border crossing point in Garz, connecting Polish border with the centre of Swinoujscie, building part of the expressway S-3 will establish unified traffic system for tourism (cars, coaches, bicycles) joining Polish and German municipalities located on both sides of the border.

♦ Implementation of the project will contribute to improvement of cross-border communication through adaptation of the town section of National Road No.3 to the EU standards. This road leads the traffic from Swinoujscie in direction of pedestrian border crossing point in Ahlebeck.

♦ This investment will facilitate access to the Seaport of Swinoujscie where transshipment of cargo to and from Germany takes place.

♦ Modernisation of communication infrastructure will have and effect on its adaptation to a new “border located” character of the city and the region, facilitating and intensifying contacts between local communities from Poland and Germany.

♦ Implementation of this investment will cause growth of tourist attractiveness of Swinoujscie and surrounding area what will activate leisure of Polish and German groups at the Baltic sea side.

♦ The project will have positive impact on natural environment condition in direct vicinity of Polish-German border.

♦ Participation of German partners: Ahlbeck and Heringsdorf in form of consultation guarantees professional task execution and compatibility of actions with those already undertaken by the German side.

3. Description

3.1. Background and justification:

- The project is a result of implementation of one of the major investment priorities for the City of Swinoujscie, modernisation of National Road No.3 being one of them. This road connects downtown Swinoujscie with border crossing point in Garz. Opening of Garz BCP is scheduled for year 2003. All administrative decisions in a/m case have been already taken (including decisions of bilateral Polish – German Governmental Commission) and at the present time the crucial matter for local authorities of Swinoujscie is adaptation of the Wolinska Street parameters to requirements of European Union. Construction and bad condition of pavement on proposed road section is not sufficient for current traffic and don’t meet safety requirements. Opening of the border passage in Garz will increase considerably exposure to collisions.

- A/m section of the road constitutes lengthening of the national road No. 3 modernized within 1996 – 2002 years, from km 0+000 to km 5+173. The need for modernization results from necessity to adopt the parameters of the referred to road section to the parameters of the existing, modernized earlier road section.

3.2 Linked activities:

- There wasn’t any investment performed on suggested section of the road with involvement of EU assistance resources. Although project is a continuation of modernization of the whole section of national road Szczecin – Swinoujscie. In previous years from budgetary means of central government and Swinoujscie City modernization of the road section from km 0+000 to 5+173 was realized.
- Currently is taking place modernization of further sections of the national road No. 3 from km14+970 to km 19+758. Those works include: passageway through National Park of Wolin and construction of bypasses for towns: Dagobadz and Wolin. Those investments are co-financed by World Bank loans.

3.3 Results:

- Modernized section of the national road No. 3 of length 3,478 km. what will considerably improve parameters of a/m road from 7,0 m. to 7,0 m.+ 2 x 2,0 m. Pavement of the road will be adopted to requirement of very heavy traffic (# 5KR4 according to traffic category)
- Completion of this investment will allow for adaptation of the standards of National Road No.3 to the ones mandatory in the EU, this will have influence on limiting traffic jams which occur in this area, on improvement of safety on the road as well as facilitate access to the Polish – German border and to Swinoujscie Cargo Port.

3.4 Activities:

In order to duly complete the project it would be imperative to undertake appropriate investments and activities; basic costs needed to conduct one contract for all of the investment will be 2,67 EUR (PHARE share – 2,0 M EUR); additionally proper implementation of the investment will require conformity tough technological regimes, choice of appropriately qualified staff and use of high quality materials and equipment; expenditures mentioned will allow to take appropriate actions i.e. complex renovation pavement on the Wolinska Street in Swinoujscie and providing the existing roadway with hardened shoulders on both sides 2 x 2,0 m.

3.5 Lessons learned:

- In the course of the experiences gained so far, the city has used the EU financial help within PHARE CBC program a few times:
  2. Construction of the bicycle path along Wojska Polskiego Street on the section form Polish – German border to intersection with 11 Listopada Street PHARE CBC SIPF 1999).
Currently the City of Swinoujscie is waiting for definite confirmation in Financing Memorandum for edition of PHARE CBC Poland - Germany 2002 of the decision on beginning of the financing project: “Solving the problem of sewage system of Swinoujscie City – stage 2. Sewage system for Ognica and Przytór Lunowo”.

The works undertaken so far by the beneficiary have been constantly monitored by the representatives and consultants of European Commission, thanks to which any tiny corrections to the way of investment organization and realization could be implemented as they came. With reference to the above, it seems obvious that any conclusions, coming from realization of the previous stages of the investment, have been accepted and used by the beneficiary, in the process of the current project preparation.

4. **Institutional framework:**

The beneficiary will provide resources imperative for maintenance and functioning of the project after it has been implemented.
- County and City of Swinoujscie will be the Beneficiary and the Employer.
- This project will not cause any changes in the existing institutional structure.
- The engineer will be appointed through public tender.
- County and City of Swinoujscie will own the assets.

5. **Budget according the table below:**

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Investment support</th>
<th>Support in the area of institutional development</th>
<th>Total PHARE CBC 2002</th>
<th>Local (national) co-financing</th>
<th>Financing by international financial institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local</td>
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<td>-</td>
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<td>0,67</td>
<td></td>
<td>2,67</td>
</tr>
<tr>
<td>Total</td>
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<td>-</td>
<td>2,0</td>
<td>0,67</td>
<td></td>
<td>2,67</td>
</tr>
</tbody>
</table>

- The contract will be jointly co-financed by the beneficiary.
- Local co-financing of the contract in the amount of 0,67 million EUR (25% of total contract value) will originate exclusively from City of Swinoujscie budget resources for the period 2004-2006, what has been guaranteed in the “Investment plan of the city of Swinoujscie for the period 2002-2005”.

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
  Undersecretary of State
  Ministry of Internal Affairs and Administration
  02-591 Warsaw, 5 Batorego Street

6.2. Twinning
- Does not apply

6.3. Non standard aspects
- During preparation and implementation of the project beneficiary will strictly obey contracting procedures DIS (decentralized implementation system), as described in “Practical Guide for implementation of PHARE, ISPA and SAPARD programs”.

6.4. Contracts
- It is planned to execute one contract for the construction in the amount of 2,67 M EUR (PHARE share – 2,0 M EUR); The national co-financing will take the form of “joint co-financing” of the contract signed.

7. Implementation schedule:

7.1. Start of tender proceedings
- 1st-2nd quarter of 2004

7.2. Start of the project
- 1st quarter 2005

7.3. Completion of the project
- 3rd quarter 2006

8. Equal Opportunity:

- The only criteria for choice and evaluation of employees will be their qualifications and professional experience; men and women will have equal chances in employment during implementation phase of the project; employment structure during implementation phase will reveal women participation amongst employed.

9. Impact on environment (applies only to investment projects):
- Project impact assessment on the environment was prepared in 1999.
- Report from this assessment is available at beneficiary’s office.
- The project fulfills all the requirements of the EU in the area of natural environment protection and does not have a negative influence on it’s state; as a result of project implementation there will be reduction of exhaust fumes and noise (radical increase of traffic safety, improvement in the air pollution problem).

10. Rates of return: (applies only to investment projects)

  - Economic Internal Investment Rate of Return (EIRR) was calculated and it equals 19.22%.
  - EIRR was calculated basing on “Temporary instruction of economic efficiency estimation for road and bridges investments”. Economic analysis is enclosed in Annex No. 4 of the project card.
  - Feasibility Study was completed and is available at beneficiary’s office.
11. Investment criteria: (applies only to investment projects)

11.1. Catalytic effect

- Implementation of the project will contribute to more global view on the need of modernization of the whole transportation structure in the Polish-German border vicinity; completion of the assessment (including modernization of the strategic for Westpomeranian Region national road No. 3) basing only on national financial resources would considerably increase time of realization. PHARE assistance will make possible to implement urgent activities jointed with Poland accession to EU and will promote economic development of the region and improve transit traffic, from Polish - German border.

11.2. Co-financing

- Share of other parties in project financing is not excluded, in particular from the private sector, which is directly interested in the project outcome.
- Nevertheless, the prime and certain source of co-financing on the Polish part originates from County and City of Swinoujscie budget resources, which in the period 2004-2006 will be ensured in the amount of 0,67 million EUR. This has become possible due to appropriate guarantees already included in the “Investment plan of the city of Swinoujscie for the period 2002-2005”.

11.3. Additionality

- Co-financing of the project by PHARE is of additional character, taking into account the fact that City of Swinoujscie participated in reconstruction of section of the national road No. 3 from km 0+000 to km 5+173 and modernization of ferry line in Swinoujscie
- Potential PHARE resources for realization of the investment will not substitute other sources of financing, providing those could be attracted.

11.4. Project readiness and size

- The project is completely ready for implementation in financial and technical respect; all economic and technical analyses have been conducted.; license for construction has been approved (decision of Voivode of West Pomeranian Region No. 48/T/2001 dated 21 September 2001); cost of investment of this contract amounts to 2,67 M EUR (PHARE share out of this – 2,0 M EUR).

11.5 Sustainability

- Implementation of the project is compatible with EU accession priorities in the area of transportation and will be a sustainable investment with a long-term perspective (at least 30 years); it will meet EU standards in the area of common law in the given sector; operational and maintenance costs in the future will be liability of City of Swinoujscie.
- EU standards for weights and dimensions will be met (115 kN/ axis).

11.6 Compliance with state aids provisions
The project will be implemented in accordance to state aid regulated in Article 63 of the Europe Agreement.

11.6.1 Contribution to National Development Plan and Joint Programming Document – The project confirms to:

♦ Development axis No 3 NDP i.e. “Integration of Polish economy through modernisation and enlargement of transportation networks” and Development axis No 6 NDP “Strengthening of development potential of the regions and counteraction to marginality of some areas”.

♦ Priority B-1 JPD i.e. “Activities for further technical development and infrastructure close to the economy towards implementation of the innovative potentials of the region”, Priority B-2 JPD i.e. “Activities for improvement of above-regional and internal territorial development of the region in regards of transport infrastructure (roadways, railways, waterways, air transportation) with particular allowance for accessibility to localities of central significance, industrial areas and tourism attractions, increase of border crossing capacities and increase of safety in the border area, and Priority B-3 ”Activities for creation of infrastructure conditions for development of specific tourism offer, improvement of tourist road infrastructure (horse back riding roads, hiking trails, horse carriage trails, water and bike roads)”.

12. Conditionality and sequencing:

❖ Considering the existing expertise and opinions the project is not conditioned by any particular risk. Workers of the Municipal Government are trained in procedures needed in applying of the FIDIC regulations and demands of IFI.
❖ Selection of Project Engineer – January 2004; responsible - City of Swinoujscie.
❖ Preparation of tender documentation – April 2004; responsible – City of Swinoujscie.
❖ Agreement on the documentation with the Implementing Authority – June 2004; responsible – Project Engineer.
❖ Tender announcement – July 2004; responsible – City of Swinoujscie.
❖ Selection of the tenderer and contract signing – December 2004; responsible – City of Swinoujscie.
❖ Investment completion, last payment – September 2006.

Beneficiary data:

❖ URZAD MIASTA W SWINOUJSCIU
❖ WYDZIAL ROZWOJU MIASTA
❖ UL. WOJSKA POLSKIEGO 1,
❖ 72-600 SWINOUJSCIE
❖ TEL./FAX. (+48 91) 327 86 39
❖ Contact Person: JAN ODORCZUK
Annex 1: LogFrame

**“Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz”**

<table>
<thead>
<tr>
<th>Program name and number</th>
<th>Final date of contracting December 2004</th>
<th>Final payments deadline: December 2006</th>
</tr>
</thead>
</table>

### Overall objective

- “Improvement of the transregional and internal installations of the border area from the transport infrastructure point of view (roads, railways, waterways, air transportation) with particular emphasis on accessibility of towns of central importance, industrial areas and tourist attractions, increasing the number of border crossings and improvement of safety in the border areas” – Priority B-2 JPD

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Decrease in traffic accidents on border crossing access roads by at least 1%.</td>
<td>Based on statistical data 3 years after the investment prepared the Police and the Municipality of Swinoujscie.</td>
</tr>
<tr>
<td>- Increase of the traffic and amount of tourists arriving to Swinoujscie by at least 5 %.</td>
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<tr>
<td>- Decrease of the unemployment rate by at least 1%.</td>
<td></td>
</tr>
</tbody>
</table>

### Project purpose (Immediate Objectives)

- Creation of more efficient communication system in the Swinoujscie area (which becomes more significant by the erection of the planned Polish – German border crossing in nearby Garz) through the improvement of the city section of National Road No.10.
- Improvement of safety and easement of traffic and betterment of access to the Swinoujscie Seaport
- Improvement of the natural environment’s condition.

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Shortening of the driving time required to reach the border by at least 10%.</td>
<td>General traffic level measurements GDDP (General Directorate of Public Roads) (periodically)</td>
</tr>
<tr>
<td>- Decrease in number of traffic accidents on the above-mentioned section of Wolinska Str. by at least 15%</td>
<td>Statistical data 1 -2 years after completion of the investment prepared by beneficiary services (City’s technical service, City’s traffic engineer)</td>
</tr>
<tr>
<td>- Decrease of communication related pollution emission by at least 3%.</td>
<td>Yearly reports from the Police and medical emergency services.</td>
</tr>
<tr>
<td>- Decrease of the noise level by at least 10dB.</td>
<td>Data from the Department of Communal Economy and Department of Environmental Protection Municipality of Swinoujscie and from Department of the Environmental Protection from the West Pomeranian Voivodship.</td>
</tr>
</tbody>
</table>

### Results

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>- General traffic level measurements GDDP (General Directorate of Public Roads) (periodically)</td>
<td>Assumptions</td>
</tr>
<tr>
<td>- Statistical data 1 -2 years after completion of the investment prepared by beneficiary services (City’s technical service, City’s traffic engineer)</td>
<td>Assumptions</td>
</tr>
<tr>
<td>- Yearly reports from the Police and medical emergency services.</td>
<td>Assumptions</td>
</tr>
<tr>
<td>- Data from the Department of Communal Economy and Department of Environmental Protection Municipality of Swinoujscie and from Department of the Environmental Protection from the West Pomeranian Voivodship.</td>
<td>Assumptions</td>
</tr>
</tbody>
</table>

### Assumptions

- Stability of the State economy
- Lack of financial engagement from the State budget for the construction of express roads in the region as well as for the construction of national road No.3.
- Modernized section of national road No.3 within the boundaries of Swinoujscie Wolinska Str.
- Adaptation of the pavement of the road for the very heavy traffic

- Conformity to the parameters of the project, tender and contract documentation i.e.
  Parameters of the road:
  1. 3478 m. long
  2. 7,0 m.+2x2,0 m. wide.
  - Construction of 2x2.0 strengthened shoulders along the modernized road
  - Traffic category according to # 5KR4

- Constant monitoring by the beneficiary and contract engineer.
- Technical receipt by the building supervisory and beneficiary directly after the completion of the investment.

### Assumptions
- Effective coordination of workers responsible for traffic engineering within the boundaries of City of Swinoujscie (proper traffic flow)
- Too much of the increase in the number of the newly modernized road’s users (especially when the heavy traffic is concerned)

### Risks
- Delay in tender and changes among the proposed contractors
- Atmospheric conditions

### Activities
- Conducting of the tender procedures.
- Modernization of 3,5 km long section of Wolinska Str. in Swinoujscie.

### Means
- Reconstruction of Wolinska Str. according to the project within one construction contract with the availability of:
  - the materials and equipment of the appropriate quality, trained staff and lasting financial resources.

### Financial resources:
- **Total – 2,67 M EUR**
  1. **PHARE share – 2,0 M EUR**
  2. **Beneficiary share – 0,67 M EUR**

### Assumptions
- Financial resources for co-financing from the budget of the City of Swinoujscie
- Delay in tender and changes among the proposed contractors
- Atmospheric conditions

### Preconditions
- Project implementation as per stipulations of the “Four Year Investment Plan of the City of Swinoujscie for the years 2002 - 2005”
- Implementation of the assignment in the compliance with the Development Strategy of the Zachodniopomorskie Voivodship
## Annex 2-3: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>September 2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Period</td>
<td>January 2004</td>
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<tr>
<td></td>
<td>September 2006</td>
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</tbody>
</table>

**Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz**

### Costs assessment
- **Total budget** – 2,67 M EUR
- **PHARE CBC** - 2,0 M EUR
- **Own share** - 0,67 M EUR

### Implementation schedule

<table>
<thead>
<tr>
<th>I '04</th>
<th>II '04</th>
<th>III '04</th>
<th>IV '04</th>
<th>I '05</th>
<th>II '05</th>
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### Contracting schedule

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<th>III '04</th>
<th>IV '04</th>
<th>I '05</th>
<th>II '05</th>
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<th>I '06</th>
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</tbody>
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### Disbursement schedule

<table>
<thead>
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<th>II '04</th>
<th>III '04</th>
<th>IV '04</th>
<th>I '05</th>
<th>II '05</th>
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<th>I '06</th>
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</tbody>
</table>

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

* give amounts in millions of EURO increasingly
Annex No. 4 to the project fiche: “Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz”

ENVIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent

Has development consent 1 already been given to this project?

Yes [X]  No [ ]

If yes, on which date: Swinoujscie [30] [03] [1999]

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:

Architecture and Building Unit, the City Council of Swinoujscie

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 [X]  No [ ]

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


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


Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC [ ] (go to question 2.4)

---

1 i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project
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 [___|___|___]

If no, provide an estimation of the date when the procedure will be finalised:

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

The procedure was carried out in conformity with the EIA Directive as well as Polish law that regulates resolutions within the scope of environment protection, in accordance with “Acquis communautaire”.

Necessary documents are:

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

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

1. Hitherto existing development of the area:

The area, in which the considered investment will be carried out, neighbours in its whole length the urban zones. It is located 5 km. eastwards from ferry rack in Swinoujscie in direction to Miedzyzdroje. Road No.

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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](http://www.inforegio.cec.eu.int)
3 is located nearby complexes of Forest Department of Miedzyzdroje and close to areas of Polish National Railways (Railway Station Przytór).

2. Investment assessment from the environmental protection point of view at the stage of exploitation:
Considering its character at the stage of exploitation, the investment will have an effect on the following elements of environment:
- ground – water environment
- acoustic climate
- atmospheric air pollution level
- natural environment.

• Impact on natural environment:
Natural environment in area of the planned investment is not too valuable from dendrological point of view or natural aspects. The only natural value are ecosystems assigned to woods the investment will be colliding. In the woods close to the road no trees or shrubs of particular worth have been detected. In site lanes planned to be occupied by the investment no nestages and permanent dwelling places of species of mammals, reptiles, amphibians and birds, legally protected or endangered by extinction, have been found out.

• Impact on acoustic climate
Areas located in the near vicinity of the analyzed road no. 3 area in practice free of building substance, as well as other kinds of site planning aspect, apart from the railway station Przytór, where the railway station building is adjacent to the road is not inhabited.

• Impact of the investment on the atmosphere:
The main source of pollution emitted into the atmospheric air will be mechanical devices used for digging the excavations.
Considering temporary influence of this factor as well as the scope of investment (applied only at the stage of realization), it may be assumed that there will be no permanent nor significant increase of the air pollution in this area.
It may be stated that the implemented project solutions during the modernization of Wolinska Str. take to large extent environment protection against the noise requirements into consideration. Although not eliminating vehicles-emitted noise entirely, they will largely reduce its propagation.

• Impact on ground – water environment:
The project doesn’t provide for any modifications in the draining system of the national road no. 3 section. According to the brief foredesign, precipitation waters will be drained to areas outside the slopes limits and they will be seeping across the adjacent grounds. Flow off (drainage) surface get increase to some degree as result of the road widening, thus causing slight increase of precipitation waters, amounting in total to about 600 m3/year. Characteristics of these waters/wates can be improved, owing to the investment implementation, which shall result from the increased vehicles speed.

In general, Environmental Impact Assessment indicates that:

1. The implemented project solutions during the modernization of Wolinska Str. take to large extent environment protection against the noise requirements into consideration. Although not eliminating vehicles-emitted noise entirely, they will largely reduce its propagation.

2. Providing high quality of work and work organization will ensure that the investment will not have significant impact on ground-water environment.

3. At the stage of realization, the investment will have unfavorable impact on the environment, what is typically connected with the operation of a large construction site. Bearing in mind its temporary and provisional nature, the influence can be considered acceptable.
4. At the exploitation stage there will appear significant improvement in the conditions of vehicles traffic. Noxiousness of noise emission and environment pollution will be partly reduced.

5. Taking functional-social aspects of the project into consideration, it can be stated that the analysed investment will cause the following effects within the city scope:
   - significant improvement of the communication system
   - reduction of threats for people as well as environment, being the effects of possible road accidents
   - increase in comfort and safety of road traffic.

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.

The project and technical documentation was consulted with all competent authorities, responsible for environmental affairs, among which were the following:
   - Environment Protection Unit and Building Supervision, West-Pomeranian Voivodeship Office – regarding the project solutions for the environment protection,
   - Forest Department of Miedzyzdroje, Environment Protection Unit in City Council of Swinoujscie and with Environment Protection Unit and Building Supervision, West-Pomeranian Voivodeship Office – regarding cutting out of existing trees, necessary for the project realization.

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.

Public consultations involved all the parties obliged to go through the harmonisation procedure regarding:
   - creation of the spatial development plan (1994),
   - decision concerning land development conditions (ca. 30 days available for submission of comments and reservations),
   - construction permit (ca. 30 days available for submission of comments and reservations).

Apart from local residents, the procedure of public consultations included other interested communities in the region. In the process of elaborating strategic documents, the project received support from:
   - Miedzyzdroje Tourist Guides Club (society of tourist guides and leaders from Swinoujscie, Miedzyzdroje and Wolin)
   - ESTUARIUM Ecological Association (active on the Polish area of Odra estuary.)
The above support was based on the assumption that the investment would bring observable profits in terms of driving safety and comfort, as well as reduced emission of pollution and noise because of improved traffic flow.

A significant influence on the environment comes off only because of the strong career in the environment as is a road itself. There is no need to compensate the influence of this investment.

Apart from the information published on bill-posting placed in the town hall, there were also numerous articles in local and national press issued as well as TV news referring to the project mover scheduled activities. Any person interested in the topic is also able to inspect the project documentation as they wish.

The study of conditions and requirements for the spatial development of Swinoujscie resolved on 5.07.2002 describes that the road connection between Swinoujscie and the rest of Poland is provided by the national road no. 3. There should be mentioned that the modernised road goes through the shortest and the only possible line from Miedzyzdroje to Swinoujscie ferry terminal. Due to this fact, the alternative possibilities of the connections were not taken into consideration as economically ineffective and environmentally harmful (the road would have to be lengthened, and the area deforested). The influence on the environment due to the building project is going to be minimised.

d) in case a project is likely to have significant effects on the environment in another state the results of the transboundary consultation with those states effected by the project needs to be provided demonstrating that the procedure of article 7 of the EIA Directive. In addition, information indicating in what way the concerns of the designated consultees and concerned public have been taken into account will also need to be provided.

The project, while being implemented as well as after its completion, will not have any harmful effect on the environment in another state, in particular in the German regions neighbouring with West-Pomeranian Voivodeship: Mecklenburg - Vorpommern and Brandenburg.

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.

In accordance with the construction law currently in force in Poland, the development consent, before given, had to be consulted with the institutions appointed by the law. Amongst those were the subjects directly engaged in the process of the project realization (in case of development consent refusal, they were entitled to appeal against the decision within 14 days). All of the above mentioned regulations were put into action by the project mover. The development consent itself has been made available to the public by the City Council of Swinoujscie by being displayed on the notice board at the City Council Office of Swinoujscie.
Note: In relation to b), c) and d) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities describing and testifying that all obligation as described in the intends above have been followed.
2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

Yes [ ] No [ ]

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

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

Use more space if necessary

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

Yes [ ] No [ ]

If yes, on which date [____] [____] [____]

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4 The decision needs to be based on the procedure described in article 4.2, 4.3 and 4.4 and the screening criteria of Annex III of Council Directive 97/11/EC amending Directive 85/337/EEC.
Annex No. 5 to the project fiche: “Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz”

NATURE CONSERVATION

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

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

   Yes [ ] No [x]

   - If yes - please go to question 1.2.
   - If no - please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

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

1.2.1 Have this appropriate assessment been carried out?

   Yes [ ] No [ ]

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

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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
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)*
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: Provincial Conservator of Nature Monuments at the West-Pomeranian Voivodeship Office

Having examined the project application for PHARE CBC Poland-Germany 2003 Program

(title): “Modernisation of National Road No. 3 from Swinoujscie to the border crossing in Garz”

which is to be located at: Poland, West-Pomeranian Voivodeship, City Swinoujscie

we declare that (tick the appropriate box):

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

➢ there are no reserve sites (as defined in NATURA 2000 program) within the investment area

➢ in accordance with the instructions included in studies, carried out for the investment needs (i.e. EIA), the solutions proposed in the project documentation will ensure full security of any protected areas.

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)

6 taking into account the requirements of Art. 6(3) of Directive 92/43/EEC
## ANNEX II - Information to the European Commission according to Article 6(4) of the Habitats Directive (92/43/EEC) for Candidate Countries

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1. PROJECT

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
Reason to nevertheless carry out this plan or project:

- Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)
- human health
- public safety
- beneficial consequences of primary importance for the environment
- other imperative reasons of overriding public interest

Short description of the reason:
5. COMPENSATION MEASURES

Foreseen compensatory measures and timetable: