CROSS BORDER CO-OPERATION PROGRAMME POLAND - GERMANY
PHARE 2003

STANDARD SUMMARY PROJECT FICHE

1. Basic Information
   1.1. CRIS Number: 2003/005-708.04
   1.2 Title: Reconstruction of the road viaduct in the course of road no 151 in Choszczeno.
   1.3 Sector: Development of cross-border co-operation / Infrastructure
   1.4 Location: Poland, West Pomeranian Province, District of Choszczeno, distance from the border about 70 km.

2. Objectives:
   2.1 Wider objective
   - Improvement of technical and tourism road infrastructure in border area
   2.2 Project purpose
   - Adaptation of geometric parameters, condition and wheel load capacity of the road section and the viaduct to requirements of European Community
   - Improvement of traffic conditions
   - Increasing of traffic safety
   2.3 Priorities of "Partnership for Membership" and "National Programme of Preparations for Membership"
   The project meets sector priorities and medium term goals regarding transportation stated in point 3.2. of "Partnership for Membership" concerning "completion of adaptation works and strengthening of administrative and executive capabilities in road transportation" as well as those stated in "National Programme of Preparations for Membership" concerning adaptation of Polish roads to requirements of EC - point 9 "Transportation Policy" priority 9.2. task A4.
   2.4 Contribution to realisation of National Development Plan (NDP) and Joint Programming Document (JPD) of Phare CBC
   The project meets development direction appointed in NDP "Integration of Polish economy by modernisation and rebuilding of transportation networks" as well as those appointed in JPD by realisation of goals of the goal tree:
   - Wider objective – improvement of technical and tourism infrastructure
   - Project purpose – Activities for improvement of supra-regional and internal region outfit as regards to road infrastructure
   The project complies with province development strategy by making access to goods, services and information more common for habitants.
   The task fulfils goals appointed in “Development strategy of transportation branch in West Pomeranian Province till the year 2015” and it was included in the list of most important investment intentions for years 2002 - 2006 – Table 9.
   2.5 Cross Border Impact
   JPD recognise activities for development of technical and tourism infrastructure as one of main goals and priorities in co-operation between Lands of Meklemburg – Vorpommern / Brandenburg and West Pomeranian Province.
   As a result of these activities growth of economical and cultural co-operation will come within regional cross-border co-operation programme in POMERANIA EUROREGION.
   As a result of the project realisation development of the route Choszczeno - Pyrzyce - Banie - Ognica - Krajnik Dolny is expected. The route consists direct connection to border crossing point Schwedt - Krajnik Dolny, which is considered to be one of three
border crossings with significant meaning for regional road transportation (point 3.6.2.5. "Border crossings, border control points" of JPD). Activities are carried out to raise the status of province road no 122 as an alternative route to crowded national road no 10, which bears the traffic from the border to central Poland.

3. Description

3.1. Background and justification

The huge arrears in maintenance of road network in Poland, including West Pomeranian Province and its border area, made condition of roads considerably worse and difference between Poland and Germany in regard of traffic condition and its safety even bigger. Presently, traffic through town of Choszczno within course of province road no 151 goes on one lane via temporary bridge of C class build on the worn out construction with limited load capacity. The bridge viaduct runs over important railway Szczecin - Poznan, which is combined, in international network of railway covered with AGC and AGTC agreements / enclosed see map of railway infrastructure/. The exit of the road from this object is a narrow and winding section of the road through Choszczno. For this the section is dangerous. Realisation of this project will allow for rebuilding of the viaduct to the highest class of the load capacity and for modernisation of enter and exit of the road no 151 as well as access roads to the object. Rebuilding of these sections will be the first stage of building the ring road for this town, in future it will allow to connect all province roads and guide transit traffic on province road no 160 and further no 122 to the border crossing in Krajnik Dolny. Realisation of this project will enliven both border traffic in Krajnik Dolny and economical co-operation in area neighbouring directly to the route Choszczno - Pyrzyce - Krajnik Dolny. It will also attract German tourist to use opportunity of Polish trade and tourism offer. It will also help to equalise conditions in border area by improvement on Polish side. The project will result with improvement of traffic smoothness and shortening of transit time to the border crossing point in Krajnik Dolny especially in combination with large investments combined to this project and presented below.

Moreover realisation of the project will allow for

- Building of the rain sewerage draining precipitation water from the viaduct on about 2 km section,
- Modernisation of Fabryczna Street, on the section of about 550 m, where also rain sewerage will be placed draining precipitation water from the viaduct and access roads.

3.2. Linked activities

The project applied is a succeeding stage of the main task realisation that is improvement of traffic conditions and safety on the road no 122 from border crossing point in Krajnik Dolny to Choszczno and Recz and roads 151 and 160 /within towns and on route sections/.

Within this main task in recent years following activities were undertaken:

- Building of the ring road in Ognica, section of 3,7 km within course of province road no 122 - 2001 ; project realised from EBI funds,
- Modernisation of the road no 122 on the section of Krajnik Dolny - Ognica - 1998
- Modernisation of the road no 122 on the 0,4 km section passing through Krajnik Dolny town - 2001
- Modernisation of the road no 122 on the 1,3 km section passing through Banie – 2000
- Modernisation of the road no 122 on the 2,0 km section passing through Dolice – 2002 the task realised within Province Contract
Modernisation of the road no 160 on the 0.4 km section passing through Choszczno – 2001

Planned building of 1.4 km section of the road no 175 passing through Choszczno - this section will make connection to the planned ring road, realisation planned for 2005 – 2006

Building of the ring road for Choszczno length about 1.5 km – term of realisation depends on approval of the above project.

3.3. Results
- Rebuilding of the road viaduct to the load capacity class A,
- Adaptation for traffic of vehicles with load of 115 kN/axis,
- Increase of rain sewerage length on access roads to the viaduct and in the town
- Improvement of geometrical parameters of viaduct access roads as well as their surface condition

3.4. Activities
Within the project it is expected to:
- Rebuild road viaduct, 85 m long, over the railway, within course of the province road no 151 in the town of Choszczno
- Build of access roads to the viaduct and to railway siding,
- Rebuild of streets neighbouring directly with viaduct, which in future will consist access street to the ring road,
- Building of 2 km of rain sewerage.

3.5. Lessons learned
A project applied by ZZDW in Koszalin, named "Building the bridge in the course of the province road no 107 together with rebuilding the crossing of province roads no 103 and 107" was qualified within the programme PHARE CBC 2001. Financial memorandum for that PHARE edition was signed in December 2001. Presently realisation of the project is on the stage of general contractor tendering. Experience gained during preparations for the project for PHARE CBC 2001 considerably helped in preparations for this project.

4. Institutional framework:

4.1. Administrative arrangement the project will operate within.
Involved institutions:
- Ministry of Domestic Matters and Administration
- Executive Authority of Phare Cross-border Co-operation Programme
- Marshal Office of West Pomeranian Province
- West Pomeranian Board of Province Roads in Koszalin

4.2. Project results will not lead to any change of administrative arrangement.
4.3. Not applicable
4.4. Project Engineer – will be selected by the way of tender
Employer – West Pomeranian Board of Province Roads in Koszalin acting on behalf of Board of the Province. Owner of material resources created as a result of the project realisation – public property, which consists a part of self-governing province property. Beneficient - West Pomeranian Board of Province Roads in Koszalin.
5. Budget: according to pattern below:

<table>
<thead>
<tr>
<th></th>
<th>Financed by PHARE CBC 2003</th>
<th>Financing by international finance institutions IFI</th>
<th>TOTAL</th>
</tr>
</thead>
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<tr>
<td></td>
<td>Investment support INW</td>
<td>Institutional development support IB</td>
<td></td>
</tr>
<tr>
<td>Contract 1</td>
<td>2,0</td>
<td>-</td>
<td>2,7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,0</td>
<td>-</td>
<td>2,7</td>
</tr>
</tbody>
</table>

The contract will be jointly co-financed.

Co-financing from national sources amounts to 25%. Total amount of national co-financing comes from the budget of West Pomeranian Province. Since all financial means consisting co-financing will be appointed within the road subsidy granted to the Province, there is no risk concerning co-financing. The Province Board has accepted the project.

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
- Not applicable.

6.3. Non standard aspects
- DIS procedures will be strictly obeyed (Decentralised Investment System Phare – Practical Guide for Phare, ISPA and SAPARD Programmes Realisation)

6.4. Contracts
- Amount of contracts – 1
- Value of contract – 2,7 MEUR

7. Implementation schedule:
7.1. Commencement of tendering /tender specification/
- Ist-IIIrd quarter of 2004
7.2. Commencement of project realisation
• IIIrd quarter of 2004
7.3. Project completion
• IVth quarter of 2005

8. Equal Opportunity:
The project will be realized in agreement of the rule of equal chances for both sexes.

9. Environment: (regards investment projects only)
Environmental impact report for this project was prepared in September 2002 (you can get insight into the report in West Pomeranian Board of Province Roads in Koszalin).
In the study all present legal acts were applied concerning information, protection and investment influence evaluation of the natural environment. Influence of the investment on people and all elements of the natural environment were studied for the stage of realisation as well as operation of the project. Environmental influence of way of the investment realisation appointed in the design was analysed as well.
The most important aspects of the environmental influence of this investment are presented in a summary of environmental influence report, which is annexed to the fiche.

10. Rates of return: (regards investment projects only)
- Internal Rate of Return – IRR=27,68 %
The efficiency analysis was done in September 2002 on the basis of:
Preliminary expenses calculation for planned modernisation.
Expected realisation term and planned volume of expenditures.
Technical data: length of sections, technical condition of the surface according to SOSN, geometric parameters.
The economical analysis is found in West Pomeranian Board of Province Roads in Koszalin.

11. Investment criteria: (regards investment projects only)
11.1. Catalytic effect
Present spending on the road building does not allow allocating sufficient means for modernisation of roads and bridges. Gaining of financing from Phare for rebuilding of most important road runs in border area will cause in local administration of all levels necessity of allocating means for modernisation of the remaining road network. Obstacles due to bad condition of road infrastructure become main reason to slow down economical development of regions. Increase of financing will enliven economy and will attract investors.
The project will help to adapt community law „acquis communautaire”.

11.2. Cofinancing
Appointing of support by Phare will make the budget of province to co-finance the project.

11.3. Additionality
Planned support of Phare will not release other financing sources from appointing them to road building. In contrary this will force local self-governments budgets to be more active in renovation of roads in border area. There is no private sector share planned for financing this project.
11.4. Project readiness and size
- The project is prepared for realisation; the administration procedure was commenced to obtain a building consent no RR. I. R. W. – 7111. T/48/02; expected term to obtain the consent is half of October 2002,
- The task is included in development plan of the commune
- The investor owns land necessary for project realisation
- The project complies with requirement regarding its size of 2.7 MEUR, Polish party contribution amounts to 25% of the contract value.
ZZDW has proper equipment and qualified staff that guarantee smooth realisation of the task.

11.5 Sustainability
The project complies with standards of EU (EU standards for weights and dimensions will be met – 115 kN/axis) and with sector law of the Community. The project is able to operate unaided in long term that is after Poland joins EC. The project is self-financing - in future rebuild viaduct and modernised road sections will be maintained from budgets of The Board of Province and Municipality of Choszczno.

11.6 Compliance with state aids provisions
The investment obeys rules of European Treaty in regard of support of the state. The Board of Province has accepted the project and guarantees its co-financing.

11.7 Contribution to National Development Plan and Joint Programming Document
The project meets goals appointed in Joint Programming Document
- Overall goal - improvement of technical and tourism infrastructure
- Detailed goal - activities for improvement domestic and supraregional facilities of transportation infrastructure in the region
In regard of building and modernisation of transportation infrastructure the project meets development goal appointed in The National Development Plan "Integration of Polish economy through the modernisation and building of transportation network”.

12. Conditionality and sequencing:
Board of the Province has accepted the project and guaranteed co-financing. There are no conditions, which would obstacle the investment realisation expected.
The most important tasks during the project realisation:
- Preparation of tender documentation - IVth quarter of 2003 - 1st quarter of 2004
- Appointing of materials with Executive Authority.
- Commencement of works by general contractor – IIIrd quarter of 2004

Prepared by:
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e-mail: planowanie@zzdw.koszalin.pl
**Enclosures required to the project fiche**

1. LogFrame.

2. & 3. Quarterly schedules of contracting and disbursement of means for the whole period of programme operation (including period of means disbursement).

4. Annex: „ENVIRONMENTAL IMPACT ASSESSMENT“.

5. Annex: „NATURE CONSERVATION“.
**ANNEX 1: LogFrame**

**LOGFRAME PLANNING MATRIX:**

**Programme name and number**
Phare CBC 2003

**Contracting period expires:** IV quarter of 2004
**Disbursement period expires:** IV quarter of 2005

<table>
<thead>
<tr>
<th>Overall objective:</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement of technical and tourism road infrastructure in border area</td>
<td>Putting into operation the road viaduct at the highest class of load capacity and access roads equipped with modern technical infrastructure</td>
<td>Reports of National Statistical Office, Reports of Marshall Office</td>
</tr>
<tr>
<td>Project purpose</td>
<td>Objectively Verifiable Indicators</td>
<td>Sources of Verification</td>
</tr>
<tr>
<td>Adaptation of geometric parameters, condition and wheel load capacity of the road section and the rebuild viaduct to requirements of the European Community</td>
<td>Increase of the viaduct load capacity to the A class, Reduction of accidents by about 10%, Increase of technical parameters of the road to the G class according to design principles</td>
<td>Reports of Offices, Survey of road administration carried out annually in consecutive years of objects operation, Accident statistic from Police, Expert group reports</td>
</tr>
<tr>
<td>Improvement of transit traffic and municipal traffic conditions</td>
<td></td>
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<tr>
<td>Increase of traffic safety on the road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Results</td>
<td>Objectively Verifiable Indicators</td>
<td>Sources of Verification</td>
</tr>
<tr>
<td>Rebuilding of the road viaduct</td>
<td>A class of the load capacity of the object according to design principles</td>
<td>Reports of Executive Authority, Acceptance protocols, Laboratory surveys carried out during works, Annual survey of the bridge surface under operation carried out by employees of ZZDW laboratory</td>
</tr>
<tr>
<td>Adaptation for traffic of vehicles with load of 115 kN/axis</td>
<td>A class of the surface condition according to SOSN /System of the Surface Condition Evaluation/</td>
<td></td>
</tr>
<tr>
<td>Increase of rain sewerage length on access roads to the viaduct and in the town</td>
<td>Putting to use 2.0 km of the rain sewerage network</td>
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<tr>
<td>Improvement of geometrical parameters of viaduct access roads as well as their surface condition</td>
<td>Building and rebuilding of 800 m of viaduct access roads</td>
<td></td>
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<tr>
<td>Activities</td>
<td>Means</td>
<td>Assumptions</td>
</tr>
<tr>
<td>Rebuilding of the road viaduct 85 m long</td>
<td>Amount of contracts realised within this project - 1</td>
<td>There is a lack of risk factors threatening realisation of the project.</td>
</tr>
<tr>
<td>Building access roads to the viaduct, railway siding and to the ring road</td>
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<tr>
<td>Building rain sewerage 2.0 km long</td>
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</table>

**Preconditions**
The Board of Province has taken decision to realise the project.
Annex 2-3: Implementation, contracting and disbursement schedules

Reconstruction of the road viaduct in the course of road no 151 in Choszczno.

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<thead>
<tr>
<th>Date of Drafting</th>
<th>30.09.2002 r.</th>
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<td>Planning Period</td>
<td>IV q. of 2003 – IV q of 2005</td>
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### Budget Allocation

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<th>Cost Estimate</th>
<th>PHARE – 2,0</th>
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<td></td>
<td>(in MEUR)</td>
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### Implementation schedule

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<td><strong>I’06 – IV’06</strong></td>
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<th>VI</th>
<th>VII</th>
<th>VIII</th>
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#### Implementation schedule
- **Contract 1**
  - D
  - D
  - D
  - C/I
  - I
  - I
  - I
  - I
  - I

### Contracting schedule

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#### Disbursement schedule
- **Contract 1**
  - 0,3
  - 0,5
  - 0,7
  - 1,3
  - 1,8
  - 2,0
  - 2,0

### Captions:
- D = design of sub-projects
- C = tendering and contracting
- I = contract implementation and payment
- * = Cumulative amount in MEUR
Annex 4

ENVIROMENTAL 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 \(\boxed{X}\) No \(\boxed{\phantom{X}}\)

If yes, on which date 22.11.2001

If no, when was the formal request for the development consent introduced \(\boxed{\phantom{X}}\) and by which date is the final decision expected ? \(\boxed{\phantom{X}}\)

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

Municipality of Choszczno

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 \(\boxed{X}\) No \(\boxed{\phantom{X}}\)

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

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In case of Poland these are proper administration offices authorised to give the Development Consent.


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

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

This annex covers projects with potential significant environmental impact, i.e.: highways, dangerous wastes dumping grounds, sewage treatment plants for population bigger than 150 thousands, dams for water reservoirs bigger than 10 millions m\(^3\).

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

\(^2\) Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (OJ L 175 of 5.7.1985) as amended by Directive 97/11/EC (OJ L 73 of 3.3.1997). Text of these directives as well as a consolidated version of both can be found on:  
http://www.europa.eu.int/comm/environment/eia/eia-legalcontext.htm

X (go to question 2.4)
This annex covers projects with potential minor environmental impact, i.e.: roads other than at least four lane roads, communal waste dumps, sewage treatment plants for population smaller than 150 thousands, projects regarding development of tourism base, thematic parks

(only the section on nature conservation needs to be completed)
Enclosed

2.2. Has an EIA already been carried out?

Yes [ ] No [ ]

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

Yes [ ] No [ ]

On which date has it been finalised [___|___|___]

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

2.3. When covered by Annex I of the EIA Directive a 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
The analysed investment aims to improve existing conditions of traffic and to reduce arduousness of the considered communication system on people and on environment.

Realisation of the investment will not have significant influence on flora and fauna.
During modernisation of crossing only necessary trees and bushes close to the road will be removed. This will be compensated with new plants after the project is completed.

Building the road section free from possibility of collisions and rebuilding of the viaduct will make the traffic smoother. Factors making the traffic smoother will cause considerable reduction of noise in a neighbourhood of the viaduct.

Analysed road investment will not make acoustic conditions in the neighbourhood worse. Since the traffic volume noted before the investment was not too large, the noise generated by vehicles was not significant, however it could increase due to bad surface condition of the road.

Increased traffic of vehicles forecasted for years 2005 - 2020 and higher noise level combined with traffic will increase range of the noise influence. This evaluation depends on accuracy of the traffic change prognosis and on the prognosis of acoustic power of noise sources. These remarks shall be considered when planning location of new apartment buildings. The noise, that is forecasted till year 2020 would not exceed threshold value appointed by Resolution of the Ministry of Environment.

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
Since the road is placed on the embankment, noise sources will be above the level of apartment building windows; it makes propagation of acoustic waves easier and scatters noise on larger area. There are few apartment buildings located within the zone of higher noise along Dworcowa Street in direction to the centre. This street however makes extension of I Armii Wojska Polskiego Street and is included in plan of rebuilding.

Modernisation of the road and rebuilding the viaduct will make the traffic smoother and a sharp turn behind the viaduct will force to lower speed of vehicles. Factors making the traffic smoother will reduce (slightly) noise in the area of viaduct. Volume of traffic forecasted for years 2002 - 2020 and higher noise combined with traffic will not have significant influence on the acoustic conditions in area of the viaduct.

The range of noise influence in the night could cover some apartment buildings located at Dworcowa Street after the year 2020. This is area of the planned investment. Planting a dense low hedge along the road (wherever it is possible) would help with this.

**Analysis of the investment regarding water and sewage issues does not show any negative influence on the soil as well as surface and ground water.**

During operation period of the modernised road system the most important matter regarding environment protection will be maintaining facilities for cleaning precipitation water in good condition and efficiency.

**The investment analysed will not make the atmospheric air pollution worse.**

Due to better-organised traffic, emission of pollution to the atmosphere, comparing to the present condition will be reduced. The range of pollution diffusion is higher when a vehicle stops with its engine on, during manoeuvres, accelerating and slowing down (traffic jams) in comparison to the range when vehicles move smoothly.

There is no possibility to introduce additional protections against emission of pollution to the atmosphere. Reduction of pollution emission to the atmosphere from exhaust pipes of cars on the roads is a result of tendency to withdraw old cars from the traffic and to replace them with modern vehicles equipped with catalytic converters and wider use of lead free gasoline.

**Realisation of the considered investment will result in improvement of acoustic condition and reduction of pollution of the atmospheric air; thus it will improve living condition of habitants in the area as well as their safety.**

b) Following institutions responsible for environment matters were consulted:
   - District Sanitary Inspector in Kamien Pomorski
   - District Administration - Department of Environment Protection, Agriculture and Forestry

c) Public consultations were made by information to the public in local press and on the notice board in City Hall of Choszczno. Moreover public consultation was carried out during development consent procedure in form of written notice to all owners of parcels neighbouring to the realised investment area. The local society had not any reservations.

d) Because of project location and its range, the project has not any influence on the environment in another country.

e) Enclosed are copies of documents making evidence that information on planned investment was made public:
   - “Development consent”
2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

Yes [X] No [ ]

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

- If **no** explain the reasons\(^4\) 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 5

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)?

- 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?

- 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)

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?

- 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)

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
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.......The Province Inspector for the Nature Reservation  

Having examined the project application ...............................................................  

(title) Rebuilding of the road viaduct in the course of the province road no 151 in town of CHOSZCZNO.  

which is to be located at .......................................................................................  

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:  

There is no effect.  

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:  

6 taking into account the requirements of Art. 6(3) of Directive 92/43/EEC