

BORDER COOPERATION PROGRAMME POLAND-GERMANY PHARE 2003

STANDARD SUMMARY PROJECT FICHE

1. Basic Information

- 1.1. *CRIS Number:* 2003/005-708.06
- 1.2. *Title:* Upgrading Swiecko border crossing station
- 1.3. *Sector:* Cross Border Co-operation / Infrastructure
- 1.4. *Location:* Poland, Lubuskie province, Slubice district, road border station in Swiecko, directly on Polish-German border line.

2. Objectives:

2.1. Overall objective

- Improving border logistics and communication infrastructure

2.2. Project purpose

- Shortening border control time which will result in improving the increasing traffic.
- Tightening the border and as a result decrease in smuggling and prevention of illegal border crossings.
- Creating appropriate conditions for successful clearance of every participant of the border traffic
- Establishing proper conditions for effective control of every participant of the border traffic
- Improvement in social and sanitary conditions of drivers and tourists awaiting for the custom control.

2.3. Accession Partnership and NPAA Priorities

„Accession Partnership” indicates priorities and side purpose.

In short term priorities, in the aspect of „Justice and Domestic Affairs”, one of the aim is „developing more effective ways of administrating and controlling the borders”.

Also in medium term priorities, in the aspect of „Justice and Domestic Affairs”, one of the aims is „developing an effective way of managing the borders”. Furthermore, in the aspect of „Transport” there is the aim stating „doing necessary investments in transport infrastructure, to develop European road networks.”.

In „National Preparation Programme for the Accession” being one of the most important priority in Transport section (chapter 3.4.4.) there is a priority 3.4.2.2. „Upgrading transport infrastructure for its accession to the European road network that is to come”.

This priority consists of upgrading Swiecko border station, which is called in this document as „*upgrading spot transport infrastructure, like border stations*”.

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

The project corresponds to the Preliminary National Development Programme for Poland for the years 2000-2002. The axes of development and priorities concerning the following project are as follows:

1. Integrating Polish Economy by the upgrade and development of transport networks.

1.1. Priority: Upgrading and developing the road network.

2. Enforcing capabilities of regional development and counteracting against marginalisation of some of the areas

2.1. Priority: Development and upgrade of the infrastructure used as interregional competition stimuli.

2.2. Priority: International regional co-operation development

The Joint Programming Document of Lubuskie province and Associative Country of Brandenburg formulates the primary objective, which is „*Socio-economic development of Polish-German border territory of Lubuskie province and Associative Country of Brandenburg*”. One of the priorities which is to contribute to the primary objective fulfilment is the priority number II known as „*Infrastructure Perfection*”. This project recognises the achievement of Task II.1: „*Improvement of cross border communicative infrastructure's logistics (roads, rails, water, air)*”. This task is to fulfil ventures „*increasing the number of border stations and their better equipment*”.

The present project is the direct fulfilment of the described above priority II and task II.1., for it concerns crucial activity which is the existing border station's upgrade.

The project is totally compatible with The Preliminary National Development Plan and The Joint Programming Document (JPD) Phare CBC/Interreg IIIA.

2.5. Cross Border Impact



Swiecko road border crossing point (BCP) is located on the west of Poland on route of one of the most important European communication channels. Practically, it means that the station is the basic one to connect the West and the East (via Berlin and Warsaw). In turn, in the regional scale the Swiecko (BCP) plays an important communication role due to its closeness to Berlin's agglomeration- the metropolis of European importance. The capital of Germany is for Lubuskie province's dwellers' important as cultural, scientific, service and trade centre. It is also the place for world communication. The dwellers of Lubuskie province more willingly use Berlin's airport, being only 100km from the Polish-German border than the one in Warsaw which is 500km from the province. The dwellers of Brandenburg, however, more and more often use services located in the Polish side of the border which triggers the development of the countries' economies. To make these processes undergo without any obstacles the technical infrastructure conditioning easy communication and guaranteeing simultaneously the border's and the inland's safety, is definitely needed. These facts are the most unquestionable argument justifying the upgrade. The upgrade is a spot element of the transport infrastructure upgrade having a very important cross border impact. The task's fulfilment results from the plan devised for Polish Integrated Strategy of the Country's Border Development.

In the recent years there was a very intensive increase in the traffic both in cars (increase in 60%) as well as lorries (in 100 %) which directly triggers the upgrade and development of the border station.

The road BCP in Swiecko, belongs to the biggest border crossing points in Lubuskie province and also in the whole western part of the Polish border line, as far as the number of people, cars and lorries crossing the border is concerned.

For example, within the period of January – September 2002 the station in Swiecko achieved the following figures of the traffic in the total traffic of Lubuskie province¹:

- people (to and from Poland) - 20,7 %
- cars (to and from Poland) - 16,4 %
- lorries (to and from Poland)- 65,0 %
- buses (to and from Poland) - 11,0 %.

The data clearly show the significance of the border station.

The border crossing point was set up in 1968. Its technical infrastructure is outdated and needs thorough improvement. The planned in this project upgrading activities, will substantially improve safety, quickness and quality of the procedures performed there for all the participants of the border traffic and will also have positive influence on sealing the border.

These actions are also the way of fulfilling Polish obligations connected with adjusting the transport infrastructure and the standard of the clearance the EU norms.

Polish border area due to its geographical location (the shortest connection between western and eastern Europe and between Scandinavia and Southern Europe) and plain territory has vast transport possibilities.

¹ Based upon data derived from Border Guard Lubuskie Division in Krosno Odrzanskie

The transport network of the Polish border area, part of which are border stations is indispensably bonded with the regional territory transport system of neighbouring German areas. The development of economic contacts between Poland and Germany undoubtedly triggers the increase in traffic at the border stations.

All these facts impose the necessity of upgrading Swiecko BCP, because its functionality has and will have great significance for economy, tourism and contacts between Poland and Germany.

The following cross border impacts, being the result of the present project are to be expected:

- cross border traffic control rules as well as country's borders protection ones, adjusted to UE/Schengen rules
 - safer traffic and trade
 - increase in the number and value of economic and tourist exchange
- a) globally between Poland and Germany,
- b) on the regional scale: Brandenburg-Lubuskie province
- increase in the mobility of the border territory dwellers as the result of fast and convenient clearance

3. Description

3.1. Background and justification

The road BCP Swiecko is the oldest and the most important station on the Polish – German border line.

Most of the infrastructure elements of the station were constructed in 1968. The iBCP infrastructure lacks safety and has negative influence on the quality and quickness of the services provided to the travellers.

The outdated technical infrastructure of this station does not meet the requirements of EU standards, Therefore it does not guarantee effective protection against an illegal migration, penetrating the border by unauthorised people and objects as well as different kinds of border crimes.

The tasks planned in this project are directly the fulfilment of the points included in the document called “Schengen Action Plan” (accepted on 15 August 2001 by EU integration committee) shaping the way of protection of the future inner and outer European borders.

Secondly, the “Integrated Border Management Strategy” – the document accepted on 6 June 2000 by Polish Government due to the necessity to implement UE/Schengen acquis -requires implementation of project aimed at improvement of BCP infrastructure to allow for better protection of the border.

The problem of bad shape of the Swiecko border station's facilities has been arising in the last two years as the BCP has been increasingly used by tourists and lorry drivers. Already in 1999 all the limits for daily clearances were exceeded and this tendency is still rising.

The analysis of the data clearly shows that out of 140 thousand mechanical vehicles registered as lorries, almost 96 thousand (being 65%) crossed in June 2002 Lubuskie-Brandenburg border in Swiecko.

This massive trade traffic taking place on this border station results in the necessity of repairs and upgrades which on one hand will influence on the clearance conditions especially by quickness and the quality of clearing all the border traffic participants. Furthermore, it will undoubtedly result in sealing the BCP what will directly influence the increase in the amount of money incoming to the country's budget due to duties, tariffs and other border-related payments.

The BCP in Swiecko belongs to the biggest road border stations in Lubuskie province and even on the west border of Poland as for the number of cleared people and cars.

For example, in the period of June-September 2002 the station in Swiecko achieved the following figures of the traffic in the total traffic of Lubuskie province:

- cars (to and from Poland) - 22,3 %
- buses (to and from Poland) - 65,0 %

The presented percentages and the fact that on Lubuskie's part of the border with Germany having the length 203 km, there are 8 border crossing points (18 on the whole western Polish Border) clearly show the significance of the station.

Last year, as well as in the present one numerous activities have been undertaken to improve the situation on this station and concurrently to restore positive image of Poland to the outside world. These activities are also the way of fulfilling the obligation that Poland has to adjust transport infrastructure and clearance's standards to the EU norms.

In the year 2002 the funds were acquired for repairing roofs over the clearance platforms and the old platforms' upgrade. The catastrophic condition of these objects resulted in the threat of their destruction, and falling, cracked strengthened glass that was used to cover shelters was the other threat to the passengers. The main building, which contains the operation room is currently in similar shape. Due to the former building norms the edifice is not thermally isolated. In many places there is a lack of heaters and the existing electric installation does not meet the EU norms.

The building of the new shelters over the platforms and its reparations will have been finished by 2003. These activities are the addition to the ones planned in this project. Most of all this will influence on the improvement of the technical state of the buildings. The fulfilment of the project will also result in destruction of the rough-and-ready containers, moved away from the central zone of the border station that are used for regular clearances. As a result, all the clearance activities will be performed in the main building that will significantly influence on quickness and the fluency of the clearances and will guarantee the increase in the border and inland's safety by mounting new installations monitoring the traffic.

Moreover, the fulfilment of the upgrade activities in the road border station in Swiecko is justified by Polish participation in European Union that is to take place. The goods traffic, even after the EU's expansion will have to be cleared which will be done in the inner customs. Furthermore, all the goods from the outside of the EU will also have to be cleared on regular basis e.i. all the traffic from the East.

Thus, the case of the development of the border station's buildings in the future has already been initially discussed during meetings with Germans who informed that after Polish accession to the EU the buildings of some of the border stations (Swiecko and Olszyna) are planned to be used still for customs' purposes. The road border station in Swiecko is estimated to be left as an inner customs point of the EU. This concept was accepted by the Federal Minister of Finance in 2001. Leaving the present functions of the facilities in Swiecko BCP after Poland has joined EU justifies the necessary financial expenditures for urgent upgrading investments on this station.

Border Experts say that the process of Poland joining the Schengen treaty will not start until Polish eastern border (future EU border) is totally sealed. However, it involves substantial financial expenditures and the proper time.

The Schengen treaty imposes on the member countries, the duty to set places on their borders where the infrastructure and the facilities will be maintained in the highest readiness to restore its full clearance functions. The strategic location of Swiecko on the important communication route justifies the choice of the station to be one of these places.

All the above means that the Swiecko's facilities will play its role for a long time.

3.2. Linked activities

- In the years 1993-96 Goods Clearance Terminal in Swiecko was built as a part of Phare programme being an inseparable part of the whole Swiecko border station. 4.4 MECU (PLN 17.2 mln) was a financial aid for the whole venture which total cost amounted for PLN 114 mln)
- As a result of the 23.04.1993 Contract between Poland and Germany, concerning motorway connection between Swiecko and Frankfurt's territories, there was an upgrade of 8.9 km of the road nr.2 and 1.7 km of the road nr.275 (currently nr.29) together with their crossroads and bridges. The total value of the work done amounted for EUR11.0 M
- In the year 2001 and the current one plenty of road investments on Swiecko border station have been done. It has been connected with the lanes' upgrade as well as with new customs procedures introduced.
- Currently there has been a repair works done repairing the surface of the customs road binding the road border station with the goods' clearance terminal
- At the beginning of October 2002 there was one developer (= contractor) chosen to repair the loading platforms and their roofs.

3.3. Results.

The project will result in:

- Upgraded existing building, containing operation, sanitary and service rooms for people crossing the border– total upgraded area is 9024 m³, utilisable area– 2172 m², number of floors – 4.
- The upgrade procedure will include:
 - new vehicle's traffic control installation, which will enable the control of the traffic in the border zone (i.e. road lights)
 - industrial TV installation, enabling 24 hour monitoring of the traffic, gathering and archiving data about the traffic (the monitoring guaranteeing the border's safety)
 - dozometric installation i.e. radiometric one, enabling detecting radioactive and other hazardous materials giving off bigger than accepted radiation.
- The new building for vehicle control, which will be used, when needed to control cars as well as buses – area – 717,5 m³, utilisable area 112,8 m², 1 floor.
- The upgraded additional technical infrastructure, including teletechnical, ventilation and sewage installations.

All the elements of the project were planned accordingly to the EU's standards. The traffic control devices' installation, industrial TV and dozometric installation will positively influence on the border's traffic safety.

3.4. Activities

The project includes the upgrade of the existing main building used by both German and Polish customs officers and the building of the new building for vehicles' control. Additionally, as a part of the main building's upgrade there will be traffic control devices installed, industrial TV and the dozometric one.

The whole enterprise will be done within one contract.

Predicted activities include:

1) construction works including:

- ☞ the existing main building's upgrade
- ☞ building 2 new building for vehicle's control
- ☞ traffic control devices installation
- ☞ industrial TV installation
- ☞ dozometric installation
- ☞ upgrading the additional infrastructure – elements described in 3.3 point

3.5. Lessons learned

The governor of Lubuskie province has already put into effect border investments aided by Cross Border Cooperation PHARE CBC. The following ventures have been achieved:

- Building the terminal of goods clearances in Olszyna - PL 940201-03-L002
- Building road border station in Gubinek - PL 940201-01-L001
- Upgrading the connection of the road 132 with the national road system in Gorzów Wlkp. – Phare CBC PL 9604 01-01-L001 i L002

The lessons learned while putting the former contracts into effect guarantee effective way of finance managing granted for the project and lawful and EU norms' compatibility as for the irreclaimable financial aids granted by Phare CBC programme.

4. Institutional framework:

4.1. Institutions for the project's initiation	The governor of Lubuskie province, ul. Jagiellonczyka 8, 66-400 Gorzów Wlkp. Tel. + 95 7 215 583 Fax + 95 7 224 188 NIP 599-24-62-314 e-mail: wojewoda@uwoj.gorzow.pl e-mail for direct contacts: aprzybyl@uwoj.gorzow.pl www.wojewodalubuski.pl
4.2. Obstacles	No obstacles connected with institutions for the project's initiations. The results of the project will not change the institutional framework of its existence.
4.3. Project of institutional development	Not in the matter
4.4. The Engineer of the Contract	Will be chosen upon the adjudication
4.5 Announcer	The governor of Lubuskie province located in Gorzów Wlkp.
4.6 The owner of the estate	The Treasury- The estate will be governed by The Management of the Road Border Stations in Gorzów Wlkp. Which is the

helping unit of the governor of Lubuskie province managing border stations of Lubuskie province.

5. Budget

MEUR						
	Financed by PHARE CBC 2003					
	INW's investment support	IB's institutional development support	Total PHARE CBC 2003	National co-financing	IFI's (International Financial Institutions) financing	TOTAL
Contract 1: Upgrading road border station	2,025	-	2,025	0,675	-	2,700
TOTAL	2,025	-	2,025	0,675	-	2,700

National co-financing will be secured in the budget of the Lubuskie province Governor and in the form of the purpose reserve of the Minister of Domestic Affairs and Administration destined for upgrading, building and maintaining road border station.

The contract will be jointly co-financed by the Polish side.

6. Implementation arrangements:

6.1. Implementing Agency:

Implementing agency:

Phare CBC Implementing Authority
 Ministry of Internal Affairs and Administration
 00-522 Warsaw, 2/4 Wspólna Street, Poland
 Phone: +4822 6618739
 Telefax: +4822 6284722
 E-mail: Phare@wppwp.it.pl
www.wppwp.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 included

6.3. Non-standard aspects

During the execution of the project all procedures described in "The Practical Guidebook of Phare, ISPA, and SAPARD Programmes's Execution" will be strictly followed.

6.4. Contracts

One contract valued at 2.700 MEUR for the whole investment is taken under consideration. The national co-financing will take the form of "joint co-financing" of the contract signed.

7. Implementation schedule:

7.1. Start of tendering:	I Q 2004
7.2. Start of project activity:	III Q 2004
7.3. Project completion:	III Q 2005

8. Equal Opportunity:

The rule of equality will be taken under consideration while fulfilling the project.

9. Environment:

The assessment of the investment's influence on the environment has been carried out (Annex 5). The report was done by the 1st level specialist in October 2002. The documents are in the Lubuskie Province Hall in Gorzów Wlkp, - Regional Development Department

The most important aspects of the influence on environment:

- maintaining the same noise level connected with the border station's usage
- maintaining the same level of fume emission
- decreasing the amount of poured out sewage
- limiting the area of contaminated soil
- increasing the control of imported wastes and hazardous or harmful materials
- protection of rare and endangered species of plants and animals and the prevention of their export.

10. Rates of return:

The study of reality of the project done in October 2002 is currently present. The documents are in the Lubuskie Province Hall in Gorzów Wlkp, - Regional Development Department

- Financial Rate of Return FIRR = 7,7 %
- Economic Rate of Return EIRR
- EIRR = 33,8 %
- The initial economic analysis, which has already been carried out, is can be view at Lubuskie Province Office

11. Investment criteria:

11.1. Catalytic effect

Phare's financial aid will enable quick and complex fulfilment of the project, distinctly accelerating adjusting Poland to EU's requirements, especially as for transport infrastructure perfection. The execution of the project will enable the development of the region, due to its positive influence on trade and economic relationships in the border territory.

11.2. Cofinancing

The governor of Lubuskie Province will use the country's budget to cover 25% of the project i.e. 0,675 MEUR.

11.3. Additionality

Phare's aids stated in the point no. 5 will help close financing and make faster and full execution of the project.

11.4. Project readiness and size

The project with the total value of 2,700 MEUR is fully ready for the execution:

- The final agreements with the German side (Grenzschutz, Zollamt) concerning the building project have already been reached
- The building project in parts: architecture + construction, sanitary (heating and ventilation, water-sewage) electric, teletechnical, guaranteed power, indoor lighting calculations have been done by Autorskie Biuro Projektów "M&G" s.c.
- The building permission was issued.(decision no. 145/2002 of 16 July 2002 by Town's Hall in Slubice)

11.5. Sustainability

The project's functioning and using the modernised infrastructure of the border is guaranteed even after Polish accession to the EU. It is due to the fact that the current border station will be enlisted into so called inner customs points.

The project is compatible with norms and standards and legal system of the EU. The technical documentation provides for application of the newest building and informatic technologies.

The independent operating of the project is guaranteed even after Poland has joined the EU, because the existing road border station will be a part of so called inner EU's border and its facilities will be used for so called inner customs offices.

The project does not have any negative influence on the environment which is proved in the attached report.

The financial self-sufficiency is guaranteed in the country's budget.

11.6. Compliance with state aids provisions

The project is compatible with the regulations of the state aid defined in the art.63 of the Europe Agreement.

11.7. Contribution to National Development Plan and Joint Programming Document

The present project is the direct fulfilment of the development and the priority axis of WNPR.

The project is also the direct fulfilment of the priority no. II and the task II.1 stated in the Lubuskie Province and the Associative Country of Brandenburg's Joint Programming Document.

12. Conditionality and sequencing:

The preparations to the project's execution are greatly advanced.
The range of the works and the building project has been discussed with the German party.
The mover was granted the building permission.

The predicted activity order:

I quarter 2004 - preparation procedures of the tender for choosing the Engineer of the contract and the works' Developer

II quarter 2004 – The tender choosing the Engineer of the Contract the works' Developer

III quarter 2004 - Start of project activity

III quarter 2005 – Project completion.

IV quarter 2005 - Completion of financial settlements.

13. The Beneficiary, the contact person:

The Governor of Lubuskie Province
Lubuskie Province Office
ul. Jagiellonczyka 8, 66-400 GORZÓW WLKP.
Tel. + 48 95 721 55 83
Fax + 48 95 722 41 88
NIP 599-24-62-314

Anna Mackowiak
Deputy Manager of the Regional Development Department
of Lubuskie Province Office in Gorzów Wlkp.
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e-mail: aprzybyl@uwoj.gorzow.pl

Annexes to project's card:

1. Matrix LogFrame
2. Quarter contracting and disbursement schedules for the whole period of the project's life (with the expenditures' period of time).
3. Annex: „The assessment of the influence on the environment”
4. Annex: „Nature Reserves”

Annex 1

LogFrame

LOGFRAME PLANNING MATRIX			Programme name and number
Upgrading Swiecko border crossing station			Contracting period expires II'2004
			Disbursement period expires IV'2005
Overall objective	Objectively Verifiable Indicators	Sources of Verification	
Improving cross border logistics and communicative infrastructure	Technical situation of the existing facilities before and after the upgrade. The Quantity and the functions of the new facilities and installations.	Polish and German custom officers' data The border station Director's data	
Project purpose (Immediate Objectives)	Objectively Verifiable Indicators	Sources of Verification	Assumptions
Shortening border control time which will result in the improvement of the increasing of traffic. <i>Tightening the border and as a result decrease in smuggling and prevention of illegal border crossings.</i> Establishing proper conditions for effective control of every participant of the border traffic Improvement in social and sanitary conditions of drivers and tourists awaiting for the custom control.	The number of cars, lorries, buses and people crossing the border station The number of prevented smugglings <i>The number of prevented illegal border crossing trials</i> The technical condition of the clearance rooms The number of lavatories and showers	Reports and balance sheets 2 years after the execution The custom officers' data The border station Director's data	unidentified
Results	Objectively Verifiable Indicators	Sources of Verification	Assumptions
the existing main building's upgrade the new building for cars and buses new traffic control devices installation, industrial TV and the dozometric.	The quantity and the functions of the rooms in the upgarded main building, technical condition The quantit, area, functions of new buildings The quantity of the complete installations	Official report of the final conditions done by The Engineer of the Contract	The contractor chosen accordingly to the procedure Accessible in time necessary funds
Activities	Means		Assumptions
Building and mounting works' execution includes: - The existing main building's upgrade - Building the building for vehicle's control - Traffic control devices installation - Industrial TV installation - Dozometric installation	Reaching one contract for building and mounting works	Own budget: 0,675 MEUR Phare budget: 2,025 MEUR Total:2,700 MEUR	Full project preparation The project financial funds' designation in the country's budget Threat – the funds' limitation in the country's budget
			Preconditions

Annex 2. Implementation, contracting and disbursement schedules

										Date of Drafting	October 2001										
										Planning Period	01.01.2003 – 30.09.2004										
										Budget Allocation Cost Estimate in MEUR											
										PLANNED											
										III '03	IV '03	I '04	II '04	III '04	IV '04	I '05	II '05	III '05			
										I	II	III	IV	V	VI	VII	VIII	IX			
(1)										(2)										(3)	
<u>Implementation schedule</u>																					
Upgrading Swiecko border crossing station												D	C	I	I	I	I	I			
Contracting schedule													2,025	2,025	2,025	2,025	2,025	2,025		2,025	
Upgrading Swiecko border crossing station																					
- Disbursement schedule															0,700	0,900	1,400	2,025		2,025	
Upgrading Swiecko border crossing station																					
Legend:																					
D = design of sub-projects																					
C = tendering and contracting																					
I = contract implementation and payment																					

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

1. Development consent

Has development consent² already been given to this project?

Yes

No

If yes, on which date /_10_/Dec/2001/

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

.....Towns hall in Slubice

Is the above authority considered to be the competent authority responsible for performing the duties of Directive 85/337/EEC as amended by 97/11/EEC on Environmental Impact Assessment?

Yes

No

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

.....
.....
.....

2. Application of Directive on Environmental Impact Assessment (EIA)³

² i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project

³ 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>

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 | <input type="checkbox"/> | (go to question 2.2) |
| Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC | <input type="checkbox"/> | (go to question 2.4) |
| Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC | <input checked="" type="checkbox"/> | (only the section on nature conservation needs to be completed) |

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 finalized /___/___/___/

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

/___/___/___/

2.3. When covered by Annex I of the EIA Directive a similar⁴ procedure as the one described in the EIA directive will need to be applied and the following documents included

Necessary documents are:

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

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

⁴ 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>

- 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.

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

c) the results of **consultations with the public** concerned. The information provided should cover the following:

- the concerned public which has been consulted,
- the places where the information has been consulted,
- the time which has been given to the public in order to express its opinion,
- the way in which the public has been informed (for example, by bill-posting within a certain radius, publication in local newspapers, organizations 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 inquiry, etc.)
- the way in which the concerns of the public have been taken into account.

d) in case a project is likely to have significant effects on the environment in another state the results of the **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.

e) Evidence that the **decision to grant or refuse development consent** has been made **available to the public** by the competent authority, including the

- the content of the decision and conditions attached thereto,
- the main reasons and considerations on which the decision has been based,
 - a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.

Note : In relation to b), c) and d) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities describing and testifying that all obligation as described in the intends above have been followed.

2.4. When covered by 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 reasons⁵ and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

.....
...
.....
...
.....
...
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.....

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 /___/___/___/

⁵ 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.

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)⁶?

Yes No

- **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.

.....

⁶ 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 ..**Lubuskie Province’s Nature Conservationist**.....

Having examined⁷ the project application**PHARE CBC 2003**.....

(title)...**Upgrading Swiecko border crossing station**.....

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:

.....
.....

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:

⁷ taking into account the requirements of Art. 6(3) of Directive 92/43/EEC



WOJEWODA LUBUSKI

Andrzej J. Korski

Gorzów Wlkp., 30 Czerwca 2003 roku

Statement

Hereby I declare that the project titled:
"Modernisation of the Swiecko border crossing point"
realised in the frames of the PHARE CBC Poland - Germany 2003

Program

Does not require the Environmental Impact Assessment.

Based on the Environmental Protection Law dated 27 April 2001 (Official Journal No 62 dated 2001 pos.627) and the Regulation of the Minister of Environment, dated 24 September 2002, on the specification of the articles of considerable impact on the environment and the detailed criteria of the qualification of the activities which can have an influence on the environment impact report (Official Journal No. 179 dated 2002 pos. 1490) the investment mentioned above does not require to carry out the environment impact assessment.