CROSS BORDER CO-OPERATION PROGRAMME POLAND – GERMANY 2003
STANDARD SUMMARY PROJECT FICHE

1. Basic Information
   1.1. CRIS Number: 2003/005-708.07
   1.2. Title: Reconstruction of road no 102 in Miedzyzdroje.
   1.3 Sector: Development of cross-border co-operation / Infrastructure
   1.4. Location: Poland, West Pomeranian Province, district of Kamien Pomorski, distance from the border 10 - 15 km

2. Objectives:
   2.1. Wider objective
       • Improvement of technical and tourism infrastructure of roads 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 safety
       ▪ Improvement of investment and tourism attractiveness of the town
       ▪ Improvement of communication connections in tourism traffic to border crossing point Swinoujscie - Garz
   2.3. Accession Partnership and NPAA Priorities
       The project meets sector priorities and medium term goals regarding transportation stated in point 3.2. of "Accession Partnership" concerning "completion of adaptation works and strengthening of administrative and executive capabilities in road transportation" as well as those stated in "National Programme of Accession Arrangements" 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.
       Cross-border Idea of Development and Activities for POMERANIA EUROREGION for years 2000 - 2006 in its chapter Communication and communication infrastructure - supraregional connections of the EURREGION to European communication system, Table 16 "Regional communication axis North - south and West - East" draws up
communication axis RW2 as the road with considerable waypoints Greifswald - Wolgast / Anklam - Ahlbeck - Swinoujscie - Kamien Pomorski - Trzebiatów - Kolobrzeg being one of most important for development of cross-border co-operation. The investment will improve connection of German and Polish coastal areas. This will facilitate common activities of the Board of Western Pomeranian Province and the Parliament of Mecklenburg - Vorpommern to open border crossing point Swinoujscie - Garz as well as to develop and put into operation railway border crossing Swinoujscie - Ahlbeck (Uznam Health Resort Railway)

Realisation of the project will allow intensifying border traffic and will attract German tourists to use advantages of Polish trade and tourism offer. This will help to equalise the conditions of life on both sides of the border.

3. Description

3.1. Background and justification
Miedzyzdroje is a well-known tourism and health resort town located along the Baltic coastline, close to Polish - German border. About 300 thousands of Polish and German tourists visits Miedzyzdroje each year. In regard of planned opening of Swinoujscie - Garz border crossing it is expected that number of visitors will rise considerably. The town still develops and widens its offer by organising many cultural events. However presently poor infrastructure - bad condition of roads, lack of road and sidewalks drainage and wrong organisation of pedestrians traffic make an obstacle for the town development. Many investors, including those from Germany, declares will of developing tourism base under condition of improving communication system and technical infrastructure in the town. One of the largest, Polish - German common investments is designed building of rehabilitation hospital at Gryfa Pomorskiego - Las Street. This will create about 180 new jobs. Complex way of solving communication problems on the main about 3,0 km long town axis is expected in the project. Rebuilding of crossings, building of new sidewalks and bicycle routes, bus bays and parking lots are planned. This will make access to objects located at the main street easier. The traffic safety, especially this concerning pedestrian traffic, which is especially high in the tourism town, will be improved by special design making all traffic quieter. Moreover rebuilding or building elements of a technical infrastructure is planned:

- Building of about 3,1 km of the rain drainage within course of road no 102
- Building of rain water collectors from streets square with the road no 102
- Modernisation of electrical, telecommunication and water supply networks.

These activities will commence the process of arrangement of water - sewage system in the whole town because realisation of this investment will make the municipality to begin building of sewage network.

3.2. Linked activities
The task applied is a succeeding stage of a complex solution of the coastal communication system problem by modernisation the national road no 3 in section Parlówko - Miedzyzdroje - Swinoujscie, the province road no 102 in section Miedzyzdroje - Kolobrzeg and the province road no 107 in section Parlówko - Kamien Pomorski.

Following activities were undertaken to meet the above goal:

- Modernisation of the 0,8 km long passage through Kolczewo and 1,3 km long through Wiselka together with building rain sewerage in the course of the province road no 102. These tasks are now under realisation within the framework of the Province contract 2001 - 2002 concluded between the Board of Ministers and the Wets Pomeranian Government.
• Strengthening the province road no 102 in section Dziwnówek - Trzebiatów financed by the Province budget in years 1999 - 2001.
• Rebuilding the national road no 3 in Wolin Commune financed by the World Bank.
• Building the bridge over Swiniec Canal together with replacing the crossing with roundabout in Kamien Pomorski qualified to realisation within Phare CBC 2001. Commencement of the project - I st quarter of 2003.
• Building of the by pass for Kamien Pomorski, within the course of the province road no 107 and modernisation the road no 107 (this leads a tourism traffic from Szczecin to Miedzyzdroje and other coastal locations) qualified to realisation within Phare CBC 2002. Commencement of the project - III rd quarter of 2003.

3.3. Results
• Improvement of geometric parameters of the road as well as the surface and sidewalks condition.
• Increase of sewerage length.
• Increase of tourism traffic,
• Putting into operation 3,0 km long modernised section of the road.

3.4. Activities
Within the framework of contract 1 it is expected:
• Rebuilding of 3 km long section of the Province road no 102 (streets: Mysliwska, Wodziczki, Niepodleglosci and Zwyciestwa) together with underground infrastructure rebuilding.
• Rebuilding of 13 road crossings.
• Building of pedestrian / bicycle course and sidewalks along the whole modernised section, total area 10,550 m².
• Building 3,1 km long rain sewerage together with rebuilding remaining infrastructure network.

3.5. Lessons learned
For the first time task applied by ZZDW Koszalin was qualified within a project of Phare CBC 2001. It was “Building of a bridge within the course of province road no 107 including rebuilding the crossing of province roads 103 and 107”. Financial memorandum for that Phare edition was signed in December 2001. Presently the project is on the stage of works tendering.

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. Beneficent - West Pomeranian Board of Province Roads in Koszalin.
5. **Budget**: according to pattern below: in MEUR

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

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 threat to 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 documentation)
- IV th quarter of 2003

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:** (applies to investment projects only)
Environmental impact report for this project was prepared in December 2001 (you can get insight into the report in West Pomeranian Board of Province Roads in Koszalin).
Basic legal act applicable is the low of November the 9th 2000 on access to environmental information, on environment protection and on evaluation of influence on environment (Journal of Law no 109, item 1157). In the study influence of the investment on the environment elements both on the stage of construction as well as operation has been analysed. Efficiency analysis of proposed means aimed to minimise negative environment impact of the investment have been done as well. Since the investment planned does not regard new object evaluation has a comparative character to the existing conditions. Detailed conclusions are included in enclosure to the fiche "Environmental impact assessment".

10. **Rates of return:** (applies to investment projects only)
To calculate economical factors an economical analysis was applied with use of HDM system (Highway Design and Maintenance Standards Model) v. 1995 so-called 1995 HDM. The World Bank elaborated the HDM system, which applies to technical and economical efficiency analysis of road investments.

   **Net profit NPV=10,64 m PLN**
   **Internal Rate of Return - IRR=27,1 %**

   The economical analysis is found in West Pomeranian Board of Province Roads in Koszalin.

   Enclosed there is summary of economical analysis.

11. **Investment criteria:** (applies to 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. **Co-financing**
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.

11.4. **Project readiness and size**
- The project is prepared for realisation
- The investor owns land necessary to execute the project
- All technical studies necessary for commencement of the project have been done
• 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 EC 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 objects will be maintained from budget of The Board of Province.

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

Sporzadzil:
Danuta Szymczak
Zachodniopomorski Zarzad Dróg Wojewódzkich w Koszalinie
75-122 Koszalin ul. Szczecinska 31, tel. 3427831
e-mail:planowanie@zzdw.koszalin.pl

Enclosures required to the project fiche

1. LogFrame matrix.

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**

<table>
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<tr>
<th>LOGFRAME PLANNING MATRIX:</th>
<th>Programme name and number</th>
<th>Phare CBC 2003</th>
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<td><strong>Reconstruction of road no 102 in Miedzyzdroje.</strong></td>
<td>Contracting period expires: III rd quarter of 2004</td>
<td>Disbursement period expires: IV th quarter of 2005</td>
</tr>
</tbody>
</table>

### Overall objective

- Improvement of road tourism and technical infrastructure in border area.

### Objectively Verifiable Indicators

- Putting into operation 3,0 km long modernised road section equipped with modern technical infrastructure

### Sources of Verification

- Reports of National Statistical Office
- Reports of Marshall Office

### When to be reached? Who will measure?

- Reports of Executive Authority
- Acceptance protocols
- Laboratory surveys carried out during works
- Annual survey of the surface under operation carried out by employees of ZZDW laboratory

### Assumptions

- There is a lack of risk factors threatening realisation of the project.
- Rebuilding 3.0 km long road section in Miedzyzdroje
- Rebuilding 13 road crossings
- Building pedestrian and bicycle route and sidewalks on the whole length
- Building 3.1 km long rain sewerage
- Rebuilding underground infrastructure on the whole length of the modernised section

- Amount of contracts realised within this project - 1

- Total budget: 2.7 MEUR
  - Phare budget: 2.0 MEUR

- There is a lack of risk factors threatening realisation of the project.

Preconditions

- The Board of Province has taken decision to realise the project.
Annex 2 & 3
Reconstruction of road no 102 in Miedzyzdroje

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>01.10.2002 r.</th>
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<td>Planning Period</td>
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<th>Budget Allocation</th>
<th>Cost Estimate</th>
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<td>PHARE – 2,0</td>
<td>Own means – 0,7</td>
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**Implementation schedule**
- Contract 1
  - D
  - D
  - D/C
  - C/I
  - I
  - I
  - I
  - I

**Contracting schedule**
- Contract 1
  - 2,0
  - 2,0
  - 2,0
  - 2,0
  - 2,0
  - 2,0

**Disbursement schedule**
- Contract 1
  - 0,3
  - 0,9
  - 1,1
  - 1,5
  - 1,9
  - 2,0

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

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 [ ] No [ ]

If yes, on which date 24.10.2001

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

Municipality of Miedzyzdroje

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

Yes [ ] No [ ]

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

In case of Poland these are proper 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


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 carried out for the project.

Complex way of solving communication problems on the main town axis is expected in the project. Rebuilding of crossings, building of new sidewalks and bicycle routes, bus bays and parking lots are planned. This will make access to objects located at the main street easier. The traffic safety, especially this concerning pedestrian traffic, which is especially high in the tourism town, will be improved by special design making all traffic quieter (building of asylums and change of pedestrian crossings location). Moreover rebuilding or building elements of a technical infrastructure is planned:

- Building of about 3.1 km of the rain drainage within course of road no 102
- Building of rain water collectors from streets square with the road no 102
- Modernisation of electrical, telecommunication and water supply networks.

In the study influence of the investment on the environment elements both on the stage of construction as well as operation has been analysed. Efficiency analysis of proposed means aimed to minimise negative environment impact of the investment have been done as well. Since the investment planned does not regard new object evaluation has a comparative character to the existing conditions. Detailed conclusions are included in enclosure to the fiche “Environmental impact assessment”.

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
The atmospheric air

During phase of construction influence on the air will be combined with temporary, not organised emission of pollutants made by working building equipment. This influence will have local and temporary character only.

Decrease of pollutant emission to the atmospheric air will effect in phase of operation, mainly due to applying elements making traffic quieter. Considering the air protection regulations in force, there is no threat of exceeding allowable concentration of pollutants (NO\textsubscript{2}, CO and hydrocarbons) in the atmospheric air.

Environment of surface and underground water

There are neither watercourses nor surface water reservoirs in the direct neighbourhood of the road, which could be influenced by not organised emission of pollutants.

Works carried out in the phase of rebuilding, due to technical conditions of their performance, will not have considerable influence on the condition of underground water. The probability of polluting underground water during phase of operation will decrease because:

- Improvement of surface sealing of the existing road
- Improvement of drainage of the road area
- Building about 3.1 km long rain sewerage
- Building absorbing wells and oil separators integrated with sand settling traps.

The surface environment (configuration, soil, waste pollution)

Since the project planned consists of modernisation of the existing road, realisation of the project will not have considerable influence on the configuration of the terrain.

There are no farming lands in direct neighbourhood of the road. Influence of the road on land surface, regarding draining polluted rainwater, will improve because of planned modernisation of the road sewerage, building of new culverts and absorbing wells and especially due to installation of three oil pollution separators.

Building design assumes maximum utilisation of the existing asphalt surface as a base - this will allow to reduce the amount of wastes. These wastes were classified, according to regulations in force as "wastes from building construction site, renovation and demolition of buildings and civil engineering objects" - group 17 in following amount:

- 1705 02: "excavation ground" – layer of humus – about 1.846 m\textsuperscript{3}
- 170501: "concrete wastes and concrete rubble from demolition or renovation" – breakstone, concrete debris or plates, sidings and concrete basements” – 2.652 Mg
- 170302: "asphalt not containing the tar” – about 5.075 Mg

None of the above wastes is classified as a "dangerous" according to regulations in force. All wastes will be recycled for renovations and modernisation of communal roads in area of Miedzyzdroje Commune, this means it will be not stored at all.

During operation phase wastes will be temporary created in oil separators. According to classification in force, it could be contained in the group 1908 "wastes from sewage treatment plants not specified separately":

- Sand and sludge – as „other wastes not mentioned separately” code 190909 about 70 – 80 m\textsuperscript{3}/year
- Water - oil layer – as „fat and oil mixtures from sewage treatment plants” – 190803 – dangerous waste – about 10 m\textsuperscript{3}/year

The above wastes will be utilised according to provisions of the law act on wastes, of April 27\textsuperscript{th}, 2001, with special care of correct (on time) collection and utilisation of dangerous wastes.

Nature (fauna and flora)

Presently as well as after the rebuilding is completed, the road operation does not make any significant influence on fauna in the surrounding area.

Interference in fauna will take place in phase of designed building works, however it will be limited to removing ten existing trees in area of Zwyciestwa Street. Necessity of removing these trees is
unavoidable in regard of rational solution of the building design. Loss that will occur to the natural environment would be not significant because the condition of seven of the trees was considered bad (on the basis of detailed survey made for required consent).

**Acoustic environment (noise)**

Acoustic arduousness, connected with the road traffic, will decrease after the planned project is done due to applying elements making road traffic quieter. This means reducing of noise caused by frequent stopping and starting vehicles what takes place presently. On the whole route bituminous surface will be applied, this one has the highest factors of noise suppression comparing to other types of construction. The solutions applied will force drivers to not exceed allowable speed of 50 km/h and this is the crucial factor of noise generation by vehicles.

On the basis of environmental impact evaluation made in this report it was found that the range of arduous influence of modernised road on the environment would be limited to the roadway zone only. For this there is no need to establish the zone of limited operation according to provisions of article 153 of the law act of April 27th, 2001 "The Environment Protection Law". There is no threat to public interest in case of the planned project, so there is no risk of social conflict concerning the project.

Considering the above summary it is to be stated that solutions of the building design meet requirements appointed by proper regulations regarding the environment protection and realisation of this project is not only possible but also necessary to improve safety of cars and pedestrians traffic in this area.

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

c) According to the law act of July 27th, 2001 on introduction of the "Environment Protection Law", the law on wastes and on change of some legal acts, this project is considered to influence the environment considerably. Due to the above an evaluation of environmental impact was carried out providing public participation in the way appointed by the law. Announcement on the planned project was set for 21 days on the notice board and on the web page of the West Pomeranian Province Administration in Szczecin as well as on the notice board in City Hall in Miedzyzdroje. 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 (including the list of persons, which were sent the notice)
   - "Building Conditions Consent"
   - "Development Consent"

*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 [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   [____|____|____|]

\(^4\) 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.
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.

……………………………………………………………………………………………………………………
……………………………………………………………………………………………………………………
……………………………………………………………………………………………………………………

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)*

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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
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) Reconstruction of road no 102 in Miedzyzdroje

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:

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