1. **Basic information**
   1.1. CRIS Number: 2003/005-708.08
   1.2. Title: Construction of the Swinoujscie - Garz road border crossing
   1.3. Sector: Cross Border Co-operation / Infrastructure
   1.4. Location: Poland, Zachodniopomorskie Province, urban poviat of Swinoujscie

2. **Objectives:**

   2.1. **Wider objective**

   Supporting balanced and sustainable development of the Polish-German borderland in Mecklemburg Vorpommern, Brandenburg and Zachodniopomorskie Province, as well as enhancing the relations between the inhabitants and institutions of these areas.

   2.2. **Project purpose**

   1. Improving transport links between the Polish part of Uznam (Usedom) island and the mainland.
   2. Increasing the cross-border traffic and tourist exchange.
   3. Increasing tourism revenue.

   2.3. **Accession Partnership and NPAA Priorities**

   - Priority 24.3. Justice and internal affairs: Adjusting the system for national border protection to the Community standards.
   - Priority 9.1.2. Transport policy: Adjusting Polish legislation to the Community standards regarding access to the market of road passenger and cargo transport.
   - Priority 3.4. Freedom of services: Preparing Poland for participation in the Community tourist market.

   **2.4. Contribution to the implementation of the National Development Plan and Joint Programme Document Phare CBC.**

   The investment in question complies with the priorities of the Transport Infrastructure Development operation plan included in the National Development Plan. The operation plan stipulates “increasing the country’s transport cohesion and improving the spatial accessibility of towns, areas and regions in the European Union”.

According to the transport and transport infrastructure part of the Joint Programme for the Polish-German borderland in Mecklemburg-Vorpommern/Brandenburg and Zachodniopomorskie Province (hereafter referred to as JPD) of 20th October 2000, “It is
necessary to create in the Region, and mainly in the east-west direction in the Polish-German border area, denser networks of cross-border road and railway infrastructure, including means of inland waterway transport” and “Opening more border crossings for cargo traffic and passenger car traffic, enlarging the existing border crossings and extending the road network in the west-to-east direction will contribute to a further development of transport, especially between Germany and Poland, and thus, the cross-border economic development of the region”.
The particulars of the above needs are set out in the Proposals for Cross-Border Co-operation, which mention creating transport infrastructure for intra-regional exchange without barriers, and in the tree of objectives, which includes the following superior objective: Improvement of technical and tourist infrastructure particularised with the following detailed objective: Actions to improve the supra-regional and internal provision of the Region with transport infrastructure (roads, railways, waterways, air transport) with special consideration to the accessibility of the towns of central importance, industrial areas and tourist attractions, increasing the capacity of border crossings and increasing safety in the border area.

The investment in question is in line with the provisions contained in the National Development Plan, being fully consistent with the document. The strategic objective of the National Development Plan is to develop a competitive economy based on know-how and enterprise, with a potential for long-term, sustainable development, ensuring increased employment and social, economic and spatial cohesion with the European Union on the regional and national level. Chapter 4. Objectives and priorities contains the following provisions:

- Reinforcing the development potential of the regions and counteracting the marginalisation of some areas.
- Extending and modernising the infrastructure to strengthen the competitiveness of the regions.
- Restructuring the economic base of the regions and creating conditions for its diversification.
- Developing international co-operation between the regions.

The investment is also consistent with the JPD, whose provisions it implements. In the section 5.1 Development basis and purposes, the actions mentioned as crucial for the development of the Region include the following:

- intensifying the cross-border co-operation,
- creating transport infrastructure,
- further reduction of development barriers in the form of national borders.

According to the document, the main objective consists in supporting balanced and sustainable development of the Polish-German borderland in Mecklenburg-Vorpommern/ Brandenburg and Zachodniopomorskie Province, and enhancing the relations between the inhabitants and institutions of these areas. One of the main priorities serving this purpose is the Improvement of the technical and tourist infrastructure (B priority). Once put into practice, it will increase the accessibility and competitiveness of the Region.

2.5. Cross-Border Impact

Constructing the road border crossing Swinoujście/Garz will have the following effects:
• Supplementing the road system for individual and collective transport on the entire Uznam island (Polish and German part).
• Developing cross-border contacts between the permanent and temporary residents of the island.
• Increasing the accessibility of the cultural, tourist and health resort base in the Polish and German part of the island.
• Developing institutionalised contacts influencing the life of the inhabitants, e.g. regarding education and culture.

3. Description

3.1. Background and justification

Since the beginning of the system changes in Poland, the cross-border traffic has been steadily increasing. Thus, extending the existing border crossings and building new ones has become an urgent necessity. This concerns both the crossings of supra-regional, transit importance, and the local crossings of regional importance. The latter can relieve the congested border crossings of the first type. However, their primary task is to stimulate the cross-border co-operation between the parts of the region divided by the national border, with special consideration to cross-border tourism.

The Pomerania Euroregion is situated exceptionally well on the intersection of important transport axes running in the north-south and east-west directions. However, the SWOT analysis (prepared as part of the work on the JPD for the region) revealed a number of obstacles to making use of this advantageous position. They include the neglected state of the east-west axis in comparison to the north-south one, caused by the ineffective organisation and insufficient capacity of the border crossings.

The border crossing covered by the project in question, designed to handle pedestrian, bicycle and bus traffic, lies on the regional transport axis RW2 which links Greifswald with Kolobrzeg through Wolgast/Anklam, Ahlbeck, Swinoujscie, Kamien Pomorski and Trzebiatów.

From 1945 until the withdrawal of the USSR forces from Poland, the site intended for the border crossing was used by the Russian military forces as a link between the Garz airfield and the marine base in Swinoujscie.

The planned crossing will have two basic functions. The first one will consist in strengthening the personal, economic and cultural bonds between the inhabitants of Swinoujscie and the German part of the island, through stimulating the local cross-border traffic. The other function arises from the tourist attractiveness of the area embraced by the project. It should consist in stimulating the cross-border tourist exchange.

Building the new border crossing is a part of the concept for developing the transport system of the Uznam Island as a whole (i.e. both the Polish and German parts) in the new socio-economic conditions, largely based on the existing historical infrastructure. The investment in question is included in broader plans for uniting the island. Building the new road crossing should precede the planned construction of a railway link between Swinoujscie and Bad Ahlbeck, which is the last station of the Usedom Bäderbahn (UBB). Furthermore, the plans stipulate changing the status of the Swinoujscie – Ahlbeck border crossing, allowing passenger car traffic.
The necessity to increase the capacity of the existing border crossings in the region and building new ones is also mentioned in a number of other documents of regional, national and international importance. In a chronological order, these are:

I. The Agreement between the Government of the Republic of Poland and the Government of the Federal Republic of Germany about Border Crossings and Kinds of Border Traffic of 6th November 1992, whose article 3.1 reads that the parties to the agreement undertake to open further border crossings after proper conditions have been created. The Swinoujscie-Garz border crossing is mentioned in Annex 2 to the above-mentioned agreement, which contains a list of planned border crossings.

II. The Swinoujscie-Graz border crossing is also mentioned as “planned” in the Cross-Border Concept for the Development and Activity of the Pomerania Euroregion for 2000-2006 of June 1999.

III. The Plan for the Management of the National Border in 2002, whose task no II concerns building the border crossing in question.

IV. A declaration made by representatives of the Regional Government of Zachodniopomorskie Province and the Parliament of Mecklemburg-Vorpommern calling for all actions necessary to meet the deadlines for opening the border crossings Garz/Swinoujscie and Hinteresee/Dobieszyn.

3.2 Linked activities

Building, extending and modernising the infrastructure of border crossings adjusting them to the regulations and standards of the European Union, which are the priority tasks of the state administration.

As an associate member of the EU, Poland is obliged to meet the conditions included in the Accession Partnership. The latter document stresses the necessity for investments in transport infrastructure, especially to secure the development of trans-European networks. The investment in question will largely contribute to fulfilling these provisions by our country.

So far, similar undertakings related to the development of transport and infrastructure have been subsidised from the PHARE fund.

Only in Zachodniopomorskie Province, the infrastructural undertakings aimed at improving the border traffic conditions, financed from PHARE 93, PHARE CBC 94, PHARE CBC 95 and PHARE CBC 99, have included:

- building a new stretch of the road bypassing the border crossing under construction in Osinowo Dolne, and modernising the access roads to the crossing;
- adjusting the A-6 road to parameters of a motorway along the stretch from the border crossing Kolbaskowo-Pomellen to the Kolbaskowo node;
- adjusting the A-6 road to parameters of a motorway along the stretch from the Kolbaskowo node to the Gryfino node, as well as constructing two bridges over Western and Eastern Odra.
- building part of the clearance and technical infrastructure on the road border crossing in Rosówek-Rosow;
- modernising the Lubieszyn-Linken road border crossing.

3.3 Results

Construction of a road border crossing.
Relieving and improvement of clearance conditions at other border crossings.
Increasing the cultural and social exchange between the inhabitants of Zachodniopomorskie Province and the neighbouring regions of the Federal Republic of Germany.

3.4 Activities

Construction of the following facilities:
- administration and clearance buildings;
- gate pavilion;
- technical building;
- transformer station;
- roofing over the bus clearance zone
- roofing over the pedestrian and cyclist clearance zone
- necessary road and parking infrastructure.

The Project will be realised within a single contract, and a minimum of 25% own share in the financing of the contract will be secured.

3.5 Lessons learned

1. Construction of road border crossing Rosówek-Rosow (project no. PL 9502.01.02-02)
   Under this task, an administrative building for German services, a roof above the clearance zone, a technical building, 2 garages for inspecting passenger vehicles, and a protection against forced crossing of the border have been built.
   The border crossing is situated on the Polish side of the border along the regional road no. 117 Szczecin – state border – German federal road no. 2 to Schwedt. The border crossing is approved for general access, for passenger cars and buses, as well as pedestrian and cyclist traffic. The road layout of the crossing is complete. This border crossing is currently the best-prepared facility for clearance of passengers in tourist traffic, and it also ensures good conditions for joint clearances by Polish and German border and customs services.

2. A project named "Modernisation of border crossing Lubieszyn-Linken" PL 9913.01.02 L001/L002, co-financed from Phare Poland-Germany CBC 1999 is currently in progress.
   Within the project, among other facilities, new parking lots for 100 trucks, access and manoeuvring roads, facilities for primary, secondary and special clearances in both directions are being built.

   The lessons learned during the implementation of the above-mentioned projects guarantee proper supervision of the implementation of the project concerned according to programme guidelines from the procedural point of view and during the implementation phase.

4. Institutional framework:

- The institutional framework, in which the project will function:
  Governor of Zachodniopomorskie Province, Governor's Office of Zachodniopomorskie Province, Waly Chrobrego Street, 70-502 Szczecin, Poland - beneficiary
The Governor's Office of Zachodniopomorskie Province – Investor
Road Border Crossings Board in Szczecin – Manager

- The results of the project will not cause any changes in the existing institutional framework.
- The Contract Engineer shall be selected in an unlimited tender according to the public procurement act. The ordering party will be the Governor of Zachodniopomorskie Province.
- The Governor of Zachodniopomorskie Province shall become the owner of fixed assets (public property).

5. **Budget:**

<table>
<thead>
<tr>
<th>PHARE CBC 2003 financing</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>INW Investment support</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IB Institutional support</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total PHARE CBC 2003</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(EUR million)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Domestic co-financing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(EUR million)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IFI Financing from IFI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total international</td>
<td></td>
<td></td>
</tr>
<tr>
<td>financial institutions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Contract 1  | 2.000 | 1.400 | 3.400 |
| Total       | 2.000 | 1.400 | 3.400 |

The contract will be jointly co-financed from the State Budget (1.400 MEUR)

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@wwwpw.ip.pl
www.wwwpw.ip.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

- During the implementation of the project the procedures will be strictly followed (DIS).

6.4. Contracts

One (1) contract is foreseen, which value is: 3.400 MEUR, co-financed from the State Budget (1.400 MEUR).

7. Implementation schedule:

7.1. Beginning of the tendering procedure

- Announcement of international tender for implementation of the complete investment task.
  2\textsuperscript{nd} quarter of 2004.

7.2. Beginning of project operation

- planned commencement of contract implementation.
  3\textsuperscript{rd} quarter of 2004.

7.3. Completion of the project

  3\textsuperscript{rd} quarter of 2006.

8. Equal Opportunity:

- \textit{It should be outlined, how the equal participation of women and men is to be ensured, and how the participation of women will be measured.}

At every stage of investment, equal participation of women and men will be ensured.

9. Environmental impact (only for investment projects)

According to the assessment included in the Report, the investment has no negative impact on the environment and fulfils all the requirements resulting from the environmental protection law.

- There are no conflicts with respect to geomorphological, hydrological, geological and hydrogeological conditions.
- The location site is situated outside the landscape and groundwater protection zones and other areas covered by legal protection, including conservatory protection.
- The investment shall not affect the aero-sanitary and acoustic conditions in the area.
- The solutions to be implemented ensure proper protection of groundwater, surface water and atmospheric air.

The environmental impact report has been elaborated at the stage of the investor's application for a building permit decision (legal conditions as of September 2002).

Author: Jaroslaw Zienko, 70-502 Szczecin, ul. Odziezowa 22/3.
The report has been submitted in September 2002 (ready for inspection at the Regional Development Department of the Governor's Office of Zachodniopomorskie Province in Szczecin).

When issuing the administrative decision the President of Swinoujscie carried out the procedure required under article 46, 48 and 53 of the Act of 27 April 2001 on Environmental Protection Law (Polish Journal of Laws of 2001 No 62 item 627). Thus, he ensured public participation in the process of developing the Environmental Impact Assessment. Additionally, the President of Swinoujscie delivered his decision to all interested parties.

10. Rates of return: (only for investment projects)

Due to a non-profit character of the project, IRR has not been calculated. 
Internal Economic Rate of Return: $\text{ERR} = 12.1\%$

11. Investment criteria: (only for investment projects)

11.1. Catalytic effect

The opening of the new border crossing will tighten the mutual contacts of Poles and Germans, allowing them to increase their personal relations and the income from tourism. The benefits from increased cross-border traffic will result in increased support for the integration of Poland with the European Union, which eventually includes the implementation of the Schengen Agreement.

11.2. Cofinancing

The project will be co-financed from the state budget. 
The construction of the border crossing will undoubtedly attract small capital engaged in services at the crossing itself and in its vicinity.

11.3. Additionality

The investments at road border crossings within the province are the Governor's own investments, therefore their financing may come from the budget of the province or from the division of the earmark reserves of the state budget.

11.4. Project readiness and size

The basis of the implementation of the project is the Agreement between the Government of the Republic of Poland and the Government of the Federal Republic of Germany on border crossings and types of border traffic.

The project is implemented according to the Development Consent no. 89/2002 of 13 June 2002, issued by the City Hall of Swinoujscie.
The building and construction design of the "Road Border Crossing", performed by "Archicon" Design Office from Szczecin, is ready for all the specialist fields and has been submitted to the Investor (Governor's Office of Zachodniopomorskie Province). During the design process, geological research has been performed, revealing the organic soil layers, and a relevant geotechnical opinion statement exists.

11.5 Sustainability

The project complies with all the required EU norms and standards and is compliant with the sectoral EU legislation.
There is no negative impact on the environment.
All the costs related to the operation and maintenance shall be borne by the Governor of Zachodniopomorskie Province.

11.6 Compliance with state aids provisions

The construction of the road border crossing is a non-commercial project.
In the financing of the border crossing construction, the principles regarding percentage share of the Phare fund and the beneficiary (Governor of Zachodniopomorskie Province) in the realisation of the project shall be observed.
The disbursement of the funds will be conducted according to the binding procedures and legal regulations in this field.

11.7 Contribution to National Development Plan and Joint Programming Document

The National Development Plan in item 4.3.9. specifies the priority – Development of International Co-operation of Regions in terms of cross-border co-operation, economic, social and cultural exchange, acting for modernisation of transport infrastructure and border crossings.
The project is compliant with the National Strategy for Transport Development for 2002-2006 in the field of modernisation of roads and their connection with the national and European Union road systems. The construction of Swinoujscie-Garz border crossing is also included in the State Border Development Plans for the years 2002 – design, 2003 – commencement of implementation.

12. Conditionality and sequencing:

After the funding is provided from the Programme, there will be no further conditions required for the implementation of the Project.

The sequence of activities is the following:
- appointing the Project engineer: deadline 4th quarter 2003, responsible: Governor’s Office of Zachodniopomorskie Province,
- preparing tendering documentation: deadline 1st quarter 2004, responsible: Project engineer,
- approval of tendering documentation by the Implementing Authority; deadline: 2nd quarter 2004, responsible: Project engineer,
- Call for tender: deadline: 2nd quarter 2004, responsible: Governor’s Office of Zachodniopomorskie Province,
- Selecting the tenderer and award of contract, deadline: 3rd quarter 2004, responsible: Governor’s Office of Zachodniopomorskie Province.
APPLICANT:

Full name: Zachodniopomorski Urzad Wojewódzki
Address: 70-502 Szczecin ul. Waly Chrobrego 4
Telephone: 43 – 03 -567
Fax : 43-43-546

Contact person:

Mr. Jerzy Hoffmann, Director of Road Border Crossings Directorate in Szczecin
tel. 4885335, 4885257 (fax)
Annexes to project fische:

1. Logframe matrix.
2. Detailed implementation schedule
3. Quarterly contracting and disbursement schedules for the whole period of the programme (including disbursement period).
Annex 1: LogFrame

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX</th>
<th>(Programme name and number)</th>
<th>Data zakonczenia wydatkowania:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSTRUCTION OF SWINOUJSCE-GARZ BORDER CROSSING</td>
<td>(Contracting period expires)</td>
<td>(Disbursement period expires)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Overall objective)</th>
<th>(Objectively Verifiable Indicators)</th>
<th>(Sources of Verification)</th>
<th>Zalozenia (Assumptions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Define larger / strategic goal (e)</td>
<td>Promoting balanced and sustainable development and bringing inhabitants and institutions closer together in Polish-German border area including Mecklenburg–Vorpommern/Brandenburg and Zachodniopomorskie Province.</td>
<td>10 % increase in border traffic and cross border tourism in Zachodniopomorskie Province.</td>
<td>Chief Statistical Office, Regional Statistical Office, Customs Office, Pomeranian Border Guard</td>
</tr>
<tr>
<td></td>
<td>3 % increase in revenue from tourism in Zachodniopomorskie Province.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Project purpose)</th>
<th>(Objectively Verifiable Indicators)</th>
<th>(Sources of Verification)</th>
<th>Zalozenia (Assumptions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>1. Improvement of communication accessibility of Polish and German parts of the Uznam Island. 2. Increase in cross border traffic and tourism. 3. Increase in revenue from tourism in the region.</td>
<td>100% increase in communication accessibility of Polish and German parts of the Uznam Island 50 % increase in cross border traffic and tourism on the Wolin and Uznam islands. 20% Increase in revenue from tourism on the Wolin and Uznam islands.</td>
<td>City Hall in Swinoujscie Customs Office, Pomeranian Border Guards Measurable effects will be achieved 3 years after completion of the project. Evaluation will take place after that time.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Results)</th>
<th>(Objectively Verifiable Indicators)</th>
<th>(Sources of Verification)</th>
<th>Zalozenia (Assumptions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of road border crossing. Taking over some traffic and improvement of border clearance on other border crossings.</td>
<td>New border crossing in Zachodniopomorskie Province after timely completion of works according to the schedule.</td>
<td>- occupational permits after completion of the investment; - City Hall in Swinoujscie; - Pomeranian Border Guard</td>
<td>- extension of road and communication infrastructure on both sides of the border; - no technical, organisational and institutional risk factors; - increase in pedestrian, cycling and coach tourist traffic will not have adverse impact on the traffic flow in the region</td>
</tr>
<tr>
<td>(Activities)</td>
<td>(Means)</td>
<td>(Assumptions)</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Construction of the following facilities:</td>
<td>Construction of all facilities planned in the project (Contract 1)</td>
<td>- development of road and communication infrastructure in the vicinity of the new border crossing;</td>
<td></td>
</tr>
<tr>
<td>- administration and clearance building for Polish border services,</td>
<td>Total budget: 3400'000 EUR</td>
<td>- co-operation between border towns</td>
<td></td>
</tr>
<tr>
<td>- administration and clearance building for German border services,</td>
<td>Phare budget: 2000'000 EUR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- border pavilion,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- technical building,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- transformer station,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- roofing over bus clearance zone,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- roofing over pedestrian and cyclist clearance zone,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- necessary road infrastructure and car parks.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| (Preconditions)                                                           |                                                                        |
| Agreement between Governments of the Republic of Poland and Federal republic of Germany on border crossings and kinds of border traffic of 6 November 1992 |
# Annex 2-3: Implementation, contracting and disbursement schedules

<table>
<thead>
<tr>
<th>Data opracowania (Date of Drafting)</th>
<th>02.10.2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>okres planowania (Planning Period)</td>
<td>1st quarter 03 to 3rd quarter 2006</td>
</tr>
</tbody>
</table>

## Budżet oszacowanie kosztów (Budget Allocation Cost Estimate) W mln EURO (in MEUR)

<table>
<thead>
<tr>
<th>I</th>
<th>II</th>
<th>III</th>
<th>IV</th>
<th>V</th>
<th>VI</th>
<th>VII</th>
<th>VIII</th>
<th>IX</th>
<th>X</th>
<th>XI</th>
<th>X</th>
<th>XII</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Implementation schedule (contract 1) | D | D | C | I | I | I | I | I | I | I | I |
| Contracting schedule (contract 1) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |

(Disbursement schedule) (contract 1)

| 0.1 | 0.4 | 1.0 | 1.3 | 1.5 | 1.7 | 1.9 | 2.0 | 2.0 |

Legend:
D = (design of sub-projects)
C = (tendering and contracting)
I = (contract implementation and payment)
Figures in MEUR accumulative
Annex 4

ENVIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent

Has development consent already been given to this project?

Yes [X] No [ ]

If yes, on which date: 13.06.02. Decision no. 89/2002

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

Urzad Miasta Swinoujscia (City Hall in Swinoujscie)

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

Yes [X] No [ ]

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

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

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

In Poland there are relevant authorities competent to issue building permit.

2. Application of Directive on Environmental Impact Assessment (EIA)¹

2.1. Is the project a class of development covered by Annexes to the Directive²:


The annex includes projects of especially significant impact on the environment, for example: motorways, landfills for hazardous waste, sewage treatment plants servicing populations larger than 150 thousand, dams on water reservoirs of more than 10 million cu. m [go to question 2.2]

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

The annex covers projects of potentially smaller impact on the environment, e.g.:
- roads other than at least four carriageway ones,
- municipal landfills,
- sewage treatment plants servicing populations below 150 thousand,
- projects developing tourist base,
- theme parks


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

Attached

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. A non-technical summary shall include at least:

- a description of the project comprising information on the site, design and size of the project,
- a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,

the data required to identify and assess the main (direct and indirect effects) which the project is likely to have on the environment on the following factors:

- human beings, fauna and flora (including those environmentally sensitive areas which might fall in future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives;
- soil, water, air, climate and the landscape;
- material assets and the cultural heritage;

- the interaction between the factors mentioned in the first, second and third indents
- and any further information which might derive from any of the obligations deriving from Annex IV of the EIA Directive.

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, organisations of exhibitions with plans, drawings, tables, graphs, models, etc.),
- the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)
- the way in which the concerns of the public have been taken into account.

When issuing the administrative decision the President of Swinoujscie carried out the procedure required under article 46, 48 and 53 of the Act of 27 April 2001 on Environmental Protection Law (Polish Journal of Laws of 2001 No 62 item 627). Thus, he ensured public participation in the process of developing the Environmental Impact Assessment. Additionally, the President of Swinoujscie delivered his decision to all interested parties.

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 [ X ]

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

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

  Use another sheet 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 [ X ]

  If yes, on which date [___|___|___]

In the case of projects concerned, it was decided that for all of them the environmental Impact Assessment would be required and thus after an answer has been given to the first sub-point, the further part of the point does not need to be filled. However, requirements in 2.3. need to be filled.

To check whether the Environmental Impact Assessment is complete see Annex IV to Directive 85/337/EEC amended by Directive 97/11/EC.
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 Nature 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 Nature 2000 sites)

In the case of Phare projects, the answer will be “No” and Annex I should be filled.

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 Nature 2000 sites)

- If no, please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Nature 2000 sites)

3 For the purpose of the Pre-Accession instruments a site of nature conservation importance (= potential future Nature 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 Nature 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 Nature 2000 sites)
(EQUIVALENT TO Annex I(a) of the Cohesion Fund form)

Responsible authority: Governor’s Office of Zachodniopomorskie Province

Having examined the investment and construction project application:

Project title: “Construction of the Swinoujscie - Garz road border crossing ”

which is to be located at Grunwaldzka Street in Swinoujscie, Poland

we declare that (tick the appropriate box):

☐ X The project is not likely to have significant effects on a site of nature conservation importance on the following grounds: The project is out of Special Areas of Conservation and Special Protection Areas according to the project of “potential future Natura 2000 sites”

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: Maciej Trzeciak – Conservator of nature..............................

(Authority responsible for monitoring sites of nature conservation importance)
Official Seal

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