STANDARD SUMMARY PROJECT FICHE
PROJECT PL.9908.02

Sub-programme: Transport

1. Title:
   Extension of the A-4 Motorway to Gliwice; section Nogawczyce – Lany - Kleszczów from km 279+150 to 295+770 (16.620 km).

2. Location :

   The A4 Motorway is the major road axis linking Germany with the coal-mining and industrialised southern Poland. It is to be extended to the Ukrainian border, thus facilitating the transit movements from western Europe to Ukraine and southern Russia. The A4 is a part of the E40 European link running along the route Ostend-Brussels-Aachen-Koln-Erfurt-Dresden-Wroclaw-Katowice-Krakow-Kiev.

   The project is located in the A-4 Motorway and concerns construction and modernisation of the A-4 Motorway, section from the Nogawczyce Interchange to the Kleszczów Interchange.

3. Objectives:

   - Stimulation of economic development.
   - Facilitation of mobility of freight and people.
   - Support of the more economical and reliable international transport of people and goods in the areas of interest to EU and Poland.
   - Increased trade and improved transit traffic; increase in road safety.
   - Decrease of the costs of transport; decrease of travel time.
   - Protection of natural and human environment along the new part of A-4 Motorway.
   - Improvement of connection between EU countries and industrial areas of Poland, Ukraine and south Russia.

   Those objectives result from the priorities identified for Poland by the European Commission in the document „Accession Partnership” within the framework of midterm priorities in the field of:
   - Transport: providing necessary investments in transport infrastructure, especially in the field of extending of Trans European Network.
   - Environmental Protection: Requirements concerning environmental protection and the necessity of significant progress in this area must be an integral part of the policy in each sector.

   The completion of the project will have a significant impact on achievement of objectives determined in the accession process.

   The achievement of the above general objectives will be possible by a full completion of the following parts of the project Extension of the A-4 Motorway to Gliwice – the Nogawczyce – Kleszczów section:
   - Rehabilitation and construction of bridges.
   - Construction of north carriageway of A-4.
   - Rehabilitation of south carriageway of A-4.
   - Construction of environmental protection facilities.

4. Description and Identification of the Project:

   The scope of the planned works is compatible with accession priorities of the Polish Government included in the document „Commission’s Opinion on the Application of the Polish Government for Accession to the EU (Agenda 2000 – DOC 97/16)” and has the impact on the execution of the transport policy of the EC in the fields of:
- Supporting transport connections with third countries and facilitating access of EU operators to other transport markets
- Improvement of the quality of transport system influencing achievement of goals in environmental protection and safety.

The project is also a part of the priority A-4 Motorway construction within the National Programme of Motorway Construction. This part of the A-4 Motorway is a section of the large infrastructure project Wrocław-Katowice-Kraków on the A-4 Motorway out of which, already a 126 km section between Bielany, near Wrocław, and Nogawczyce, is under construction utilising financial resources provided by PHARE, the EIB and the Polish Government budget.

**Basic technical data for project:**

- Designed speed : 120 km/h
- Roadway width : 27,5 m
- Dual carriageway : 2 lanes in each direction
- Emergency line : 3,0 m
- Soft verge width : 1,25 m
- Median width : 4,0 m
- Earthworks : for 3 lanes each direction
- Loading of 115 kN/axis

The total scope of works on the project of the Extension of A-4 Motorway to Gliwice section Nogawczyce – Kleszczów (16.620 km long) financed by EBI, PHARE and the Polish Government budget:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>total earthworks</td>
<td>761 000 m³</td>
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<tr>
<td>pavement</td>
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<tr>
<td>interchange</td>
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<tr>
<td>bridges</td>
<td>25 Units</td>
</tr>
<tr>
<td>storm drainage including water drainage treatment appliances</td>
<td>21 000 m</td>
</tr>
<tr>
<td>acoustic screens</td>
<td>0 m</td>
</tr>
<tr>
<td>reconstruction of 110 kV line</td>
<td>1 500 m</td>
</tr>
</tbody>
</table>

5. **Institutional Framework**

The Ministry of Transport and Maritime Economy is to be responsible for the co-ordination of assistance to the transport sector. The General Directorate of Public Roads (GDDP) and Agency for Motorway Construction and Operation (ABiEA) are in charge of preparation of project up to tender process.

6. **Budget (MEURO)**
Co-financing of the „Extension of the A4 Motorway to Gliwice ” project is under initial discussion with the European Investment Bank and the Polish Government.

7. Implementation arrangements

The Ministry of Transport will be the Implementing Agency for the project and shall be responsible for handling all tendering, contracting and payments of the contract.

8. Implementation schedule

Start of tendering: September 1999
Start of project activity: January 2000
Project Completion: December 2002

9. Equal opportunities

The participation of women and men in the project will be based on relevant standards of European Community concerning EOE (Equal Opportunity of Employment) and it will be assured by the official advertisements published for recruitment of the project staff. The main criterion for the staff recruitment will be appropriate qualifications and experience in similar projects. Both men and women will have equal opportunities.

10. Environment protection

The purpose of the designed A4 Motorway from the “Nogawczyce” Interchange to the “Solnica” Interchange is to promote transit traffic on the Wroclaw – Kraków route. The detailed design for the Nogawczyce–Kleszczów section of A-4 Motorway construction is a comprehensive part of the design for A-4 Motorway from Wroclaw to Gliwice. Its implementation will have the following positive effects to the environment:
- Reduction of noise effect and water pollution
- elimination of bothersome transit traffic from the historic towns centres located along national road No. 4.
- improvement of environment conditions in towns by decrease of traffic intensity,
- decrease in the number of traffic accidents,
- socio-economic advantages.
- relocation of heavy and dangerous load transport within corridor III from national road No.4 on the A-4 Motorway.

The construction design includes all the elements of the environment protection resulting from the “Assessment of influence of the Motorway on the environment”, carried out at the stage of obtaining the indication of the Motorway location from the Regional Bureau of Surveying and Arable Lands in Katowice and the Team of Regional Centre for Studies and Cultural Environment Protection in Kraków.
in December 1995, and approved by the Minister of Environment, Minister of Spatial Economy and Minister of Culture, as well as the decision on the Motorway location No. GP-10/A-4/10/96 issued by the Minister of Spatial Economy.

11. Rates of Return

- For the propose of economic and technical appraisal of the A-4 Motorway development project between Polish/German border and Gliwice, GDDP ordered in 1993 Feasibility Study for the whole corridor at total length 392 km. The French consultant company Transroute developed the study in collaboration with other reliable consultants. Although, at that time the concept of project implementation was different from current and different traffic studies available at the time, the project effectiveness analysis was encouraging. The Financial Internal Rate of Return for the Nogawczyce – Kleszczów section was estimate between 11.3% for an open system and 15.7% for evolutive (open-closed) system. (see annex 6 – attachment 6.1)

- Traffic forecasts to years 2005/2015/2025 were performed in 1997 by Transprojekt Warsaw and TecnEcon for the whole A-4 corridor. The Economic Internal Rate of Return (IRR) was estimated by ABiEA at 20%.

12. Investment criteria

The project Extension of the A-4 Motorway to Gliwice is a part of the Crete corridor III and meets the following EU criteria of selection for investment:

- Catalytic effect – The project plays a significant role as complementary to an ongoing project of the A-4 Motorway Construction section Wroclaw – Nogawczyce. Both of them play an important role in opening to development. In the case of project renunciation it would be delayed due to the lack of funds. The PHARE funding for this project shall accelerate actions being in accordance with Accession priorities. The project will result in the improvement of transit on the West-East connection increasing capacity of the corridor III, and in the economic and environmental development in Wroclaw, Opole and Katowice regions.

- Implementation Readiness – The project is proven technically and economically feasible. Preliminary design permitted cost estimates and environmental impact studies have been completed. Detailed design for section of the A-4 Motorway from Nogawczyce to Gliwice near of completion.

- Additionality - the project is one that the government agencies would not be able to undertake or would considerably be delayed without the financial support from a source such as a EU aid programme.

- Conditionality – Phare funding of the project will be conditional on the co-financing with European Investment Bank and its contribution will not exceed 25% of the total cost of the project. EIB contribution and Polish Government contribution in financing will be shared adequately to the future conditions of Memorandum to be agreed by EIB and Polish Authorities.

- Sustainability –the project is a sustainable solution of the problem of improving traffic conditions. The section of national road No. 4 is considered by GDDP as a major passenger and freight transportation corridor between the Western and Eastern part of Poland, connecting the most significant areas of the developing Polish economy.

- Competition – all actions within the project will follow the competition regulations of the EU. The Contractors partly financed by PHARE will be appointed on the basis of an open / international tender according to DIS regulations and FIDIC conditions.

13. Conditionality and sequencing

- Cofinancing from the Government and EIB as proposed
• Maintenance ensured by the Polish Government
• Assurance by the Polish Government of temporary duty free importation of equipment in case of tender award to foreign contractors and respecting payments in EUR.
• Preparation of national transport priority investment plan and establishment of a sustainable project preparation unit in the Ministry of Transport in 1999.
## ANNEX 1

### LOGFRAME PLANNING FOR PROJECT

**Date of Drafting**: 28 October, 1999  
**Total Budget of Project**: 79.2 MEURO  
**Programme Number**  
**Project Title**: Extension of the A-4 Motorway to Gliwice  
**Section Nogawczyce – Kleszczów**  
**Total Budget of Project**: 79.2 MEURO (Phare – 20.0 MEURO)

<table>
<thead>
<tr>
<th>Intermediate Objectives (1)</th>
<th>Indicators of Achievement (2)</th>
<th>Sources of Information (3)</th>
<th>Assumptions and Risks (4)</th>
</tr>
</thead>
</table>
| • finance and ensure completion of the A4 Motorway;  
• support the more economic and reliable international transport of people and goods in areas of interest to the EU and Poland;  
• assist in regional socio-economic development and international exchanges through the improved movement of people and goods. | • 143 km of completed motorway sections;  
• increased trade and transit in the voivodships Opole, Katowice;  
• decreased travel and transit time;  
• savings in vehicle operating costs;  
• decreased cost of transport;  
• decreased number of accidents. | • GDPD reports, monitoring and assessment reports;  
• regional development data (local authorities, chambers of commerce and trade);  
• transport companies and organisations;  
• international and national statistics and traffic surveys;  
• traffic police statistics. | • continued political commitment towards European Integration;  
• continued foreign investments and availability of national budget funds for transport infrastructure projects;  
• implementation of concessions for motorway operation and/or further construction;  
• further integration of transport operation. |

<table>
<thead>
<tr>
<th>Results of Project (5)</th>
<th>Indicators of Achievement (6)</th>
<th>Sources of Information (7)</th>
<th>Assumptions and Risks (6)</th>
</tr>
</thead>
</table>
| • completion of the A4 Motorway; from Wroclaw to Kleszczów  
• completion of the A-4 Motorway section Nogawczyce-Kleszczów-16.62 km;  
• protected natural and human environment along the new motorway sections. | • commitment/disbursement ratios;  
• timely handing-over of the civil works to the GDPD (23 months);  
• noise and emissions not exceeding standards;  
• decreased transit traffic through city centres. | • supervision consultants reports;  
• PMU reports, Strategic Plans and Work Programmes;  
• environmental and traffic surveys;  
• GDPD-MCO in Opole reports. | • available private and public funds to complete other sections in Corridor III;  
• traffic inc as expected;  
• adequate maintenance of vehicle fleet and road/motorway sections;  
• economic growth of Kraków Voivodship. |

<table>
<thead>
<tr>
<th>Outputs of Subprojects (9)</th>
<th>Indicators of Achievement (10)</th>
<th>Sources of Information (11)</th>
<th>Assumptions and Risks (12)</th>
</tr>
</thead>
</table>
| • completed of A-4 section Nogawczyce – Kleszczów km 279.15 ÷ 295.8  
• 16.62 km of 2x lane carriageway of A4  
• 25 structures  
• 1 interchanges.  
• 21 000 m storm drainage  
• 1 500 m reconstruction of 110 kV line | • commitment/disbursement ratios for Phare component;  
• timely handing-over of the civil works to GDPD (23 months);  
• quality of the works in accordance with international standards. | • supervision consultants reports;  
• PMU reports, Strategic Plans and Work Programmes;  
• laboratory tests. | • available complementary financing resources to cover potential supplementary costs on the Phare financed works;  
• availability of high-quality contractors and consultants;  
• availability of qualified management staff at the GDPD PMU and GDPD-MCO in Opole. |
## Annex 2 Cost Breakdown

<table>
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<tr>
<th></th>
<th>INVESTMENT MEURO</th>
<th>INSTITUTION BUILDING</th>
<th>TOTAL PHARE MEURO</th>
<th>RECIPIENT MEURO</th>
<th>IFI ** MEURO</th>
<th>TOTAL MEURO</th>
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<tbody>
<tr>
<td>Construction</td>
<td>18.0</td>
<td>-</td>
<td>18.0</td>
<td>20.2</td>
<td>39.0</td>
<td>77.2</td>
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<tr>
<td>Supervision</td>
<td>2.0</td>
<td>-</td>
<td>2.0</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>20.0</strong></td>
<td>-</td>
<td><strong>20.0</strong></td>
<td><strong>20.2</strong></td>
<td><strong>39.0</strong></td>
<td><strong>79.2</strong></td>
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### ANNEX 3 - Detailed Implementation Chart

**IMPLEMENTATION SCHEDULE OF THE PROJECT**

<table>
<thead>
<tr>
<th>Programme:</th>
<th>A4 Motorway</th>
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<tr>
<td>Title:</td>
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**Projects**

<table>
<thead>
<tr>
<th>Sub-Projects</th>
<th>Implementation Schedule (Quarters)</th>
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<td>PLANNED</td>
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<td></td>
<td>I</td>
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<td>Oct 99 – Dec 99</td>
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<tr>
<td>Total</td>
<td>DC</td>
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**Programme**

| Programme | DC | I  | I | I | I | I | I | I | I | I | I | I | I | 20 MILLION EUR |

**Legend:**

- **D** = design of sub-projects.
- **C** = tendering and contracting.
- **I** = contract implementation and payment.
### COMMITMENT (CONTRACTS) SCHEDULE

<table>
<thead>
<tr>
<th>Programme:</th>
<th>A4 Motorway</th>
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<tbody>
<tr>
<td>Title:</td>
<td>A4 Motorway</td>
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<tr>
<td>Cumulative Contractual Commitments (Quarters) MILLION EUR</td>
<td>Budget Allocation Cost Estimate MILLION EUR</td>
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<th>Projects</th>
<th>Sub-Projects</th>
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<td>Jan 99 – Mar 99</td>
<td>April 99 – June 99</td>
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**Date of Drafting**

**Planning Period**

January 1999

09/1999 – Dec 2002
## DISBURSEMENT (PAYMENTS) SCHEDULE

**Date of Drafting:**
- January 1999

**Planning Period:**
- 09/1999 – Dec 2002

### Title:
- A4 Motorway

### Cumulative Disbursement (Payment) Schedule (Quarters)

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<td><strong>Cumulative Disbursement (Payment) Schedule (Quarters)</strong></td>
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**Total:** 20
Annex 5

RELATION OF THE PROJECT TO OTHER PHARE PROJECTS AND CURRENT PROJECT FINANCED FROM OTHER RESOURCES

This project is a component of the A-4 Motorway, related to the following ongoing or already completed sub-projects:

- The Wroclaw–Nogawczyce Motorway section of 126 km is financed by PHARE 49,65 MEURO (all structural works within Programmes PL9406 and PL9601, after reallocations towards Flood Damage Repair) and road works from EIB (225 MEURO) and the State Budget 57 MEURO.

- Katowice by-pass (oncoming project within most recent PHARE ZZ9722 Programme of 35 MEURO fund) 20.4 km long section of A4 co-financed by PHARE, European Investment Bank and the Polish Government budget.

- Tyniec-Opatkowice: A 9.2 km long section of the A-4 completed in the period of 1989-1997 and financed from the Polish Government budget.


- Kraków-South by-pass of the A-4 Motorway (Interchange „Wieliczka”) is a 2.36 km long section of the A4 component, financed from Phare 20.0 MEURO, the European Investment Bank.
REFERENCE TO FEASIBILITY STUDY AND ENVIRONMENTAL ASSESSMENT

The basic traffic evaluation of economic effectiveness of A-4 section, Nogawczyce-Kleszczów motorway investments and environment protection requirements

The following documents are available from the Ministry of Transport. The basic material for evaluation of effectiveness were the analyses and traffic forecasts done within the following studies:

   
   The study were ordered by the General Directorate of Public Roads (GDDP) in 1993 for the section of A-4 (393km) including Nogawczyce-Sosnica).
   
   The study is available in GDDP – (see attachament 6.1 – Executive Summary)

2. Traffic Study in the corridor of A4/A12 motorway (prepared by Transprojekt Warszawa in cooperation with British company Tecnecon, 1997) - (see attachament 6.2 – Traffic volume Expected )
   
   The study was ordered by Agency of Motorway Construction and Operation and is available in its head office in Warsaw. It consists of the forecast of toll incomes from the motorway users. The acceptance of the toll level was identified by Tecnecon through drivers’ survey technique.

3. Environment Protection

   The basic materials for the assessment of the A4 Motorway influence on the environment are included in :

     The study is available at GDPR.

   - "Assessment of the A4 Motorway Influence on the Environment".
     - Voivodship Bureau of Surveying and Agricultural Areas in Katowice and the Team of the Regional Centre for Studies and Environment Protection in Kraków (December 1995).
     The study is available at the Motorway Construction and Operation Agency in Warsaw.

The above mentioned documents made a basis for the issuing of the essential document which is the Decision on Location of the A4 Motorway in the area of the Katowice Voivodship, and for establishing the requirements concerning the design, execution and operation of the A-4 Motorway.
The detailed design prepared by Transprojekt – Kraków for the Nogawczyce – Kleszczów section of the A4 Motorway includes all the elements of the environment protection resulting from:

a) "Assessments of the Motorway Influence on the Environment” executed by Voivodship Bureau of Surveying and Agricultural Areas in Katowice and the Team of the Regional Centre for Studies and Environment Protection in Kraków in December 1995, approved by Minister of Environment Protection, Minister of Spatial Economy and Minister of Culture at the stage of obtaining the decision on the Motorway location.

b) Decision No. 1/96 issued by the Governor of Katowice on 8 October 1996, on establishing the Toll Motorway location in the area of the Katowice Voivodship, from the Opole Voivodship border to the "Sosnica” Interchange, and Decision No. GP-10/A-4/10/96 dated 9 December 1996 by Minister of Spatial Economy and Construction which introduced changes to the Decision by the Governor of Katowice. This Decision is available at GDPR and MCOA.

and also resulting from the Polish legislation in this scope, as well as international conventions signed by Poland.

The above mentioned documents contain the economic and financial appraisals and provided the following results:

- For the propose of economic and technical appraisal of the A-4 Motorway development project between Polish/German border and Gliwice, GDDP ordered in 1993 Feasibility Study for the whole corridor at total length 392 km. The French consultant company Transroute developed the study in collaboration with other reliable consultants. Although, at that time the concept of project implementation was different from current and different traffic studies available at the time, the project effectiveness analysis was encouraging. The Financial Internal Rate of Return for the Nogawczyce – Kleszczów section was estimate between 11.3 % for an open system and 15.7 % for evolutive (open- closed) system. (see annex 6 – attachment 6.1)

- Traffic forecasts to years 2005/2015/2025 were performed in 1997 by Transprojekt Warsaw and TecnEcon for the whole A-4 corridor. The Economic Internal Rate of Return (IRR) was estimated by ABiEA at 20 %.