05.04 Slaskie - Road to airport of Katowice

1. **Basic Information**
   1.1. **Désirée Number:** PL0008.05.04
   1.2. **Title:** Slaskie - Road to airport of Katowice
   1.3. **Sector:** Transport
   1.4. **Location:** Poland - Slaskie Voivodship

2. **Objectives**
   2.1. **Wider objective:**
   Creation of the conditions for achieving economic and social cohesion of the Slask region through upgrading the regional capacity for endogenous and sustainable growth.

   2.2. **Immediate objectives:**
   The immediate objectives include:
   - increased utilisation of regional resources for sustainable growth through upgraded transport access;
   - increasing the attractiveness of the region to current and potential investors, leading to marked increases in investments;
   - creation of new jobs related to improved transport channels;
   - increased tourism related income in the region.

   2.3. **Accession Partnership and NPAA Priority**
   The project responds to the medium term priority identified in the Accession Partnership – developing national policy for economic and social cohesion and preparing for the implementation of regional development programmes as well as Community Initiatives. It corresponds also with the NPAA priority “Regional and cohesion policy”.

   2.4. **Contribution to the Preliminary National Development Plan**
   Transport infrastructure plays a key role in efforts to reduce regional disparities in economic performance. Therefore one of the priorities for the country’s cohesion policy identified in the Preliminary National Development Plan (to be annexed to NPAA) is “Integration of the Polish economy through modernisation and enlargement of transport networks”. They have been described under the priority “Strengthening development potential of regions and counteracting marginalisation of certain areas”. One of the proposed measures under the priority is “Development and modernisation of infrastructure serving to strengthen competitiveness of the regions”. It defines co-financing of regional transport infrastructure as a principal element of building endogenous potential development and regional competitiveness. The project is therefore in line with both the PNDP and the operational programme for the Slaskie voivodship. It will be implemented under the OP priority “Support for the endogenous development resources of the region – development of modern integrated communication and transport systems, taking into account the issues of environmental protection”.

3. **Description**
   3.1. **Background and justification:**
   As described in the Preliminary National Development Plan and Slaskie Voivodship Outline Operational Programme the development and restructuring effort in the Slaskie Voivodship will, among others, depend on the extent to which the region will be able to generate value added from resources and opportunities inherent to endogenous growth. A key element in this area is the question of the accessibility of the region and of integrating the regional approach with actions undertaken under the national sectoral policies in this area. Within this policy and regional context important gaps have been identified in the area of core regional level transport infrastructure development. The Slaskie Voivodship is situated at the crossing of important communication axis, national as well as trans-european. In spite of the existence of a well developed transport network (road, railway, air, inland waterway), the transport system is characterised by its low technical and quality parameters and inadequate efficiency ratios. The creation of a combined transport system meeting high quality standards, and using all available transport means will build on the strengths and opportunities stemming from the geographical location of the region and provide the infrastructural backbone for further growth and development. The economic potential, number of inhabitants and the development perspectives of the region already at this stage place the airport in Pyrzowice among the most attractive and future oriented airports in the country. The air traffic at the International Airport of Katowice-Pyrzowice is developing dynamically and constitutes a
A number of infrastructure projects, including transport ones, have been carried out within the borders of Slaskie Voivodship. The catchment area of the airport covers not only the whole Slaskie Voivodship but also in part Opolskie, Malopolskie and Swietokrzyskie Voivodships. There is a market of almost 8 million people living in this area for whom the time of arrival is less than: 45 minutes (4.25 mln people); 60 minutes (5.5 mln) or 90 minutes (7.5 mln). The development of the communication network will result in the substantial shortening of the time necessary for reaching the airport and, in consequence, it will significantly facilitate the access for travellers and business to the centre of the Katowice agglomeration and to the other larger urban areas of the Voivodship. The share of the Katowice-Pyrzowice Airport in the total flights on the regional airport market reached 10.84% in 1999 (over 6.5 thousand flights). The number of passengers rose by 49% in 1998 in comparison to 1997, while in 1999 by 13% in comparison to the preceding year. Despite the introduction of new regular flights, the current network of services does not meet the needs of local businessmen in terms of frequency of the services. The estimates developed by British Aerospace for the Katowice-Pyzrowice Airport show nearly 194 thousand passengers will benefit from the airport’s services in 2000, nearly 354 thousand in 2005 and around 1 mln people in 2014. The actual number of passengers in 1998 and 1999 exceeded the estimates developed by the British Aerospace for those years. Over 170 thousand people benefited from the Katowice-Pyzrowice Airport services in 1999, which resulted in an over 13% share in the regional airport market. The Katowice-Pyzrowice Airport is also generating constant increases in the amount of transported cargo in tonnes, reaching 1552 tones in 1999, in comparison to 596 in 1996 and only 50 in 1994. The economic and social cohesion impact of the airport in Pyrzowice, especially on creating conditions conducive to growth in the entire region is very strong, especially in connection with attracting potential investors to the area, including high growth, innovative and technologically advanced companies. Its proximity has already impacted on the economic development of the region, especially influencing the investment location choices of such companies as Opel and Isuzu. Regional inward investment promotion will greatly benefit from an effective and accessible airport, acting as a hub around which transport sensitive and logistics businesses can grow. The airport near Katowice has many competitive advantages. The number of suspended flight days (for example due to fog) is the lowest in the whole country. For this reason the airport in Pyrzowice also plays the role of a reserve airport for the International Airport of Warszawa-Okecie and for the airport of Kraków-Balice. Important reconstruction work at the international air terminal which will cost around 60 million PLN has been planned. The first stage, costing more than 30 million PLN will be started in May 2000, and will include re-tarmacing, extension and widening of the runways. Unfortunately the current connection of the International Airport in Katowice-Pyzrowice with the network of national roads is inadequate. The major bottleneck which has appeared in the development of this important regional facility is therefore related to the growing congestion of road traffic between the International Airport in Katowice-Pyzrowice and the cities of the Katowice agglomeration. The roads are not only inadequate from the point of view of expected further increases in the volume of traffic, and at present constitute the main access problem for the airport in Pyrzowice. In view of this it has become a regional priority to change the existing traffic pattern in this area. The connection of the airport with the national road No.1 is through Voivodship road No.913, which is unprepared for the growing traffic. Modernisation of this road is not possible owing to the dense housing development along its length. The outline development programme therefore plans the construction of a new expressway from the intersection of national roads Nos. 1 and 15 at Podwarpie, to the junction of the future motorway A-1 in the vicinity of the airport at Pyrzowice. The project for the construction of the expressway along the section Podwarpie-Pyzrowice is included in the strategic plan of Ministry of Transport and Maritime Economy – adaptation of main roads system in Poland to European standards in temporal horizon of 2015. The second stage of the full construction programme, connecting the area with the new motorway A-1 will be implemented in future periods (till the year 2010), during the construction of the motorway.

3.2. Linked activities:
A number of infrastructure projects, including transport ones, have been carried out within the borders of Slaskie voivodship under previous Phare programmes. These included:

- PL.9207 STRUDELR - 21 projects in industrial communities, totalling 6,8 mln EUR, of which 3,5 mln EUR from Phare,
- PL.9609 STRUDELR 2 – 4 projects, totalling 0,8 mln EUR, of which 0,3 mln EUR from Phare
- PL.9509 RAPID – 10 projects, totalling 2,6 mln EUR, of which 0,97 mln EUR from Phare
- EU Flood Damage Reconstruction Programme – 30 projects, of which 7,5 mln EUR form Phare and 34 mln PLN from Polish resources
Grants for projects in industrial areas will be also provided under Phare 9903.01 project “Alleviation of social costs from coal and steel restructuring and regional development in Silesia”.

Under the regional development programmes, the Śląskie voivodship is a beneficiary of Phare INRED (PL 9706) and Special Preparatory Programme for Structural Funds (PL9808), supporting the preparation of regional development strategies and Objective 1-type operational programme.

3.3. Results:
- Increased numbers of investors seeking investment opportunities in locations whose accessibility has been upgraded through the project.
- Increased flow of tourists to the tourist areas of the region.
- Improvement of road traffic safety, numbers of accidents lowered at statistically important ratios (decreased number and cost of traffic accidents):
  - annual average number of accidents decreased by: 63 (after a year); 184 (after 19 years)
  - annual average cost of accidents decreased by: 12.5 million PLN (after a year); 74 million PLN (after 19 years)
- Improvement of traffic conditions on access road to the airport in Pyrzowice
- increased average speed from 50 km/h to 100 km/h
- shortening of the transit road from 18.1 to 13.1 km
- improved ESS (Equivalent Straight line Speed) by 59.47 km/h
- Improvement of domestic and international transport into and out of region.
- Increase of airport flow capacity.
- Connection of important transport hub Pyrzowice into the main system of Polish road network.
- Creation of road connection from the International Airport at Pyrzowice with Katowice and other towns of Upper Silesian Agglomeration, at expressway standards.

3.4. Activities:
The project concerns the connection of the airport with the national road no.1 allowing the further development of the airport and its surrounding business sites. This project will cofinance constructions works for one one carriageway expressway only connecting the Airport at Pyrzowice to national road No 1, for a length of 11.227 km. This requires the construction of 12 bridge structures with a total length of ca 600 m and axle load 115 kN.

4. Institutional framework
The project owner will be the State Treasury represented by General Directorate of Public Roads, Southern Division in Katowice. The project beneficiaries are: Board of Śląskie Voivodship; Mierzecice gmina authorities; Siewierz town and gmina authorities; General Directorate of Public Roads, Southern Division in Katowice. The General Directorate of Public Roads, Southern Division in Katowice will act as Employer according to FIDIC rules. A clear distinction will be made between the Employer and the Engineer, the latter to be contracted on the basis of the competitive procedure.

5. Detailed Budget:

<table>
<thead>
<tr>
<th>Project</th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare (=I+IB)</th>
<th>National Co-financing*</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of first lane of expressway connecting the Pyrzowice Airport to national road No 1</td>
<td>17.45</td>
<td>-</td>
<td>17.45</td>
<td>21.48</td>
<td>-</td>
<td>38.93</td>
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<tr>
<td>TOTAL</td>
<td>17.45</td>
<td>17.45</td>
<td>21.48</td>
<td>-</td>
<td>38.93</td>
<td></td>
</tr>
</tbody>
</table>

*Polish co-financing includes administrative costs related to the project management at approximately 3 823 000 Euro, including costs of contracting an independent Engineer.

6. Implementation arrangements
6.1. Implementing Agency
PAO: Undersecretary of State at the Ministry of Regional Development
Implementing Agency: Polish Agency for Regional Development
6.2. Twinning: n.a.
6.4. Contracts: one contract is foreseen.

7. Implementation schedule:
7.2. Start of project activity: July 2001
7.3 Project Completion: September 2003

8. Equal opportunity:
Procedures used in project implementation will be based on the Polish law ensuring equal opportunity for all interested entities and physical persons irrespective of their sex, race and nationality. Participation of men and women in employment will be based on applied standards of the European Community concerning EOE (Equal Opportunity of Employment), which will be assured in the official advertisement in press at the recruitment of employees.

9. Environment:
An Environmental Impact Assessment of the project has been prepared by the Ecosystem Slaskie Environment Impact Assessment Office and is included in the report available in the General Directorate of Public Roads, Southern Division in Katowice.
Negative impact caused by emission of noise, vibrations, pollution and sewage will be minimised through adequate facilities included in the construction design.
In effect of project implementation there will occur irreversible loss of resources taken for the new structure (arable land, woodland, demolished houses).
The positive effect will be the answering of urgent transport needs of the public and businesses through facilitating of access to the airport and elimination of noxiousness for housing developments located along road No 913 in effect of avoiding them through the newly designed links.
Social consultation for this project took place as follows: relevant meetings with interested inhabitants have been organised during the preparation phase of this project. For instance, representatives of the Department for Communication and Transport of the Marshal Office, Southern Division of the General Directorate for Public Roads in Katowice participated in:
• several meetings with the Management Board of the Mierzecice gmina
• two open meetings for the inhabitants with the village administrators of the interested village administrators’ offices
• a meeting of the Gmina Council concentrating on that issue
• several meetings with the proprietors of the real estate earmarked for demolition.

10. Rates of return:
The Economic Appraisal was prepared by Cracow Road and Bridge Design Office, TRANSPROJEKT, Ltd., (completed in November, 1999). The updated version of feasibility study was completed at 6 April 2000. IRR is equal to 24.40 %.

11. Investment criteria:
11.1. Catalytic effect
Phare support will be conducive to achieving economic and social cohesion goals in the Slaskie Voivodship, which otherwise could be attained only after a much more extended period of time and on a more modest and less efficient scale. The project implementation will be a stimulating factor for economic and tourism related development of the Slaskie Voivodship’s three areas under the project. Award of PHARE assistance for the project will significantly accelerate its implementation by at least 10 years and with the same will more closely tie the most industrialised region of Poland – Upper Silesia, with the European countries. This will have positive effect on further dynamic development of the airport, and directly on development of the whole region.

11.2. Cofinancing
The project demonstrates clear co-financing by the Polish partners. The funds of PHARE 2000 Programme will constitute one of the several sources of project financing. Financial participation of the Polish side in the project is assured at the level of above 50%.

11.3. Additionality
The Phare project is not displacing other financing sources, especially from the private sector and IFI system, it is co-financing identified priorities and not taking the place of national resources.

11.4. Project readiness and Size
The project is ready for contracting and disbursement, as the planned activities will meet all conditions for co-financing by the start of project implementation, as the state of necessary preparations shows that implementation works can be started at the end of 1st quarter of the year 2001 and can be completed before the end of September 2003.

11.5. Sustainability
The project will contribute to the long term sustainable development of the region, as described in the Slaskie Voivodship Operational Programme. The project does not require additional expenditure. Maintenance of future expressway is to be provided by the General Directorate of Public Roads, Southern Division in Katowice from the funds of the state budget.

11.6. Compliance with state aids provisions
All aspects of the project will be developed with respect to the state aid provisions of the Europe Agreement

11.7. Contribution to the Preliminary National Development Plan
The project is in line with two priorities of the Preliminary National Development Plan and as such will contribute to increase of economic and social cohesion of the country and region.

12. Conditionality and sequencing:
Co-funding of specific activities will be conditional on:
- feasibility studies and environment impact assessments accepted as basis for project co-financing by Phare;
- co-financing of project by the beneficiary;
- maintaining timetable set in the programme;
- all contracting, reporting and monitoring conditions are met.
- Completion of land acquisition before the start of the tendering
### Annex 1: LOGFRAME PLANNING MATRIX FOR PROJECT

<table>
<thead>
<tr>
<th>Wider Objective</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creation of the conditions for achieving economic and social cohesion of the Slask region through upgrading the regional capacity for endogenous and sustainable growth</td>
<td>the level of GDP and GDP per capita in the region moving towards the national average</td>
<td>experts reports statistical data on the level of economic development in the region</td>
<td>continuing growth in the national economy continuing process of the integration with the EU ongoing financing of the project from the Polish side</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Immediate Objectives</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>increased utilisation of regional resources for sustainable growth through upgraded access; increasing the attractiveness of the region to current and potential investors, leading to marked increases in investments; creation of new jobs related to improved transport channels; increased safety of travel; increased tourism related income in the region.</td>
<td>lengths and density of modernised (of good quality) roads number and value of new investments number of new work places created number of tourists travelling to region by air transport</td>
<td>statistical data experts reports feasibility studies and environment impact assessments accepted as basis for project co-financing by Phare; co-financing of project by the beneficiary; maintaining timetable set in the programme; all contracting, reporting and monitoring conditions are met</td>
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<table>
<thead>
<tr>
<th>Results of Project</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
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</thead>
<tbody>
<tr>
<td>Increased numbers of investors seeking investment opportunities in locations whose accessibility has been upgraded through the project. Increased flow of tourists to the tourist areas of the region. Ratio of new jobs created in supported area, and related to development of road and airport access, higher than in non-supported comparative areas. Number and cost of accidents lowered at statistically important ratios. Improvement of traffic conditions on access road to the airport in Pyrzowice together with increase of traffic safety; travel time through area measurably shortened. Business owners confirm increased market accessibility. Improvement of domestic and international transport in region. Transport flows increased without decreases in the quality of life in the adjacent local communities. Increase of airport flow capacity. Connection of important transport hub Pyrzowice into the main system of Polish road network. Creation of road connection from the International Airport at Pyrzowice with Katowice and other towns of Upper Silesian Agglomeration, at expressway standards.</td>
<td>density of roads of good quality length of road connections number of people / value of goods passing the border using the destined area number of tourists arriving to the region number and cost of car accidents average speed on the road number of vehicles per hour number of new work places created</td>
<td>statistical data experts reports changes in the policy towards the foreign investments</td>
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**Inputs**

<table>
<thead>
<tr>
<th>Construction works</th>
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<tr>
<th>Annex 2: Cumulative implementation, contracting and disbursement schedule</th>
<th>Date of drafting</th>
</tr>
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<tbody>
<tr>
<td>Slaskie – Airport access road</td>
<td>10.03.2000</td>
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<tr>
<th>Planning period</th>
<th>Budget allocation estimate Phare</th>
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<tr>
<td>01/2001–12/2003</td>
<td>EUR million</td>
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<tr>
<td><strong>Implementation</strong></td>
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<td><strong>17.45</strong></td>
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<tr>
<td><strong>Contracting</strong></td>
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<tr>
<td><strong>Disbursement</strong></td>
<td>2.6</td>
<td>4.47</td>
<td>6.34</td>
<td>8.21</td>
<td>10.08</td>
<td>11.95</td>
<td>13.82</td>
<td>15.69</td>
<td><strong>17.45</strong></td>
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Annex 3
Reference to feasibility study (the executive summary of the economic and financial appraisals)
1. The Feasibility Study for the project was prepared by General Directorate of Public Roads Southern Division in Katowice (completed on April 6, 2000).
2. A Preliminary assessment of the influence of the projected expressway Pyrzowice-Podwarpie on the environment for three localisation variants (undertaken in 1996) and the Prognosis of the influence of the local spatial development plan on natural environment resulting from the construction of the expressway S-1 Pyrzowice-Podwarp (undertaken in 1999) was prepared by the Ecosystem Slask Environment Impact Assessment Office.
3. The economic effectiveness analysis was developed on the basis of “Temporary instruction on the economic effectiveness of road and bridge investments”, developed by the Research Institute of Roads and Bridges, in accordance with the World Bank recommendations (November 1997).
4. Under the economic analysis of costs and benefits the following calculations were made;
   • net costs for roads as the difference of costs in the WO variant (non-investment) and WI (investment), net benefits “NV” as the sum of net costs and savings, discounted net benefits in the consecutive years of the analysed period through the use of discount factors appropriate for a given discount rate,
   • current net benefits “NPV” for the discount rate 12% and others till the achievement of NPV equal to 0, as the sum of discounted net benefits in the consecutive years of the analysed period, 
   • economic effectiveness of the investment/modernisation “e” as the relation of discounted benefits to discounted net costs in the analysed period separately for each of the discount rate,
   • internal rate of return IRR which is estimated to reach 24.4% for the planned investment.
5. The Board of Slaskie Voivodship is the applicant, with its own budget at its disposal comprising subventions (including road subventions), grants and own revenues. The implementation of the project will be based on the agreement with General Directorate of Public Roads which is a budgetary unit implementing tasks connected with national public roads development.
6. In order to achieve the most profitable solution, three variants of the project implementation have been prepared. The selected solution limits the necessary destruction of existing households till the minimum. It is located at a safe distance from the water reservoir on Przemsza river in Przeczyce and it omits areas covered by forests. Two-level intersection with transversal roads and 4 road junctions are planned for construction. In accordance with the indications on the expressway projecting, horizontal and vertical rays of grade-line and the width appropriate for two traffic lines on one roadway were assumed.
7. The road construction was projected to be made from asphalt/concrete for the load of 115 kN per axle.
8. The project readiness schedule is as follows:
   • Preparation of building design – 30.10.2000
   • Obtaining of construction permit – 15.12.2000

Environment Impact Assessment
1. An Environmental Impact Assessment of the project has been prepared by the Ecosystem Slask Environment Impact Assessment Office and is included in the report available in the General Directorate of Public Roads, Southern Division in Katowice.
3. The following exploitation-technical parameters (appropriate for expressway) have been applied for the a.m. expressway: the coping of the road 25.0-26.5 meters, section of 2x2, the width of traffic line 3.5 meters, width of the road division 5.0 meters (including the band 2x0.5 meters), ground side-space 0.75-
1.25 meters wide; the construction of the roadway projected from the asphalt beton for the load of 115kN per axle. The surface area of the projected expressway is made up from dust soils, deeper – dusty soils and dusty clay. The localisation of the expressway does not collide with the excavation and exploitation of minerals. The area subject to the evaluation is characterised by weak or very weak agricultural usability, with the majority of corn fields. Green grounds are rather weak complexes, qualifying just for afforestation.

4. The implementation of the investment will result in a periodic exclusion of the area covered by works from the economic use (areas earmarked for the “construction site” – temporary roads, technical base), breaking of the soil structure, partly change of the sculpture of the area’s surface (earthworks and embankments), contamination of soil, water and atmosphere with the waste originating from the exploitation of machinery (petroleum leakage, gas fuels), noise and vibrations coming from the equipment used.

5. The influence of the exploitation of planned road on the environment has a strong link with the forecasted traffic. The level of fuel and noise emission will be dependent on the traffic intensity. The problem of the sewage from roadway surface (potentially creating a certain danger for local reservoirs of rain waters) may be minimised by appropriately projected drain system.

6. The possibility of contamination of the environment adjacent to the expressway projected is additionally linked with such an investment (air pollution) which results in the necessity to limit the consumption usefulness of agriculture products within the sphere of 30 meters adjacent to the expressway.

7. Although the negative influence of planned investments on the environment during the implementation of construction works will have an intensified character, it will only be temporary and will not result in negative permanent effects. After the finalisation of construction works the above mentioned negative elements will be fully eliminated. Apart from standard and applicable methods of reducing the negative effect of the expressway exploitation on the environment, an appropriate environmental monitoring of the road covering a permanent control of the environment elements most subject to degradation (intensity of pollution in sewage system linked with the water reservoirs, quality analysis of drinkable waters in reservoirs located close to the expressway, the analysis of noise level in households covered by passive protection of climate inside habitable buildings) has been proposed.

8. The projected negative influence of the expressway on the environment will not be intensive to a such degree that it will not be possible to be overcome through the application of accessible technical solutions such as appropriate equipment serving the protection of natural environment adjacent to the expressway, which at the same time fulfils the criteria of conformity with existing countryside values and safety of use. The positive effect will be the answering of urgent transport needs of the public and businesses through facilitating of access to the airport and elimination of noxiousness for housing developments located along road No 913 (traffic will as a result of the project avoid them through the newly designed links).

Social consultation for this project took place as follows: relevant meetings with interested inhabitants have been organised during the preparation phase of this project. For instance, representatives of the Department for Communication and Transport of the Marshal Office, Southern Division of the General Directorate for Public Roads in Katowice participated in:

- several meetings with the Management Board of the Mierzecice gmina
- two open meetings for the inhabitants with the village administrators of the interested village administrators’ offices
- a meeting of the Gmina Council concentrating on that issue
- several meetings with the proprietors of the real estate earmarked for demolition.