1. **Basic Information**

1.1 **CRIS number:** 2003/004-379/05.05  
1.2 **Title:** Construction of the access road to the new SME investment area in Bielawa.  
1.3 **Sector:** Economic and Social Cohesion  
1.4 **Location:** Poland, Dolnoslaskie Voivodship, Dzierzoniów Poviat, Gmina Bielawa, and Town of Bielawa  

2. **Objectives**

2.1 **Overall objective**  
To improve the conditions for enterprise development in the Dzierzoniów Poviat, through the expansion of the transport infrastructure.  

2.2 **Immediate objective**  
To increase investment attractiveness of Bielawa 65 hectares investment area (including 43 Ha owned by the Gmina).  

2.3 **Accession Partnership and NPAA priorities**  
The project is designed to address issues related to the AP priority in economic and social cohesion policy regarding the preparation for the implementation of regional programmes and Community Initiatives. The project in particular responds to the economic criterion identified in the AP concerning improving the competitiveness of the Polish economy. The project corresponds also to the NPAA priority "Regional policy and co-ordination of structural instruments".  

2.4 **Contribution to Preliminary National Development Plan**  
The project is in line with the sixth axis of the Preliminary NDP, which is “Strengthening development potential of regions and counteracting marginalisation of certain areas”. The priorities of this axis will be implemented by means of several measures including development and modernisation of infrastructure serving to strengthen competitiveness.  
The project is compliant with the priorities of the Operational Programme of the Voivodship.  

2.5 **Cross Border Impact:** N/A  

3. **Description**

3.1 **Background and justification**  
Bielawa, a town with 36 thousand populations, is situated at the foot of the Sowie (Owl) Mountains. The picturesque area is an attractive tourist destination. The close vicinity of the Czech Republic enables tourists to trek the numerous hiking trails on the other side of the border.  
The Gmina of Bielawa used to be a traditional and important centre for light industry until 1989. Two large manufacturers BIELTEX and BIELBAW gave employment to residents of the gmina and adjacent villages. After the year 1989, following the social and economic changes, Poland saw a collapse in the light industry with mass dismissals. The current unemployment rate in Bielawa is 27%.  
Since there is no interest in redeveloping old, unused industrial facilities, the Local Authorities need to provide new investment areas for SMEs. The Municipal Government has undertaken a number of measures aimed to stimulate the local economy and decrease the high unemployment rate. The subject of this project is to build a 2 km road section that will give access to investment sites of a total area of 65 hectares, 43 hectares of which are owned by the Gmina.  
The proposed road is a continuation of making investment areas available to SMEs. First SME investment areas, called ‘craftsmen plots’, are located at General Wladyslaw Sikorski St., and they form phase 1 of this project.  
The new investment areas generate interest of entrepreneurs, a pharmaceuticals manufacturer, and a solar energy equipment producer, to name but a few.  
Through the area designed for future investments, a sanitary-collector (diameter $\Phi 300$-mm) has already been made. Up to the borders of the areas adapted for future investing all remaining media, such as gas...
supply system, electricity supply system, as well as rainy sewer system have been developed. Fittings of investment – ground will be executed by the beneficiary due to the needs of investors.

The provision of the necessary technical infrastructure is accompanied by the creation of favourable conditions in the form of: real estate tax exemptions and relief; tax exemptions for manufacturers or service providers if they create new jobs; tax relief for those who employ or increase employment by unemployed people or for the unemployed who start up in business; tax relief for employers who employ graduates or provide practical vocational training.

All matters connected with allowance regulations are in accordance with national rules for support of economic bodies, and they are connected first of all with the rules for active unemployment prevention system.

3.2. Linked activities
This project is a continuation of other Bielawa’s investment projects aimed to provide areas for SME investments. The construction of General Władysław Sikorski St. was the project’s phase 1, following which housing and retail and service facilities have developed. The ‘craftsmen plots’ area for SMEs has been provided at the intersection of General Władysław Sikorski St. and Wojska Polskiego St. The area’s infrastructures were financed by the Gmina and through the PHARE – STRUDER Programme, with the plots being sold to investors. New developments in the area: a petrol station, a car service facility and a sewing workshop. The road is a continuation of General Władysław Sikorski Street and a gateway to further investment areas, in accordance with the town development plan and the Bielawa Gmina development strategy.

3.3. Results
Implementation of the project is expected to produce the following results:
- Completed and ready for use new road access class G ca 1.4 km and Z ca 0.8 km to investment area in Bielawa of 65 ha
- Completed and ready for use new single span bridge span length – 7.42 m
- Completed and ready for use new sewer collector 500 mm in diameter
- Completed and ready for use new street lighting both sides of the road

Constructed infrastructure will provide adequate transport access (including associated utilities) combined with the local authorities tax initiatives shall substantially strengthen local SME sector and investment attractiveness of the gmina, producing new work places.

3.4. Activities
The following activities will be undertaken within the project implementation:
- Engagement of a Contract Engineer (financed from Beneficiary’s own funds)
- Preparation of required documents and tendering for the selection of a contractor of works (financed from Beneficiary’s own funds)
- Contract for the implementation of the works: construction of road and bridge with auxiliary services. The construction of the access road and the new bridge will be done according to EU standards
- Construction of 2 km of road with two sections:
  - Approx 1.4 km class G and cross-section G2/2 (two carriageway road with two 3.5m traffic lanes on each carriageway separated by a 4.00 m central reservation. 2.00 m wide with sidewalks on both sides of the road separated from the roadways by 3.5 m isolating green belts.)
  - Approx. 0.8 km class Z cross-section Z ¼, with one lane in each traffic direction 3.5 wide, with 60 m long narrowing central reservation, 2.0 m sidewalks on both sides of the road separated form the roadways with 3.5 m isolating green belts
- Construction of a new bridge, with class A load capacity, and the following parameters: total span length – 7.42 m, total width 20.76 m, roadway width – 14.00 m, sidewalks width – 2.25 m each, horizontal gauge – 5.0 m
- Construction of approx. 2 km storm sewer, 500 mm diameter
- Construction of street lighting on both sides of over 2000 m long road

3.5. Lessons learned
Under the Final Assessment Report for Assistance funded under PL-9808 Special Preparatory Programme (SPP) and PL-9909 Regional Policy and Cohesion, prepared by OMAS, some recommendations have been made. They are also relevant to the above-mentioned project.
Therefore the Ministry of Economy, Labour and Social Policy together with the IA and Office of the Committee for European Integration have established stronger institutional co-operation between those organizations (responsible for the programming and implementation of the Phare – ESC assistance).

LPM (Logical Planning Matrix) methodology is applied correctly and contains clear, quantifiable indicators of achievement of the project's objectives.

The implementation of the Phare 2003 ESC Programme should be based on the experience gained during the implementation of previous Phare programmes, especially ESC 2000, 2001 and 2002 ESC Programmes. Therefore documents concerning land acquisition and conformity with the local spatial development plans are required during the current programming exercise. For this purpose the Polish authorities (Ministry of Economy, Labour and Social Policy and Office of the Committee for European Integration) have established a scrutiny system (in form of a checklist) that should be used at the early stage of programming Phare 2003 ESC assistance, eliminating proposals which do not meet the above-mentioned criteria.

4. **INSTITUTIONAL FRAMEWORK**

4.1. The beneficiary of the project: Gmina Bielawa

4.2. The Engineer/Manager of the project: will be selected through a tender pursuant to the Polish Act on Public Procurement (financed from the beneficiary’s own funds)

4.3. The owner of the investment after the implementation of the project: Gmina Bielawa

4.4. The investment will be implemented pursuant to the regulations of the Decentralised Implementation System – "Practical Guide to Phare, Ispa and Sapard Contract Procedures"

4.5. The implementation of the project will not cause any changes to the institutional framework described above.

5. **DETAILED BUDGET**

<table>
<thead>
<tr>
<th></th>
<th>Investment</th>
<th>Institution</th>
<th>Total Phare</th>
<th>National co-financing</th>
<th>International &amp; Financial Institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Support</td>
<td>Building</td>
<td>co-financing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>2 000 000</td>
<td>2 000 000</td>
<td>1 846 000</td>
<td></td>
<td></td>
<td>3 846 000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2 000 000</td>
<td>2 000 000</td>
<td>1 846 000</td>
<td></td>
<td></td>
<td>3 846 000</td>
</tr>
</tbody>
</table>

Cofinancing will be available. The overall value of the investment including employment of the Project Manager will amount to 3.846 M€. The cost of the employment of the Project Manager will be borne by the beneficiary in the amount of 0.18 M€.

6. **IMPLEMENTATION ARRANGEMENTS**

6.1. **Implementing Agency**

- PAO: Ms. Krystyna Gurbiel, Undersecretary Of State In The Ministry Of Economy, Labour and Social Policy, Pl. Trzech Krzyzy 3/5, 00-507 Warsaw, Poland, Phone: +48.22.693.56.28, 629.31.47, Fax: +48.22.693.40.05

- Implementing Authority for Phare Cross Border Co-operation Programme, Contact person: Ms. Grazyna Weclewiska, Krucza 36 Street, 00-522 Warsaw, Poland, Phone +48.22.695.99.10-11, fax +48.22.695.99.12-13

6.2. **Twinning**: N/A

6.3. **Non-standard aspects**: N/A

6.4. **Contracts**

There will be two contracts for the implementation of the project:

- Contract 1 (works): 3.666 M€. This contract will be financed through joint co-financing: 2.0 M€ form Phare ESC Programme funds and 1.666 M€ from Polish local funds.

- Contract 2 (engineer): 0.18 M€ – This contract will be financed through Gmina Bielawa.
7. **IMPLEMENTATION SCHEDULE**

- Start of tendering, contractor selection and contract approval: end second quarter 2003
- Foreseen date of commencement of the works contract: third quarter 2003
- Foreseen date of the last payment: third quarter 2005

8. **EQUAL OPPORTUNITIES**

Procedures related to the implementation of the project will be implemented according to the law and will respect equal opportunities for all interested institutions and natural persons in spite of their sex, race and nationality. The employment of men and women will be based on applicable EU standards with reference to EOE (Equal Opportunity of Employment), which will be announced in official press advertisements during the recruitment procedures.

9. **ENVIRONMENTAL IMPACT**

Analysis of the impact on the environment was carried out by Karkonoskie Centrum Ochrony Srodowiska (Environment Protection Centre), Zaklad Ochrony Srodowiska “DECYBEL”, 58-500 Jelenia Góra, 150 Wolnosci St., in July-August 2001.

Pollution emissions resulting from the engine fuel combustion process in vehicles moving on the proposed Bielawa ring road will not be dangerous to the environment. Emission levels are much lower than the allowable values. None of the set pollutants has overcome the momentary and yearly-average concentration levels allowable for housing areas.

No implementation or operation phase of the investment project will influence any areas outside the Polish border.

The construction of the section of the Bielawa ring road between the Sikorskiego St./Wojska Polskiego St. crossroad to its connection with Dzierzoniowska St. observes any environment protection standards and is not in breach of any third party’s interests.

10. **RATES OF RETURN**

In accordance with the standards applied, an economic effectiveness assessment analysis of the Bielawa ring road project has been carried out. The analysis shows that the IRR, at which investment expenditure will balance future benefits for the period in question, i.e. 20 years after the launch of the ring road, is 11.3%. This means that the proposed investment project will be effective, and its implementation will bring the expected results.

The analysis provides the following indicators:
- FIRR = 11.3%
- EIRR = 25.0755%
- NPV = 5

11. **INVESTMENT CRITERIA**

11.1. **Catalytic effect**

The Phare support will be conducive to achieving economic and social cohesion goals in the Dolnoslaskie voivodship, which otherwise could be attained only in a more distant future and on a more modest and less efficient scale.

11.2. **Co-financing**

The project is co-financed by the Polish sources. The national contribution amounts to 48.0% of the total project cost.

11.3. **Additionality**

The funds allocated to the Beneficiary for the project, covering investment expenditure in line with the project plan, do not replace or preclude any other sources of funding, particularly from the private sector or international financial institutions; these funds shall only co-finance the achievement of the identified priorities and do not stand in replacement for any national funding.

11.4. **Project readiness and size**

The project will be ready for implementation, contracting and disbursement in accordance with requirements of Phare 2003 ESC programme. The feasibility study and a report on environmental impact assessment have been prepared. The beneficiary is the owner of the land for the investment. The
The building permit will have been obtained by 30 September 2002. The Polish co-financing has been included in the budget of the beneficiary.

11.5. **Sustainability**
The project will contribute to the long-term sustainable development of the region, as described in the Operational Programme for the Dolnoslaskie Voivodship. After implementation, the beneficiary will cover all maintenance costs related to the investment.

11.6. **Compliance with state aid provisions**
Any aspect of the project shall be in compliance with state aid provision as set forth in the European Agreement.

11.7. **Contribution to draft National Development Plan**
The project is in line with the fifth axis of the draft NDP, which is “Strengthening development potential of regions and counteracting marginalisation of certain areas”. This axis will be implemented by means of several priorities including development and modernisation of infrastructure serving to strengthen competitiveness.

12. **CONDITIONALITY AND SEQUENCING**

- PHARE programme funding approved: end first quarter 2003
- Project contractor selected through the tender procedure: end first / third quarter 2003
- Contract signing and approval: end second quarter 2003
- Implementation of the project: from third quarter 2003 till end third quarter 2005

**Annexes**
- Annex 1: Log-frame matrix
- Annex 2: Implementation schedule
- Annex 3: Contracting schedule
- Annex 4: Disbursement schedule
- Annex 5: EIA
- Annex 6: Habitats
### ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

<table>
<thead>
<tr>
<th>PROJECT TITLE: CONSTRUCTION OF THE ACCESS ROAD TO THE NEW SME INVESTMENT AREA IN BIELAWA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall objective</strong></td>
</tr>
<tr>
<td>To improve the conditions for enterprise development in the Dzierzoniów Poviat through the expansion of the transport infrastructure.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>End contracting:</strong> 30/06/2005</th>
<th><strong>End disbursement:</strong> 30/06/2006</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Programme number</strong></td>
<td><strong>Total budget:</strong> 3 846 000 €</td>
</tr>
<tr>
<td><strong>Phare budget:</strong> 2 000 000 €</td>
<td></td>
</tr>
</tbody>
</table>

| **Project purpose** | **Objectively verifiable indicators** | **Sources of verification** |
| To increase investment attractiveness of Bielawa 65 hectares investment area (including 43 hectares owned by the Gmina) | Approx. 600 new jobs created in the project area. | Registers of Economic Activities, Gmina Data, A report to be produced by the Gmina 2 years after the completion of the project. |

<table>
<thead>
<tr>
<th><strong>Assumptions</strong></th>
<th><strong>Credits available to SMEs.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gmina’s tax policy.</td>
<td>Active promotion of the macro-region.</td>
</tr>
</tbody>
</table>

| **Results** | **Objectively verifiable indicators** | **Sources of verification** |
| New road access to investment area in Bielawa, New single span bridge, New sewer collector, New street lighting. Constructed infrastructure will provide adequate transport access (including associated utilities) combined with the local authorities tax initiatives shall substantially strengthen local SME sector and investment attractiveness of the gmina, producing new work places. | Improved accessibility to a 65 ha SME investment area (43 ha owned by Gmina), Constructed road class G – 1378m, Constructed road, class Z – 712m street lighting both sides 2 km, sewer dia 500mmm – 2km, new bridge class A load span 7.42m | Survey and post-construction documentation, Acceptance documents (Take Oper Certificate), Directly after the contract completion, division of the ground, sanitary sewer supply fittings, rainy sewer supply fittings, energy supply fittings, gas supply fittings |

<table>
<thead>
<tr>
<th><strong>Assumptions</strong></th>
<th><strong>Credits available to SMEs.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gmina’s tax policy.</td>
</tr>
</tbody>
</table>

| **Activities** | **Means** | **Assumptions** |
| Selection of Contract Engineer, Preparation documents and tendering for the selection of works contractor, Implementation of the works contract for: Construction of 2 km of road (class G – 1378m, class Z – 712m) with a storm sewer and street lighting on both sides, Constructed single span new bridge, with class A load capacity | One works contract for the construction works at the total amount of 3.846 MEUR, One service contract for the Contract Engineer 0.180 MEUR | Gmina Council’s resolution on project financing. Building permit issued by the Poviat Office. |

<table>
<thead>
<tr>
<th><strong>Preconditions</strong></th>
<th><strong>Credits available to SMEs.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gmina Council’s resolution on project financing. Building permit issued by the Poviat Office.</td>
<td>Gmina’s tax policy.</td>
</tr>
</tbody>
</table>
**PROJECT TITLE: CONSTRUCTION OF THE ACCESS ROAD TO THE NEW SME INVESTMENT AREA IN BIELAWA**

Date of Drafting: 11.2003 – 09.2006


<table>
<thead>
<tr>
<th>PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS</th>
<th>Budget allocation Cost estimate M€</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>II</td>
</tr>
<tr>
<td>IMPLEMENTATION</td>
<td>D</td>
</tr>
<tr>
<td>CONTRACTING</td>
<td>2.0</td>
</tr>
<tr>
<td>DISBURSEMENT (PAYMENT)</td>
<td>0.2</td>
</tr>
</tbody>
</table>

Legend:  
D = design of sub-projects;  
C = tendering and contracting;  
I = contract implementation and payment.
ENIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent

Has development consent \(^1\) already been given to this project?

Yes [ ] No [ ]

If yes, on which date |__18_|_01__|_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

Mayor of Bielawy

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

Yes [ ] No [ ]

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

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

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

- Not covered by Directive 85/337/EEC, as amended by Directive 91/11/EC (only the section on nature conservation needs to be completed)

2.2. Has an EIA already been carried out?

Yes [ ] No [ ]

If yes, has the EIA been carried out before development consent has been given?

Yes [ ] No [ ]

On which date has it been finalised |31|08|2001|

If no, provide an estimation of the date when the procedure will be finalised |___|___|___|

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\(^1\) i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project

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.

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.

3 A guidance document describing the minimum criteria to ensure that a similar procedure has been applied can be found on [http://www.inforegio.cec.eu.int](http://www.inforegio.cec.eu.int)
2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

Yes [X] No [ ]

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

SUMMARY IN A NON-SPECIALISED LANGUAGE

Environmental Impact Assessment Summary

The subject of the assessment is an investment project – Construction of the Bielawa town ring road section from the intersection of Sikorskiego St. and Wojska Polskieg St. to the point of connection with Dzierzoniowska St. Projects of this nature are classified as having an adverse impact on the environment. This follows from the Act on Accessibility to Environmental Information and Environmental Impact Assessments, the Ministry of Environment, Natural Resources and Forestry’s ordinance on specification of types of investment projects harmful to the environment and public health, or which can deteriorate the state of the environment, and requirements the environmental impact assessments in respect of these projects should comply with. In accordance with the legal acts specified above, an EIA report should be produced in respect of investment projects such as national highways, excluding motorways and expressways, and voivodship highways.

The EIA report in question includes:

- description of the planned investment project with an analysis of the most suitable solution,
- interrelated environment components essential for a given investment project,
- environment characteristics, ecological preconditions, and measurement or research data of significance for the impact of the proposed project or for the existing state in the area of the project (these characteristics are set forth in individual chapters focused on the particular environment components),
- engineering and technological specifications for the designed run of the ring road,
- investor, designer and contractor obligations to carry out the project,
- to the extent guaranteeing that statutory environment protection requirements are met.

The site for the Bielawa ring road project is situated on the eastern outskirts of the town. The relevant Municipal Plan provides for a 50 m wide green isolating belt to run on the western side alongside the existing detached houses estate at Niecala St., and alongside areas earmarked for a new housing estate. The line of residential uses at Niecala St. is distanced 100 m from the axis of the proposed ring road and the green belt will be an isolating barrier.

Further on the western side of the proposed ring road, parkland redevelopment is envisaged. Areas located south of the projected ring road connection with Dzierzoniowska St. the municipal plan earmarks for II degree service and retail uses with a parking lot. The use of areas located to the north of the projected ring road connection with Dzierzoniowska St. shall not change, however farming uses including housing and services are allowed. Meadows and farmland situated south-east of the projected ring road, the municipal plan earmarks for service and manufacture uses.

Further to the north, on the eastern side of the proposed investment project situated are farmlands with an elevated area (Lysa Góra Mountain 364 m) earmarked for leisure and sport uses, with any permanent facilities being strictly prohibited.

The Bielawa ring road project is aimed to provide improvements to the town transport system and eliminate through traffic from the town centre. The designed run of the ring road is an optimum solution for connecting Dzierzoniowska St. (exit to Dzierzoniów) with Sikorskiego St. (exit to Nowa Ruda and Ostaszowice).

Redevelopment of Bielawa’s transport system through the construction of the ring road will allow increase traffic capacity of the current system, as well as improve the safety of vehicular and pedestrian traffic. These issues will definitely decrease the possibility of emergency occurrences such as pollution emissions as a result of road accidents.
The ring road project will use undeveloped areas, mainly meadows, farmland and barren, as well as provide infrastructure (sewers, drainage, etc.).
In accordance with the planning concept, the ring road will have four lanes (two traffic lanes 7m wide in each direction separated by a 4m wide central reservation).
Exit to and connection with Dzierzoniowska St. will be via a 7m wide two-lane roadway, with no central reservation, with 3m wide emergency lanes on each side of the road.
The planning concept makes an optimum use of the shape of the land. The road will run north-west bound down a soft slope, partly in the valley of a stream being a tributary of the Bielawica stream. This will facilitate drainage.
The Environmental Impact Assessment report has shown that the proposed ring road will considerably limit through traffic in the town centre and improve environmental conditions in the town (lower traffic noise and pollution emission levels). On the other hand, given the maximum traffic flow factor N=1500 vehicles per hour, some engineering and legal measures will need to be taken in order to minimise the traffic noise and emissions impact in the project area.
The Environmental Impact Assessment report has also indicated that the proposed location of the ring road is an optimum option in terms of minimising the project impact on the environment. Moreover, the report provides recommendations on the disposal of waste generated and any extraordinary threats to the environment that might be caused by road accidents with the participation of hazardous substance carrying vehicles.

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:

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 [ ] [ ] [ ]

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4 The decision needs to be based on the procedure described in article 4.2, 4.3 and 4.4 and the screening criteria of Annex III of Council Directive 97/11/EC amending Directive 85/337/EEC.
1. **Assessment of effects on sites of nature conservation importance**

1.1. Is the project likely to affect sites of nature conservation importance (i.e. potential Natura 2000 sites)⁵?

Yes ☐ No ☒

If **yes** - please go to question 1.2.

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

1.2. **In this case an appropriate assessment according to art. 6(3) of the directive 92/43/EEC ("Habitats Directive") is obligatory.**

1.2.1. Have this appropriate assessment been carried out ?

Yes ☐ No ☒

This appropriate assessment can take the form of an EIA according to Directive 85/337/EEC as amended by 97/11/EC. If this is not the case, please describe briefly the procedure carried out and include a non-technical summary of the impact study.

1.2.2. Based on the results of the above appropriate assessment, will the project have a significant negative impact on a site of nature conservation importance?

Yes ☐ No ☒

If **yes**, please fill out Annex II (Information to the Commission according to Article 6(4) of the Habitats Directive. This Annex has to be signed by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites )

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

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⁵ For the purpose of the Pre-Accession instruments a site of nature conservation importance (= potential future Natura 2000 site) in candidate countries is a site falling under one or more of the following categories:

(a) sites, which have been identified by the competent national authorities as sites to be proposed for the Natura 2000 network as laid down in the Birds Directive (79/409/EEC) and Habitats Directive (92/43/EEC)

(b) sites listed in the latest inventory of Important Bird Areas (IBA 2000) for candidate countries or (if available) equivalent more detailed scientific inventories endorsed by national authorities

(c) wetlands of international importance designated under the Ramsar Convention or qualifying for such protection

(d) areas to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular sites meeting the criteria of the Emerald network

(e) areas protected under national nature conservation legislation
ANNEX I - Declaration by the authority responsible for sites of nature conservation importance
(= potential future Natura 2000 sites)

(EQUIVALENT TO Annex I(a) of the Cohesion Fund form)

Responsible authority
Lower Silesian Voivodeship Office in Wroclaw
Department of Natural Environment Protection
Voivodeship Conservator of Nature
ul. Powstanców Warszawskich 1, 50 – 951 Wroclaw

Having examined the project application Phare SSE 2003:
Title: Development of the SME sector in Bielawa through the expansion of the road infrastructure
which is to be located at the Lower Silesian Voivodeship, in Bielawa

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:
  There are no reserves of nature or other objects which are protected on the basis of
  the natural protection act in the vicinity of the investment site.
  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.

Signed: ______________________________________________________
(Authority responsible for monitoring sites of nature conservation importance)

Official Seal:

6 taking into account the requirements of Art. 6(3) of Directive 92/43/EEC
### ANNEX II - Information to the European Commission according to Article 6(4) of the Habitats Directive (92/43/EEC) for Candidate Countries

<table>
<thead>
<tr>
<th>Candidate Country:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competent national authority:</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td></td>
</tr>
<tr>
<td>Contact person:</td>
<td></td>
</tr>
<tr>
<td>Tel., fax, e-mail:</td>
<td></td>
</tr>
</tbody>
</table>

#### 1. PROJECT

Name of the site affected:

This site is (please tick):

- ☐ a site identified by the national competent authority as qualifying under Art. 4(1) and (2) of the Birds directive (79/409/EEC)
- ☐ a site identified by the national competent authority as qualifying under Art. 4 (1) of the Habitats directive (92/43/EEC)
- ☐ a site listed in the latest inventory on Important Bird Areas (IBA 2000) or (if available) in an equivalent more detailed scientific inventories endorsed by national authorities
- ☐ a wetland of international importance designated under the Ramsar Convention or qualifying for such protection
- ☐ a site to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular a site meeting the criteria of the Emerald network
- ☐ areas protected under national nature conservation legislation

Summary of the project having an effect on the site:

#### 2. NEGATIVE EFFECTS

Summary of the assessment of the negative effects on the site:

N.B.: this summary should focus on the adverse effect expected on the conservation value of the site, include the appropriate maps and describe the already decided mitigation measures.

#### 3. ALTERNATIVE SOLUTIONS

Summary of alternative solutions studied by the candidate country:

Reasons why the competent national authorities have concluded that there is absence of alternative solutions:

#### 4. IMPERATIVE REASONS

Reason to nevertheless carry out this plan or project:

- ☐ Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)
- ☐ Human health
- ☐ Public safety
- ☐ Beneficial consequences of primary importance for the environment
- ☐ Other imperative reasons of overriding public interest

Short description of the reason:

#### 5. COMPENSATION MEASURES

Foreseen compensatory measures and timetable: