1. **Basic Information**

1.1. **CRIS Number**: 2003/004-379/05.12
1.2. **Title**: Improvement of investment attractiveness of the Krasnystaw region by means of road modernisation.
1.3. **Sector**: Economic and Social Cohesion
1.4. **Location**: Republic of Poland, Lubelskie Voivodship, Poviats of Krasnystaw.

2. **Objectives**

2.1. **Overall objective**
Strengthening of the economic and social cohesion of Lubelskie Voivodship by creating proper conditions for entrepreneurship development.

2.2. **Project purpose/Immediate objective(s)**
Improvement of investment attractiveness of the Krasnystaw region through its better road accessibility. Creation favourable conditions for SMEs development and co-operation.

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 the Preliminary National Development Plan (PNDP)**
The project is in line with the sixth axis of the PNDP, 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 modernization of infrastructure serving to strengthen competitiveness of regions. The project is compliant with the priorities of the Operational Programme of the Lubelskie Voivodship.

2.5. **Cross border impact**: N/A

3. **Description**

3.1. **Background and justification**
One of the main priorities of the Regional Development Strategy and Operational Programme for the Lubelskie Voivodship is the modernisation of the basic transport infrastructure of regional importance, seen as the prerequisite for a better use of local resources (including SME sector) and attraction of new investors from outside the region. It is especially true for the development of south-eastern part of the region with such service cities like Krasnystaw, Chelm and Zamosc. This area is characterised by lower than average social and economic development rate, continuous drop of population and greater dependence of the local economy on small-scale farming. The development prospects of this area are seen mainly in its favourable location near the main communication routes running from the West to the East (via Hrebenne and Dorohusk border crossings) and the related opportunities to stimulate cross border economic contacts with Ukraine.

The proposed project envisages rebuilding of the district road no. 06238 in the section of Krasnystaw - Siennica Rózana. The scope of reconstruction comprises the road section, joining two voivodship roads, beginning in Krasnystaw from the voivodship road No 812 Chelm – Krasnystaw, and ending at the voivodship road No 843 Chelm – Zamosc. The road no 06238 is a part of the roads network comprising the shortest connection between the crossing point through Vistula river in Annpol (route from Kielce) and boarder crossing point in Dorohusk and further to Kiev. The project is connected with other investment done in 2001 in the area of Krasnystaw, i.e. rebuilding of Lwowska Str., Rejowiecka Str., Mostowa Str. and Wilcza Str. being part of the communication route of the voivodship road No 812. The total length of the road to be rebuilt is 12,270 km, including 3,210 km located within the urban area of Krasnystaw, and 9,060 km running through the municipality of Siennica Rózana. The present
condition of the road almost excludes heavy transport and makes the vehicles take a longer route (about 30 km) to reach Krasnystaw from Chelm. Due to the project implementation, the load capacity of the road will increase up to 115 kN/axis, thus meeting the UE standards. The road modernisation is expected to significantly reduce the costs of transportation and shorten the journey time for vehicles travelling between Chelm and Krasnystaw by approx. 13%. This will have a favourable influence upon the SMEs development in this area. The operating companies will have the opportunity to cut down their transport costs through the increase in the amount of transported goods with the use of heavy vehicles. Besides the resulted lower traffic will have positive impact on the environment and will make the transportation easier and safer.

In the catchment area of the project there are 20 production companies, 21 transportation ones, 58 retail and wholesale establishments and about 40 businesses with diverse forms of activity. The total number of people employed in the existing SME sector equals to approx. 1200 persons. It is expected that the improvement of the existing road infrastructure will create better conditions for maintaining jobs and development of the enterprises located along the modernised road (e.g. Seed Production Company, White Beet Production Company, Brick Production Company, „ROL-MOT” Multibusiness Company, AZOT-CHEM) as well as of companies not lying in the direct vicinity of the road, but affected positively by the improved transport access (e.g. Cement Plant in Chelm, Mostostal Chelm, Jagiello Brewery Pokrówka, Gas Station Pokrówka, Sugar Plant Krasnystaw, Regional Dairy Co-operative in Krasnystaw, Agriculture Production Co-operative in Zagroda and others). Apart from improving development prospects and job maintenance (c.a. 400 jobs) in the existing companies, it is expected that the project will create favourable conditions for the establishment of at least 20 new enterprises and setting up approximately 150 new workplaces in the areas and in the close vicinity of the investment. The already signed letters of interest with potential investors confirm the above mentioned forecasts regarding SME and job creation and indicate to such areas of economic activity of the new establishments as: production (components and spare part for machines and cars, biogas, food, clothes, timber processing), trade (retail and wholesale in view of growing demand from Ukrainian traders) and services (both tradable and non tradable). The preliminary list of companies interested in starting up new businesses or expanding the existing ones with the projected employment growth (150 jobs) is available and companies’ interest is expected to be even bigger once the project is approved for implementation.

The SME sector will benefit not only from the better and more effective transport connection. It is also envisaged that due to the project implementation at least 40 ha of investment areas will have better transport accessibility. At present, 25 ha of these areas belong to the municipal authorities and 15 ha to the private companies. The local authorities of Krasnystaw and Siennica Rózana, as well as neighbouring municipalities of Pokrówka, Krasiniczyn, Lesniowice, have already undertaken a number of infrastructure investments in order to make the existing along the road business sites more attractive for potential investors. This process will continue in the next few years with the assistance of municipalities’ own and external financial resources (e.g. Regional Contract).

Taking into account the above outlined social and economic results of the project, the road upgrading should be seen as just a means to the achievement of the immediate objectives of the project, i.e. improvement of investment attractiveness of the Krasnystaw region through its better road accessibility and creation favourable conditions for SMEs development. It directly addresses the SMEs’ needs and as such seems to be in line with Phare ESC areas of support. Although the project is located in the urban and rural areas, and will be also addressed to a number of local companies involved in agri-business, it does not overlap with Sapard assistance and as such cannot submitted for co-financing from this programme. To this effect an expert opinion from ARMA (Sapard Implementing Institution) is stating clearly that the proposed project is not eligible for Sapard, mainly due to the category of the road upgraded and the regional character of the project (partial location in the town with inhabitants over 21 000 people inhabitants) as well the scope of works and the volume of financial contribution.

The regional authorities of the Lubelskie are convinced that implementation of the project will lead to strengthening of local potential and partnership of Krasnystaw and Chelm areas, contribute to creation of jobs in the assumed sectors and will have a positive impact upon the social and economic development of the whole region and its increased investor attractiveness.

### 3.2. Linked activities

Within earlier editions of Phare programmes various transport projects are being underway in the area of the Lubelskie Voivodship. The border check point in Dorohusk was modernised with the assistance of the Eastern Border Programme PL 9601 and PL 9705. The source of financial support for the modernisation project for access roads to the frontier station in Slawatyce was the project called...
Eastern Border PL9601. The project of building terminals in Kukuryki and Koroszczyn was co-financed from the same source. Within the programme Phare 2000 ESC the amount of 2.8 M€ was designed for upgrading of „Nadbuizanka” road No 698 connecting the border crossings along the Poland’s eastern border

3.3. Results
? Creating of suitable conditions for new enterprises establishing as a result of technical infrastructure development in the area of 40 Ha
? New SMEs creation (20 new SMEs, 150 new jobs, 400 jobs saved in 2 years after project completion)
? Increased transport accessibility of the region by the adjustment of road parameters to increasing local and transit traffic, (present ESS=46,00, after the project completion ESS=53,08)
? Increase of the administrative ability to adoption of acquis communautaire in the field of roads:12,3km of roads meeting EU standards

3.4. Activities
For the purpose of the project implementation the following activities shall be undertaken:
? Upgraded bridge over the Siennica river 12 m long
? 24 lay-bys constructed
? 9 rebuilt junctions
? 14 culverts
? Construction of approx. 16000 m² of pavements
? Modernised road of the length of approx. 12,3 km with increased load capacity up to the EU standards

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 together with the IA and Office of the Committee for European Integration have established stronger institutional co-operation between those organisations (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 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: The Board of Poviat of Krasnystaw
4.2. The Engineer/Manager of the project: will be selected through tender pursuant to the Polish Act on Public Procurement
4.3. The owner of the investment after the implementation of the project: The Board of Poviat of Krasnystaw
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>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare co-financing</th>
<th>National co-financing</th>
<th>International &amp; Financial</th>
<th>Total</th>
</tr>
</thead>
</table>

6.12 LUBELSKIE KRASTYAW – page 3
The overall value of the investment including employment of the Project Manager will amount to 4.7 MEUR. The cost of the employment of the Project Manager will be borne by the beneficiary in the amount of 0.24 MEUR as part of Polish co-financing. Co-financing is available.

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 Weclewska, 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
? Contract 1 (works): 4.46 MEUR, joint co-financing: Phare 3,5 MEUR, beneficiary 0,96 MEUR
? Contract 2 (engineer): 0,24 MEUR (beneficiary financing)

7. Implementation Schedule

? Start of tendering/Call for proposals: second quarter 2003
? Start of project activity: fourth quarter 2003
? Project completion: 30 September 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

The report on environmental impact of rebuilding of the road no 06238 from km 0+000 to km 12+270 in Polish and English version has been prepared in August 2001. The Report takes into consideration among others, the Directive of EEC 85/337/EEC. There are no objections to implementation of the project. EIA is available at the following address: Ministry of Economy, Pl. Trzech Krzyzy 3/5, 00-507 Warsaw, Poland, Phone: + 48 22 629 68 95., Fax: + 48 22 693 40 09

10. RATES OF RETURN

The economic analysis has been prepared in October 2001. FS is available at the following address: Ministry of Economy, Pl. Trzech Krzyzy 3/5, 00-507 Warsaw, Poland, Phone: + 48 22 629 68 95, Fax: + 48 22 693 40 09
The internal rate of return (IRR) = 11,19%
At discount rate:
r = 7%  \[ NPV_{2021} = 1060618 \text{ €} \quad B/C = 1,433 \]
r = 8%  \[ NPV_{2021} = 736975 \text{ €} \quad B/C = 1,305 \]
r = 11,19%  \[ NPV_{2021} = 0 \text{ €} \quad B/C = 1,000 \]
11. INVESTMENT CRITERIA

11.1. Catalytic effect
The Phare support will be conducive to achieving economic and social cohesion goals in Lubelskie
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 25% of the total
project cost.

11.3. Additionality
The financial means transferred to the Beneficiary for the project implementation, covering the
investment costs as they are planned within the project do not displace other financing sources,
especially from the private sector and the IFI system; it is solely the co-financing of identified priorities
and does not replace national resources.

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
beneficiary has obtained the building permit. 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 Lubelskie Voivodship. After implementation, the beneficiary will cover all
maintenance costs related to the investment.

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

11.7. Contribution to Preliminary National Development Plan
The project is in line with the fifth axis of the PNDP, 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

Successful implementation of the project depends on the conditions described in Logframe matrix of the
project (Assumptions).

Deadlines:

? Construction designs prepared: August 2001
? Obtaining the building permit: September 2002
? Preparation of tender documents until: March 2003
? Start of tendering: April 2003
? Start of project activity: September 2003
? Completion of the project until: September 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
### Overall objective

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthening of the economic and social cohesion of Lubelskie Voivodship by creating proper conditions for entrepreneurship development.</td>
<td>Regional Statistics Office, Marshall’s Office of Lubeskie, before start of the project and 5 years after project completion.</td>
</tr>
</tbody>
</table>

### Project purpose (Immediate Objective)

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement of investment attractiveness of the Krasnystaw region through its better road accessibility</td>
<td>Poviat Labour Office, Data provided by the beneficiary</td>
<td>Economic stability of the country and region, Active policy against unemployment introduced by the Polish government, Stability of regional economy development, Realisation of assumptions of Regional Development Strategies, Continuation of EU integration process.</td>
</tr>
</tbody>
</table>

### Results

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>creating of suitable conditions for new enterprises establishing as a result of technical infrastructure development, new SMEs creation, increased transport accessibility of the region by the adjustment of road parameters to increasing local and transit traffic, increase of the administrative ability to the adoption of acquis communautaire.</td>
<td>reports prepared by persons responsible for implementation of the project, final report, operational permit, register of the Poviat of Krasnystaw</td>
<td>Successful implementation of government and regional strategies priorities related to development of transport infrastructure, successful promotion of the region investment conditions.</td>
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</table>

### Activities

<table>
<thead>
<tr>
<th>Means</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td>upgraded bridge over the Siennica river 12m long, 24 lay-bys constructed, 9 rebuilt junctions, 14 culverts, construction of approx. 16000 m² of pavements, modernised road of the length of approx. 12,3 km</td>
<td>Compliance of carried out works with the schedule, proper atmospheric conditions.</td>
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### PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS

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<th>VII</th>
<th>VIII</th>
<th>IX</th>
<th>X</th>
<th>XI</th>
<th>XII</th>
<th>XIII</th>
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<tbody>
<tr>
<td><strong>IMPLEMENTATION</strong></td>
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<td><strong>CONTRACTING</strong></td>
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<tr>
<td><strong>DISBURSEMENT (PAYMENT)</strong></td>
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<td>3,5</td>
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</table>

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

**Date of Drafting**
- June 2002

**Planning period**
- 2002-2005

**Budget allocation**
- **Cost estimate**
  - **M€**
  - 3,5
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 Natura 2000 sites)?

Yes [ ]  No [X]

- If yes - please go to question 1.2.
- If no - please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

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

1.2.1. Have this appropriate assessment been carried out?

Yes [ ]  No [ ]

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

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

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

Yes [ ]  No [ ]

- If yes, please fill out Annex II (Information to the Commission according to Article 6(4) of the Habitats Directive. This Annex has to be signed by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)
- If no, please fill out Annex I (Declaration by the authority responsible for sites of nature conservation importance = potential future Natura 2000 sites)

---

1 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: Regional Nature Conservator (Wojewódzki Konserwator Przyrody)
Having examined² the project application (title):
Improvement of investment attractiveness of the Krasnystaw region by means of the road reconstruction.
which is to be located in Krasnystaw, Lubelskie Voivodship, POLAND we declare that (tick the appropriate box):
X o The project is not likely to have significant effects on a site of nature conservation importance on the following grounds:

The project is located outside the nature conservation zone.

Therefore an appropriate assessment required by Article 6 (3) was not deemed necessary.

Signed: Beata Sielewicz (Ms), Regional Nature Conservator, Lubelskie Voivodship Office
(Authority responsible for monitoring sites of nature conservation importance)
Official Seal:

² 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 – NOT APPLICABLE**

<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:**
ANNEX 6 - ENVIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent

Has development consent\(^3\) already been given to this project?

Yes ☐ No ☐

- If yes, on which date |2002|09|25|

- 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
Krasnystaw District Starost

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:

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

………………………………………………………………………………………………………………..


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

Annex I of Directive 85/337/EEC, as amended by Directive 91/11/EC ☐ (go to question 2.2)

Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC ☐ (go to question 2.4)

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 |2002|08|

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

\(^3\) i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project

\(^4\) 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: \url{http://www.europa.eu.int/comm/environment/eia/eia-legalcontext.htm}
2.3. When covered by Annex I of the EIA Directive a similar\textsuperscript{5} procedure as the one described in the EIA directive will need to be applied and the following documents included.

a) The non-technical of the Environmental Impact Study:
Title: “Report on Impact of Reconstructing the District Road no 06238 Krasnystaw – Siennica Rózana from km 0+000 to km 12+270 upon the Environment. Stage: Construction Project”.
The road intended for reconstruction takes its route from Krasnystaw, from the road of voivodship category no 812 Chelm-Krasnystaw, to the road of voivodship category no 843 Chelm-Krasniczyn-Zamosc.
The reconstruction means up-grading the road to “G” class. Technical and construction design provides for widening the road to meet the required width, reinforcing the existing base course, reconstructing non-standards bends, reconstructing culverts, building lay-bys, bus demurrage shoulders, walkways and driveways onto private premises.
The area in question lies on the border line of two macroregions: Lublin Uplands and Polesie. The road is located east of Grabowiecko – Strzelecki Obszar Chronionego Krajobrazu (Protected Landscape) and Pawlowski Obszar Chronionego Krajobrazu (Protected Landscape). In the area of Krasnystaw and Siennica Rózana there are woods attractive from the point of view of tourism. The assessment of the ground and water conditions shows that arenites found in the base soil are favourable to reconstructing the road, whereas cohesive soil (argillaceous rocks, clay grade and siltstone) are unfavourable base soil for the road since these tend to swell and form fissures. Conclusions concerning protection of the environment against noise show that for the road section under assessment the sound line 60dB(A) runs 10m away from the centre line of the road during the day and the sound line 50dB(A) runs 20m away from the centre line of the road at night. Conclusions concerning protection of the atmosphere show that emission of nitric oxide will have the greatest effect in the area under assessment. Excessive levels of nitrogen concentrations will have the greatest impact in the area of the road lane. In case of other pollutants the situation is even better. Implementation of the project will not have any influence upon the local landscape. Works carried out in the area such as construction of pavements, green belts or shoulders will increase the aesthetic value of the vicinity. Implementation of the project will bring social and economic benefits to the local community and all users of the road.

b), c)
The public has been consulted.
There were numerous meetings during which the public expressed its opinion.
The time of the meetings: 06.2001 – 08. 2002
The way in which the public has been informed: public notices, publication in local newspapers.

2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

- **Yes** ☑
- **No** ☐

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

- If **no** explain the reasons\textsuperscript{6} and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

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Use more space if necessary

\textsuperscript{5} 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

\textsuperscript{6} 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.
Have the results of the determination whether a project listed in Annex II of the Directive requires a formal EIA or not (made by the competent authority) made available to the public?

Yes ☐ No ☐

- If yes, on which date [2001__|08|___]