1. **Basic Information**

1.1 **CRIS Number:** 2003/004-379/05.14
1.2. **Title:** Linkage improvement between business areas in Lublin
1.3. **Sector:** Economic and Social Cohesion
1.4. **Location:** Poland, Lubelskie Voivodship, Lublin.

2. **Objectives**

2.1. **Overall Objective**
Increase of social and economic cohesion of the Lubelskie Voivodship by the transportation infrastructure improvement.

2.2. **Project purpose/ Immediate Objectives**
- Strengthening local economic synergy through improvement of linkages between the north and east business/industrial areas of Lublin
- Strengthening the business development and restructuring in the east business area of Lublin
- Shortening of a regionally important linkage from North-East to South-East (Włodawa, Leczna – Zamosc, Chełm)
- Strengthening of investment attractiveness of the region along the improved road connections

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 modernisation 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**
The Project is devised to built one of the three missing sections of the circular route of the city of Lublin – the shortest one and the most needed to provide the linkages between north and east business areas of the city. The good transportation service of the two business districts is crucial for their vitality and attractiveness.

In the east business district, developed since XIX century, it is concentrated most of the industrial activities of the city (car factory, chemical and pharmacy plants, meat and poultry enterprises, former iron cast factory, building materials factory, agriculture equipment factory, etc.) as well as growing number of large scale wholesale and commercial activities. In 1995 the employment in this area was 43 250 jobs.
The number of businesses surpassed 2100. Since that time the restructuring process caused several bankruptcies and the ongoing reduction of employment in industrial activities estimated for about 1500 - 2000 jobs loss per year.
The improvement of the transportation system in this area is expected to strengthen the investment attractiveness and thus, to prevent further decrease of the employment. The prospects for re-development of the areas of bankrupt companies concern the area of 200 ha, most of which still are in the possession of the largest bankrupt companies. The 85 small and medium enterprises started their activity on these areas, mainly on the short or medium term lease conditions, as the property regulations are expected be clarified and settled in the near future. Their longer-term commitment and investment
depends on the better road access and infrastructure. The city also owns a range of plots of the total area of 45 ha available for business development in the whole district. The investment activity in this area resulted with average 30 planning permits per year between 1998 and 2000, mostly for modernisation and redevelopment of existing constructions. In 2001 and 2002 this number dropped to 15 planning permits per year, due to worse general economic situation. In September 2002 the City Council established here a zone for business development, with the property taxes reduced by 50%. The modernisation of Melgiewska and Turystyczna streets has also been introduced and performed on the 3.5 km of these main streets. In this context the proposed project is an important element of a broader policy for restructuring and activating the eastern business district of the city. The expectations for outcomes of this policy, and of this particular project, depend on many different factors, so they are not included as results in this project fiche, but they have been considered as a direction for change.

The north business district, Bursaki, has been developed since 1970-ties and provides development opportunities for SMEs. Its location has been devised to diversify the city structure and to provide jobs for residents of northern housing estates built that time. Since 1990-ties it becomes increasingly important, as a wholesale and commercial centre, strengthened recently by the regional agriculture wholesale centre built just outside the city boundaries. In 1995, the 570 enterprises gave 6720 jobs, and there is a stable tendency for further development, with the increase of employment estimated by 30 - 50 jobs per year. Further development is expected as a result of modernisation of Al. Spółdzielczości Pracy by PHARE ESC 2001 and 2002 Programmes. Thus, the two centres have a good access to the national routes leading out of the city towards east or north parts of the region, and the project shall improve the linkages between them, and also in the other directions.

The circular route of the city has been planned and introduced by sections since 1970ties. When completed, it shall provide the linkages between the four business districts of the city and the residential areas, and shall ease the access to all the roads leading from Lublin to the region, without necessity to use the overcrowded streets of the city centre. Thus, it is crucial for creating conditions of economic integrity for the business activities in the different parts of the city and in the region. It is expected to strengthen the complementary economic activities (such as industrial production and distribution system) and thus increase the local and regional economic synergy.

The part of the circular route covered by the project shall improve the links between north and east business districts, and connect three important outlets from Lublin: north (to Lubartów, Białystok), north-east (to Leczna, Włodawa) and south-east (to Zamosc, Chelm). The investment is recognised as a main priority in improvement of the city transportation network. Therefore the one direction link from Tysiaclecia Alley to Melgiewska Street has been built in 1999-2000 and is already in service, but its access from S-17 route was made as a temporary arrangement through the elevated crossroad with Hutnicza Street, known mainly to the local drivers. Even though, it collects relatively significant traffic (up to 350 vehicles per hour in the peak hours), which proves the usefulness of the project, providing the other direction link. The project shall also change the outlet to the completed line directly from S-17, without the necessity of passing through the crossroad of Hutnicza Street elevated over the S-17. The modernisation of closely related part of S-17 National Route, with the bridge over the Bystrzyca River, shall adjust the technical parameters of the road and the bridge to the EU standards.

The project is expected to have a positive environmental and public safety impact for Tatary housing estate through the reducing the traffic along the streets Hutnicza and Gospodarcza from 1550 vehicles/hour now to 1250-1300 (by about 15-20%) after the project completion. It should also reduce the traffic at Tysiaclecia Alley and the streets: Podzamcze, Lwowska and Lubartowska by some 5-10%. Thus it shall also have a positive environmental impact on the eastern part of the city centre. Due to the modernised surface, the traffic flow shall be also more fluent and safer, with reduced acoustic influence. The project is expected to shorten the transit way through Lublin by 0.5 to 3 km (depending on the comparative relations in existing streets). It is also an important input to the policy of reducing the number of collision places in the city. Moreover, the project will have an impact on strengthening links between North-eastern part of the region, the lake district of strong tourist attraction, where there are prospects for the new border crossing in Włodawa with Lublin and with the South-east part of the region – mainly agricultural, but also with a range of tourist activities.

The Lublin authorities are convinced that the project shall strengthen the development potential of the city and the region, diversifying economic activities and stimulating the job creation. Thus, without the PHARE support the project still would have been implemented, but in a longer time and with the cost of reducing other important city investments.

3.2. **Linked activities**
The project relates to the PHARE 2001 ESC and application for PHARE 2002 ESC projects of the modernisation of two parts of Aleja Spółdzielczosci Pracy, which improves the northern section of S-19. Through the existing part of the circular route (Anders Alley) it serves the connection from north to southeast outlet of S-17 within the city boundaries. As an element of the improvement of the transportation network in the city of Lublin, it also relates to the implemented PHARE 2000 ESC project of “the Old Town Renovation”. In the regional scale it also relates to the project application to PHARE 2002 for the improvement of National Route S-17 between Lopiennik and Krasnystaw.

The project is a part of the city strategy of transportation improvement, and continues the city budget-funded construction of the one-way road in the opposite direction (from Tysiaclecia Alley to Melgiewska Street) made in 1999-2000. So, as a part of the construction of the missing parts of the Circular Road system – it is a termination of one and the shortest missing section of it. The project is also a part of the ongoing improvement of the surface quality and safety of the main routes passing through Lublin. The PHARE support for the project shall have a significant impact on quicker adjustment of the city transportation network to the European quality standards.

For the restructuring of agriculture, the project shall ease the transport of crops from the east part of the region to the regional agricultural wholesale centre, and thus also help to develop food-processing enterprises, which is an important part of the SAPARD programme for the region.

3.3 Results

- The process of reduction of employment in the east business district slowed down by at least 50% in 5 years since the project completion
- Anticipated establishment of 30 SMEs in the business areas, and creation of the conditions for creation of 70 new jobs on the areas adjacent to the project in 5 years since the project completion
- Improving access to 200 ha of business area
- Easing the important connections between National Routes S-19 and S-17
- Reducing the length of this transit relation by 0.5 to 3 km (depending on the choice of alternative way) and reducing the number of collision places on crossroads from 8 to 11 (depending on choice of alternative way) to 7
- Shortened transit time through the city by 3 to 10 minutes (depending on the choice of alternative way)
- Adjustment of the technical road parameters to the EU standards with load capacity of 115kN per axle
- Increased load capacity (from class C to class B) and longevity of the modernised bridge over the Bystrzyca River
- Reduction of transit traffic and its environmental impact in Tatary housing estate and east part of the city centre
- Anticipated increase of traffic safety

3.4. Activities

- 724 meters of one way, two lines road of the link between Melgiewska Street and Tysiaclecia Alley
- The 84 meters long bridge for elevated part of the above road over the existing part of S-17 National Route
- New outlet from S-17 to Melgiewska street to the existing line of the linkage, which allows to omit a cross-road with Hutnicza Street
- Traffic lights at the crossroad of Hutnicza Street elevated over the S-17 route
- The existing bridge of S-17 route over Bystrzyca River renovated and strengthened (from class C to B) over the area of 1300 square meters
- Modernised surface of the concerned section of the S-17 National Route and assuring the standard of 115 kN per axle on the area of 13 900 square meters; (the modernisation will bring the road up the EU standards)
- 746 meters long drainage network
- Modernised 300 meters long gas supply network
- 1900 meters long street lights network
- Acoustic insulation of housing at Tatary housing estate adjacent to the project area
- Green areas arrangement along the concerned roads

3.5. Lessons learned
Under the Final Assessment Report for Assistance funded under PL-9808 Special Preparatory Program (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 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 Program should be based on the experience gained during the implementation of previous Phare programs, especially ESC 2000, 2001 and 2002 ESC Programs. 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 will be the City of Lublin
4.2. The Engineer/ Project Manager will be appointed through a tender procedure organised by the beneficiary in accordance with the Polish Public Procurement Law.
4.3. The owner of the facilities after project implementation will be the City of Lublin
4.4. The investment will be executed according to the Decentralised Implementation System (DIS) - “Practical Guide to Phare, Ispa & Sapard contract procedures”
4.5. Implementation of the project will not lead to any changes in the institutional framework described above.

5. DETAILED BUDGET

<table>
<thead>
<tr>
<th>Investment</th>
<th>Institution</th>
<th>Total Phare</th>
<th>National</th>
<th>International</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support</td>
<td>Building</td>
<td>Support</td>
<td>co-financing</td>
<td>Financial Institutions</td>
<td>Support</td>
</tr>
<tr>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Project</td>
<td>2,100,000</td>
<td>2,100,000</td>
<td>1,400,000</td>
<td>3,500,000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,100,000</td>
<td>2,100,000</td>
<td>1,400,000</td>
<td>3,500,000</td>
<td></td>
</tr>
</tbody>
</table>

The overall value of the investment including employment of the Project Manager will be 3.5 MEUR. The cost of the employment of the Project Manager will be paid by beneficiary in amount of 0.166 MEUR as part of Polish co-financing. Co-financing will be 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

Joint co-financing for the contract for works. Local sources from the budget of the City of Lublin.

Contract 1 (works): 3.334 MEUR, joint co-financing: PHARE 2,100 MEUR, beneficiary 1,234 MEUR

Contract 2 (engineer): 0.166 MEUR – to be paid by beneficiary
7. **IMPLEMENTATION SCHEDULE**

- Start of tendering/call for proposals: first quarter 2003
- Start of project activity: second quarter 2003
- Project completion: fourth quarter 2004

8. **EQUAL OPPORTUNITY**

Procedures related to the implementation of the project will be performed 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 environmental impact report is prepared according to the Council Directives 85/337/EEC and 97/11/EC from the 3rd of March 1997. The Report is available at the beneficiary headquarter. Reduced transit time and more fluent traffic flow aimed by the project shall result in reduced local air pollution and traffic noise. Therefore, the total environmental impact of the road shall not change, despite the inevitable increase of traffic. Transient peak levels of pollution will be reduced as better traffic flow conditions lead to lower levels of accumulated emission.

10. **RATES OF RETURN**

- IRR = 67.03%
- ENVP = 26 288 937 EUR
- Discount rate = 10%
- Exchange rate: 1 EUR = 3.95 PLN

The cost of project is high because the works are complex: the new road is elevated over other existing roads and those are to be modernized together with the reconstruction of the bridge over the river. The IRR value is high due to significant shortening of the transportation links on the main roads through the city – not only in distance but also in the time of transit – at present through the number of busy cross-roads. The calculation was made on the base of the traffic volumes survey and the public survey on the driver’s preferences of the comparative connections in existing streets. Feasibility Study is available at the Beneficiary headquarter.

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 40% 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 environmental impact assessment report have been prepared and presented together with the application. They are available at beneficiary headquarter.
The planning permit has been obtained. The acquisition of land for the investment has been completed. The grounds for the project implementation are owned by the City of Lublin, or by the Polish State with the full rights of the City to decide on the investment. The Polish co-financing has been allocated.

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. The investment is sustainable and does not require any further expenditures apart from the ongoing technical maintenance on the part of the The City of Lublin.

11.6. **Conformity with State Aid Provisions**

All aspects of the Project will be performed with respect to the state aid provisions of the European Agreement.

12. **Conditionality and Sequencing**

**Conditionality:**
- the regional development continued
- Lublin Voivodship Development Strategy implemented
- the EU integration process continued
- the priority of the transportation infrastructure development maintained in the city strategy
- positive restructuring process of large industrial sites in the east business district
- active investment promotion of the region
- increase of investment attraction to Lublin and to the region

**Deadlines:**
- Feasibility study prepared
- The update according to the full technical documentation until 30 November 2002
- Environmental Impact Assessment prepared
- The ground acquisition finished
- Technical documentation prepared until 30 September 2002
- Obtaining the building permit until 30 November 2002
- Preparation of tender documents until 31 December 2002
- Signing the works contract until 30 June 2003
- Completion of the contract until 31 December 2004

**Annexes**

Annex 1. The Logframe matrix
Annex 2 – 4. Detailed implementation, contracting and disbursement schedule
Annexes EIA and Habitat
### ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

**PROJECT TITLE: LINKAGE IMPROVEMENT BETWEEN TWO BUSINESS AREAS**

**Programme number**

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase of social and economic cohesion of the Lubelskie voivodship by the transportation infrastructure improvement.</td>
<td>Increase of regional GDP per capita; decrease of unemployment rate in the region</td>
<td>Main Statistical Office (GUS); Voivodship Statistical Office (WUS); Before the project implementation and 5 years after project completion</td>
<td>The regional development continued Lublin Voivodship Development Strategy implemented. The EU integration process continued. The priority of the transportation infrastructure development maintained in the city strategy.</td>
</tr>
</tbody>
</table>

**Project Purpose (Immediate Objectives)**

<table>
<thead>
<tr>
<th>Project Purpose (Immediate Objectives)</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthening local economic synergy through improvement of linkages between the north and east business/industrial areas of Lublin</td>
<td>Increase of accessibility (ESS) in the business areas; Creation the conditions for creation of 30 new enterprises; Creation conditions for creation of 70 new jobs on the areas adjacent to the project in 5 years from the project completion</td>
<td>Beneficiary's data; Police reports; Experts’ reports; Voivodship Statistical Office (WUS); Evaluator’s report; Before the project implementation and 5 years after project completion</td>
<td>The regional development continued Lublin Voivodship Development Strategy implemented. The EU integration process continued. The priority of the transportation infrastructure development maintained in the city strategy.</td>
</tr>
</tbody>
</table>

**Results/Outputs**

<table>
<thead>
<tr>
<th>Results/Outputs</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>The process of reduction of employment in the east business district slowed down by at least 50% in 5 years since the project completion</td>
<td>Improved statistics on employment in the east business district (reduced loss of jobs in the area in 5 years since the project completion); 200 ha of the business area of improved access; New investments in the east business district</td>
<td>Reports of the persons responsible for project implementation; Statements of work acceptance; City Office traffic measurements; City Office evidence of economic activities; Experts reports</td>
<td>Active investment promotion of the region. Increase of investment tendencies in Lublin. Positive restructuring process of large industrial sites in the east business district. Increased local investment and business development for commerce and services.</td>
</tr>
</tbody>
</table>

**Planning period:**
- End contracting: 30/06/2005
- End disbursement: 30/06/2006

**Total budget:** 3 500 000 €

**Phare budget:** 2 100 000 €
to the EU standards with load capacity of 115kN per axle  
Increased load capacity (from class C to class B) and longevity of the modernised bridge over the Bystrzyca river  
Reduction of transit traffic and its environmental impact in Tatary housing estate and east part of the city centre  
Anticipated increase of traffic safety

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| 724 meters of one way, two lines road of the link between Melgiewska Street and Tysiąclecia Alley | Financial inputs:  
Total investment cost 3.5 MEUR  
Including: City Budget 1.4 MEUR  
PHARE input 2.1 MEUR  
Construction works with relevant materials and equipment, as described in the activities, of the value of 3.334 MEUR and the duration of 2 building seasons (18 months)  
Project management of the value of 0.166 MEUR and the duration of 24 months  
Project monitoring and evaluation by the beneficiary | Assured project co-financing (assumption)  
successful tendering procedures  
Efficient and professional Project Management (assumption)  
Project implementation schedules fulfilled (assumption)  
Normal weather conditions |
| The 84 meters long bridge for elevated part of the above road over the existing part of S-17 National Route  
The existing bridge of S-17 route over Bystrzyca River renovated and strengthened (from class C to B) over the area of 1300 square meters  
Modernised surface of the concerned section of the S-17 National Route and assuring the standard of 115 kN per axle on the area of 13900 square meters  
746 meters long drainage network  
Modernised 300 meters long gas supply network  
1900 meters long street lights network  
Acoustic insulation of housing at Tatary housing estate adjacent to the project area  
Green areas arrangement along the concerned roads | | |

<table>
<thead>
<tr>
<th>Preconditions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Decision of the Lubelskie Voivodship Board and the Regional Steering Committee from 09.07.2002</td>
<td></td>
</tr>
</tbody>
</table>
### ANNEXES 2-3-4: DETAILED IMPLEMENTATION CHART, CONTRACTING AND DISBURSEMENT SCHEDULE OF THE PROJECT

#### PROJECT TITLE: LINKAGE IMPROVEMENT BETWEEN TWO BUSINESS AREAS

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>08/2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning period</td>
<td>2002-2004</td>
</tr>
</tbody>
</table>

#### PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS

<table>
<thead>
<tr>
<th></th>
<th>I</th>
<th>II</th>
<th>III</th>
<th>IV</th>
<th>V</th>
<th>VI</th>
<th>VII</th>
<th>VIII</th>
<th>IX</th>
<th>X</th>
<th>XI</th>
<th>XII</th>
<th>XIII</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMPLEMENTATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q4 2002</td>
<td>D</td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q1 2003</td>
<td></td>
<td></td>
<td>C</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q2 2003</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q3 2003</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q4 2004</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q1 2004</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q2 2004</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q3 2004</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Q4 2004</td>
<td></td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>DISBURSEMENT (PAYMENT)</strong></th>
<th>0,4</th>
<th>0,8</th>
<th>1</th>
<th>1,2</th>
<th>1,6</th>
<th>1,8</th>
<th>2,1</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Budget allocation</th>
<th>Cost estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>M€</td>
</tr>
<tr>
<td><strong>IMPLEMENTATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2,1</td>
</tr>
<tr>
<td><strong>DISBURSEMENT (PAYMENT)</strong></td>
<td></td>
<td>2,1</td>
</tr>
</tbody>
</table>
1.1 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)

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)

Responsible authority: Regional Nature Conservator (Wojewódzki Konserwator Przyrody)

Having examined the project application (title):

1.2 Improvement of communications linkage between business areas in Lublin which is to be located in Lublin, Lubelskie Voivodship, POLAND

we declare that (tick the appropriate box):

X  The project is not likely to have significant effects on a site of nature conservation importance on the following grounds:

The project is located outside the nature conservation zone.

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: 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
<table>
<thead>
<tr>
<th>1. PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of the site affected:</td>
</tr>
<tr>
<td>This site is (please tick):</td>
</tr>
<tr>
<td>☐ a site identified by the national competent authority as qualifying under Art. 4(1) and (2) of the Birds directive (79/409/EEC)</td>
</tr>
<tr>
<td>☐ a site identified by the national competent authority as qualifying under Art. 4 (1) of the Habitats directive (92/43/EEC)</td>
</tr>
<tr>
<td>☐ 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</td>
</tr>
<tr>
<td>☐ a wetland of international importance designated under the Ramsar Convention or qualifying for such protection</td>
</tr>
<tr>
<td>☐ 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</td>
</tr>
<tr>
<td>☐ areas protected under national nature conservation legislation</td>
</tr>
<tr>
<td>Summary of the project having an effect on the site:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. NEGATIVE EFFECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary of the assessment of the negative effects on the site:</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. ALTERNATIVE SOLUTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary of alternative solutions studied by the candidate country:</td>
</tr>
<tr>
<td>Reasons why the competent national authorities have concluded that there is absence of alternative solutions:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. IMPERATIVE REASONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reason to nevertheless carry out this plan or project:</td>
</tr>
<tr>
<td>☐ Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)</td>
</tr>
<tr>
<td>☐ Human health</td>
</tr>
<tr>
<td>☐ Public safety</td>
</tr>
<tr>
<td>☐ Beneficial consequences of primary importance for the environment</td>
</tr>
<tr>
<td>☐ Other imperative reasons of overriding public interest</td>
</tr>
<tr>
<td>Short description of the reason:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5. COMPENSATION MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreseen compensatory measures and timetable:</td>
</tr>
</tbody>
</table>
2 ENVIRONMENTAL IMPACT ASSESSMENT

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

2.1
2.2 1. Development consent

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

Yes ☐ No ☐ 2.2

If yes, on which date /___/___/___/

If no, when was the formal request for the development consent introduced |__15_|_03__|_2003__|

and by which date is the final decision expected ?|_15__|_04__|_2003__|

Specify the competent authority or authorities, which has given or will give the development consent

2.2.1.1 Municipality of Lublin
Architectural and Construction Administration Department

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:

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

2.3
2.4
2.5 2. Application of Directive on Environmental Impact Assessment (EIA)\(^4\)
2.5.1
2.5.2 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)

2.5.3
2.5.4
2.5.5 2.2. Has an EIA already been carried out?

Yes ☐ No ☐

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

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

Yes ☐  No ☐

On which date has it been finalised  __/__/____

If no, provide an estimation of the date when the procedure will be finalised  __/__/____

2.5.6  2.3. When covered by Annex I of the EIA Directive a similar5 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.

The ring road in Lublin, taking its route as designed in accordance with the site development plans, does not only carry inter-district local traffic in the city but also serves the link for two state roads: S-17 and S-19 and other roads of importance to the region. The ring road has been under construction since 70s and until now has been completed in 85%, and in order to complete all the construction works as few as three sections are left to be done, which will contribute to significant improvement of traffic regulation and will curb traffic congestion in the streets of Lublin. The Project under application covers one of the missing sections.

The Project comes forward with construction of the road and over-bridge as well as improvement of the section of Tysiaclecia Avenue and the bridge over the Bystrzyca River. Implementation of the Project will also provide for traffic lights at the intersection in the over-bridge by Hutnicza Street, a drainage system, improvement of gas transmission system, street lights, as well as a noise abatement buffer in the housing district Tatary that is adjacent to the Project area. The Project area will also develop to provide greens along the roads under consideration.

„Report...” is a necessary document to be submitted when applying for the Phare 2003 funds so that the aforementioned Project could be implemented. Financial assistance available from the Phare programme is going to favour the target of attaining community cohesion and economic cohesion in the Lublin Region in line with the EU.

„Environmental Impact Report...” has been drawn up on the grounds of the European Council Directive 85/337/EEC and the Directive 97/11/EC, enforcing amendments to the former, on the assessment of the effects of certain public and private projects on the environment. The Report includes features of the natural environment in the Project area in the City of Lublin, defines the profile of the road intended for construction, and covers the assessment of the impact upon society, flora, fauna, atmosphere, noise, landscape, and assets.

---

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
Sources of pollution of water and soil in the vicinity of the road are going to be the following: precipitation water and thaw water found in the road surface, down-throw of hazardous substance originating from car accidents, as well as domestic sewage and industrial sewage discharged by highway engineering back-up facilities, points of passenger services, maintenance and operations depots, and waste thrown away onto the shoulders and the adjacent area. It is the case of the road that traverses the city, so soil in the vicinity of the road may have already been degraded. A duly made drainage system is going to protect the soil against contaminant precipitation water. The drainage system needs to be equipped with separators that will purify precipitation water, which will protect the aquifers against hazardous wastewater leaks.

The road under consideration is going to be a source of air pollution. Air toxics emitted by vehicles in motion are going to be the following: carbon monoxide (CO), nitric oxides (NO\textsubscript{x}), lead compounds (Pb), hydrocarbons (aromatic and aliphatic), sulfur oxides (SO\textsubscript{x}), aldehydes, particles of tar and black and other dusty toxics. Assessment of the impact of combustion gases emitted by motor-car engines upon purity of air in the Project area made for the purpose of the „Report...” indicates that: concentration standards for carbon monoxide, sulfur dioxide, dust, lead and hydrocarbons are going to be kept within the boundaries set by the streets in question. The Project is not going to have an adverse impact upon purity of air. In effect of implementation of the Project and technical adaptations of motor-car engines, vehicles in motion are going to affect purity of air to a limited extent, notwithstanding the anticipated increase in the traffic volume.

The on-going highway engineering works may affect the microclimate because of the dust that may appear locally due to earthwork activities and emissions of heavy equipment in motion. This kind of impact will, however, last for a short period of time and will cease after the implementation has been completed. The construction of the new section of the road is going to cause reduction of transit traffic via the housing district Tatary and the eastern part of the City Centre. In consequence it is going to cause abatement of air toxics emitted by each driven vehicle. This will influence the microclimate of the Project area owing to the reduced emissions causing greenhouse effect. This will also contribute to abatement of noise emitted in those parts of Lublin.

Implementation of the Project „Integration of Ring Road with State Road S-17 – link in the line between Tysiaclecia Avenue and Melgiewska Street in Lublin” is going to solve problems with the transport system in the city. Financial assistance available from the Phare programme is indispensable to implement the Project and thus achieve one of the primary objectives of the city being development of the road-net. Successful implementation will undoubtedly contribute to reaching the strategic objective of the programme as a whole that is reinforcement of community and economic cohesion in the Member States of the European Union.

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.

Public consultations have been carried out along the planning procedures in 1986 and 1993 and concerned physical plan of the city including transportation network and modernisation of referring project.
Municipal General Physical Plan was adopted with the Resolution No XV/91/86 of Lublin Council dated 30th of December 1986 with further amendments Resolution No L/500/93 dated 21st October 1993.

According to the Construction Law the planning permit issued on 31st January 2002 have been a subject to public consultations. The investment does not interfere with the interest of the third parties as referred to compliance investment plans with presently applicable spatial plan and provisions of particular regulations, necessary for design project, which will be a subject to construction permit procedures.

d) in case a project is likely to have significant effects on the environment in another state the results of the transboundary consultation with those states effected by the project needs to be provided demonstrating that the procedure of article 7 of the EIA Directive. In addition, information indicating in what way the concerns of the designated consultees and concerned public have been taken into account will also need to be provided.

e) Evidence that the decision to grant or refuse development consent has been made available to the public by the competent authority, including the

- the content of the decision and conditions attached thereto,
- the main reasons and considerations on which the decision has been based,
- a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.

Note: In relation to b), c) and d) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities describing and testifying that all obligation as described in the intends above have been followed.

2.5.7 2.4. When covered by Annex II of the EIA Directive has an Environmental Impact Assessment been carried out for this project?

Yes [ ] No [ ]

2.5.8
– If yes include the necessary documents (see question 2.3.).

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

Use more space if necessary

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

Yes [ ] No [ ]

If yes, on which date January 2002

---

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.