1. **Basic Information**

1.1 **CRIS Number:** 2003/004-379/05.16

1.2. **Title:** Enhancing the attractiveness of the Piotrków Trybunalski region for investors from the SME sector

1.3. **Sector:** Economic and Social Cohesion

1.4. **Location:** Poland, Łódzkie Voivodship, Piotrków Trybunalski

2. **Objectives**

2.1. **Overall objective**
Stimulating the development of entrepreneurship and services in the region

2.2. **Immediate objective**
Enhancing the attractiveness of the Piotrków Trybunalski region for investors by improving conditions of conducting business in the SME sector

2.3. **Accession Partnership and NPAA priorities**
The project is designed to address issues related to the medium-term AP priority in economic and social cohesion policy regarding the preparation for the implementation of regional programmes and Community Initiatives.
The project corresponds also to the NPAA priority "regional and cohesion policy".

2.4. **Contribution to Preliminary National Development Plan**
The project is in line with the sixth axis of the preliminary NDP, which is “Strengthening the development potential of regions and countering 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 the competitiveness of regions, restructuring of the regions’ economic base and creating conditions for its diversification, human resources development, support for areas where business activity must be stimulated and which are at risk of marginalisation, the development of international co-operation of the regions.
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**
Piotrków Trybunalski is the second largest economic centre of the region after Łódz (population of more than 80 thousand) and an important communication junction. National roads no. 1: Gdansk-Łódz-Cieszyn, road no. 8 Warsaw – Piotrków Trybunalski – Wroclaw and road no. 12 Poznan – Piotrków Trybunalski – Lublin go through the city.
The location of Piotrków Trybunalski in the southeastern part of the voivodship at a junction of transport routes of supra-regional importance is the city’s important asset, which makes it a very attractive place to establish a business. However, the transit traffic distribution system in the area constitutes a significant obstacle to economic development not only of the city itself, but also of the entire Piotrowski Poviat and the Łódź agglomeration. The system in place takes the transit traffic from various directions through the city centre, which results in permanent traffic jams in the city and on the outskirts. The consequences are suffered by serious businesses, which are active in the region. Delayed deliveries of goods and services hamper the development of enterprises located in industrial zones within the city and adjacent areas. The lack of an efficient transport solution is acutely felt by both local and regional businesses, active in the area of production, trade and services, and obstructs their development. As a result the city is unable to benefit fully from its attractive location.

Today, both Polish and foreign companies, wishing to invest in trade, services or the construction and logistics sectors in the area make their decision to start a business conditional upon improved transport...
Local enterprises also take a keen interest in the ring road construction. Due to the character of their businesses their development depends on improved efficiency of the city transport system. Better solutions would facilitate the distribution of goods, reduce the overheads and thus enhance the companies' competitiveness, which in turn would result in increased employment.

The project provides for the transit traffic to be removed from the city centre by linking the city ring road with the national road no. 8. The vehicles with destination Piotrków Trybunalski coming from the direction of Radom, Lublin and Kielce (including transportation of hazardous materials) will be diverted directly to roads no. 91 and 8, without entering the city centre.

The solution will facilitate the transit traffic and ensure optimum accessibility of industrial areas and a non-collision link between the city centre and external roads. This in turn will constitute a decisive factor increasing the city’s attractiveness for investors and stimulating its socio-economic development.

The proposed solution constitutes the second stage of a wider undertaking, i.e. the construction of a northern ring road for Piotrków Trybunalski, which is the main investment project of the gmina of Piotrków Trybunalski for the next 10 years. The ring road construction (stage I and II) and modernisation of access roads constitute a part of the voivodship development strategy and the 5-year Investment Plan of the gmina of Piotrków Trybunalski (2000 – 2005). The first stage of the ring road construction is being implemented with pre-accession funds within the framework of PHARE 2001. The third and later stages are provided for in the subsequent Investment Plans of the gmina.

The construction of this section of the city’s northern ring road within the national road no. 12 will spur economic activity in the area of circa 600 ha. The region will gain new, attractive areas for investment while the accessibility of the existing ones will be improved. The result will apply to both the areas located in the immediate vicinity of the planned ring road section, and the areas along the national roads no. 8 and 1.

Implementation of the second stage of the ring road project and ensuring a free flow of traffic in southern and eastern directions will facilitate access to recreational areas along the Pilica river and the Bugaj lake (area of circa 93 ha) and to economic areas in the northwestern part of the city (circa 197 ha), which will enable their utilization for business purposes. The ring road construction will result in preservation of at least 250 jobs in around 30 companies located in this area. It will contribute to the companies' development and create conditions conducive to establishing new businesses.

Even before its completion, economic zones have appeared along the planned ring road. SMEs prove to be their active actors. The area has a total of 35 ha and is fully provided with technical infrastructure and all utilities (160 new jobs). The ring road construction will link it with the road system and will facilitate unobstructed flow of traffic.

In accordance with the adopted spatial management plans, 60 ha of the areas owned by the city have been reserved for SMEs development in the field of commerce and services, and tourist traffic-related services (50 new jobs). These are new areas, for which technical infrastructure has yet to be provided. In the next investment plan spanning the years 2005 – 2010, after the ring road completion, the gmina will earmark funds for full provision of utilities.

Another 103 ha located near the road junction with the route no. 8 have been set aside for the development of forwarding and logistic services (120 new jobs). Investors have already expressed an interest in those areas, due to their attractive location. The areas lack technical infrastructure, but there are no obstacles to supplying the utilities.

The impact of the project is not limited solely to the areas in its immediate vicinity. Directing the transit and high volume traffic out of the city onto the expressway no. 8 will encourage intensified investment in the areas located close to the ring road. An efficient transport system satisfying the transport needs of the area will ensure proper development of the local economic potential and will create conditions conducive to multiplication of the number of investment projects. At present such development is impossible due to the malfunctioning transport system, which hampers the sustainable development of those areas.

It applies primarily to newly-created industrial areas (a total of circa 300 ha, 870 new jobs) located on both sides of the road no. 8 Wroclaw – Piotrków Trybunalski – Warsaw and owned by the following gminas: Piotrków, Moszczenica, Grabica, Wola Krzysztoporska (circa 50% of the total area) and private actors. The areas have been well prepared for investors wishing to start there their industrial activity. With a long-term perspective in mind, the gminas have adjusted their Spatial Development Plans to the investment requirements. Not all the land parcels have their own utilities. However, the city has large reserves in water intakes, the urban sewage treatment plant and the urban heating plants and guarantees assistance with quick and easy supply of necessary infrastructure for utilities to individual investment plots. The city and the neighbouring gminas are interested in enhancing their attractiveness for investors. Therefore the
gminas are prepared to continue to apply liberal pricing policy for investors, who want to purchase land in this area.

It is expected that the ring road construction will not only facilitate the development of existing businesses (including: ProLogis, Ikea, FM Logistic, Haering, Voith), which will become even more active and which will increase their production in the designated areas, but will also lead to development of transport-related services: logistic and warehousing centers, park lots, petrol stations, service stations, motels, restaurants and bars.

According to the analyses carried out the implementation of the project will result in generating conditions for offering almost 1200 new jobs (the multiplier effect not included) in the period of four years after project completion.

Piotrków Trybunalski – a city with nearly 800 years of history and many sites of historic value, ex. the Old Market surrounded by XVII-century houses, the Royal Castle, 4 monasteries and 5 churches, located mainly in the city centre, constitutes in itself an important tourist attraction of the region. The existing transport solutions seriously hamper tourist traffic by continuous traffic jams and exert a damaging influence on the condition of historic building located in the vicinity of arterial roads.

The planned ring road will become the main transport route for weekend excursions for the people from Łódz and the tourists from outside the region. The implementation of the second stage of the project will facilitate access to circa 180 ha of recreational areas located along the road no. 12 between Piotrków Trybunalski and Sulejów, around the Pilica river, the Sulejowski Lagoon and the Bugaj lake. New sections of the ring road will therefore contribute to an increased number of tourists in the area and will enhance economic development in the SME tourist sector in the city itself as well as in the following gminas: Sulejów, Mniszków, Aleksandrów, Wolbórz and Tomaszów Mazowiecki.

The area attracts new SMEs active in the field of services for the tourist traffic, motels, petrol stations and recreational centers. As a result 80 new jobs will be created and the number will increase to 130 as the road infrastructure improves.

Additional result which is not directly connected to the project will be stimulation of economic development of the area surrounding the Sulejowski reservoir. The areas bordering on the Sulejowski reservoir are attractive both for tourists and investors. The area has become a site for the recreational sector development, with new conference centers, guesthouses, holiday centers and health and rehabilitation farms. In the area there are circa 250 ha of yet undeveloped land. Around the reservoir there are circa 1000 recreational plots of land, owned by natural persons. As part of the tourist services the area offers also tourism farms with seasonal jobs.

The implementation of the project will enable development of areas earmarked for industrial, service and commercial activity in the city itself and the towns located along the existing above-mentioned transport routes. Such solutions for the development of the city, neighbouring gminas and the whole poviat comply with the overall objectives laid down in the Regional Development Strategy and the Local Spatial Development Plan of the City of Piotrków Trybunalski.

The full northern ring road of Piotrków Trybunalski plays a wider role for the city and transport, since in the future it will become an alternative to the highway A1, which is to be constructed within the road no. 8. The ring road construction will ensure efficient transport connection both within the region and between different regions.

The project will constitute an important factor in the socio-economic development of the city and will contribute to achieving significant results of the economic development of the Łódzkie Voivodship.

### 3.2. Linked activities

The first stage of the ring road construction is carried out within the framework of PHARE ESC 2001 (implementation 2002 – 2004).

- Modernisation of the section of the road no. 12 situated in the gmina of Sulejów starting from the eastern border of the city – implementation 2003 – 2004
- Modernisation of the Rakowska Street – road no. 91 leading up to the Rakowski junction, i.e. road no. 8 in accordance with the ring road parameters
- The construction of the III and IV section of the ring road has been provided for in the next Investment Plan of the gmina of Piotrków Trybunalski (2005 – 2010). The III stage will be co-financed from own resources and the state budget.
- The V stage of the project will be included in the investment plan for the years 2010 – 2015. The gmina plans to obtain means for the implementation of stage IV and V from structural funds and own resources.

Preparation and implementation of land development design for areas owned by the gmina, bordering on the second section of the ring road. The task included in the investment plan for the years 2005–2010.
The Pilica Programme – the Pilica programme is one of the voivodship programmes, which implements the "Development Strategy for the Łódzkie Voivodship". It was adopted by the Regional Parliament of the Łódzkie Voivodship in autumn 2001. The Programme applies to the southeastern part of the Łódzkie Voivodship, located in the Sulejowski Reservoir catchment area and the natural catchment basin of the upper course of the Pilica river. The major objectives of the Programme are improved water quality of the Pilica river and the Sulejowski Lagoon, and support for the economic development of the Nadpilicze area. On 28.02.2001 an application form for Programme co-financing within the framework of ISPA was filed.

3.3. Results
- Construction of a section of the Piotrków Trybunalski ring road with length of circa 2.7 km, category G2/2 and load carrying ability of 115kN/axis
- Access to circa 300 ha of new areas to be used for business activity located in the vicinity of the planned section of the ring road
- Improving environmental conditions by reducing the noise level in the city by an average of 4 – 5 dB and reducing exhaust emissions (carbon oxide – from 800 µg/m³ to 500 µg/m³, nitrogen dioxide - from 18 µg/m³ to 10 µg/m3, sulphur dioxide - from16 µg/m³ to 9 µg/m³)
- Improving transport conditions by increasing traffic capacity by 23%, reducing the time of travel through Piotrków Trybunalski by 20 minutes and reducing the number of car accidents from 60 to 39 in the period of one year after project completion.
- By –pass complies with UE standards.

3.4. Activities
- Construction of the ring road – circa 2.7 km – as the II stage of the ring road
- Reconstruction of crossings with existing streets:
  - with Wolborska Street – circa 0.1 km
  - with Rakowska Street – circa 0.135 km
  - with Wierzejska Street – circa 0.12 km

Parameters of the ring road – main street, class G, two roadways
Minimum roadway width – 35.0 m
Recommended roadway width – 40.0 m
The road will consist of four lanes, two in each direction, with a 3.0 m wide green median strip, 2.0 m wide sidewalks and 4.5 – 5.0 m wide access roads to adjacent areas.
The total length of the planned ring road is 8.3 km. The project proposed constitutes a part of the final solution. The construction of the ring road section under consideration will result in defined permanent and long-term benefits specified in the fiche. The project can be carried out in stages thanks to a division of tasks and a time schedule. Each consecutive stage solves specific transport problems and creates conditions conducive to economic development of new areas. The first stage of the ring road construction project under Phare 2001 will be completed in the years 2002 – 2004.

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 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 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, eliminating proposals which do not meet the above-mentioned criteria.
4. INSTITUTIONAL FRAMEWORK

4.1. The beneficiary of the project: The Municipal Office in Piotrków Trybunalski
4.2. Contracting authority: The Municipal Office in Piotrków Trybunalski
4.3. The Engineer/Manager of the project: will be selected through tender pursuant to the Polish Act on Public Procurement
4.4. The owner of the investment after the implementation of the project: The Municipal Office in Piotrków Trybunalski
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 Support</th>
<th>Institution Building</th>
<th>Total Phare</th>
<th>National co-financing</th>
<th>International &amp; Financial Institutions</th>
<th>Total</th>
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<td>10 300 000</td>
</tr>
</tbody>
</table>

The overall value of the investment will amount to 10.3 MEUR including the cost of employment of the Project Manager - 0.3 MEUR. 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 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

The project will be implemented in accordance with the rules specified in the Decentralised Implementation System (DIS), a document published by the European Commission, laying down implementation rules for projects receiving support under Phare. The contract for project implementation will be signed in accordance with the Practical Guide to Phare, ISPA and SAPARD Contract Procedures.

6.4. Contracts

Works contract, 10M€, jointly co-financed.
Project engineer contract, 0.3M€, Polish funds.

7. IMPLEMENTATION SCHEDULE

- Start of tendering/Call for proposals: second quarter 2003
- Start of project activity: second quarter 2004
- Project completion: fourth 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 regardless 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**

Environmental impact analysis for this project was drafted in 2002 in accordance with directive 97/11/EC of 3 March 1997 amending directive 85/337/EEC. EIA is available in Polish language at the Municipal Office in Piotrków Trybunalski:
- Geological environment
- Land and underground water
- Landscape and plant life elements
- Atmospheric air protection
- Noise climate
- Water supply and sewage disposal.

The analysis offers solutions which objective is to minimize the harmful impact of the project on environment. The analysis identified the necessity to: construct channels for rainwater runoff to the sewage system, erect acoustic screens in specified places and to design protective green belts. All those solutions will be implemented during construction and modernisation work.

10. **Rates of Return**

Financial and economic analysis was carried out in 2002 – FIRR = 23.39% (taking into consideration social factors: EER = 31.07%).

The rate was calculated in June, when 1 Euro = 3.6 PLN

11. **Investment Criteria**

11.1. **Catalytic effect**

The Phare support will be conducive to achieving economic and social cohesion goals in the Łódzkie 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 share of the beneficiary’s co-financing amounts to 5.3 MEUR. The funds have been earmarked in the Municipal Office budgets and will be available in the years 2004-2005. The national contribution amounts to 51.45 % of the total project cost.

11.3. **Additionality**

The financial means transferred to the Beneficiary under PHARE do not replace other financing sources, especially from the private sector and the IFI’s

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 decision on “Land Development” for the project was issued in February 2002. The gmina of Piotrków Trybunalski acquired the land for the investment in 2002. Polish co-financing has been earmarked in the 5-year Investment Plan adopted by the City Council.

11.5. **Sustainability**

After implementation, all maintenance costs related to the investment will be covered by the beneficiary. Technical solutions applied in the project comply with the criteria and norms of the European Union.

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 Draft National Development Plan
The project is in line with the fifth axis of the draft NDP, which is “Strengthening the 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 following conditions:
- Maintaining the time schedule specified in the programme
- Receiving a planning permission before initiating tender procedure
- Compliance with all tender, contract, reporting and monitoring requirements
- Choice of a contractor able to complete the project properly.

Milestones of the project/ Deadlines:
- Preparation of tender documents until the end of June 2003
- Start of tendering until the end of December 2003
- Signing the contract until the end of March 2004
- Completion of the work until the end of December 2005

Annexes
- Annex 1. The Logframe matrix
- Annex 2 – 4. Detailed implementation, contracting and disbursement schedule
- Annex 5: Environmental Impact Assessment
- Annex 6: Nature Conservation
### ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

**PROJECT TITLE: ENHANCING THE ATTRACTIVENESS OF THE PIOTRKÓW TRYBUNALSKI REGION FOR INVESTORS FROM THE SME SECTOR**

**Programme number**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stimulating the development of entrepreneurship and services in the region</td>
<td>Number of new economic undertakings in the region</td>
<td>Statistical data of the Polish Main Statistical Office (GUS)</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Project purpose (Immediate Objective)</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhancing the attractiveness of the Piotrków Trybunalski region for investors by improving conditions of conducting business in the SME sector</td>
<td>Preserving at least 250 jobs in circa 30 companies located in the vicinity of the ring road</td>
<td>statistical data of the Voivodship</td>
<td>quick rate of economic growth of the country and region</td>
</tr>
<tr>
<td></td>
<td>Preserving at least 150 jobs in companies located along the road no. 91, 8 and 12.</td>
<td>statistical data of the Municipal Office</td>
<td>implementation of active forms of combating unemployment</td>
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<tr>
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<td>12 new companies created in the period of 4 years after project completion in the investment areas available as a result of the project and in the Pilica river area. Generating at least 1200 jobs (the multiplier effect not included) in the period of four years after project completion</td>
<td>reports of the Voivodship Labour Office</td>
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<td>130 permanent jobs in tourist traffic-related services sector</td>
<td>annual municipal reports</td>
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<td>870 jobs in large enterprises</td>
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<td></td>
<td>200 jobs in the SME sector</td>
<td>evaluation reports</td>
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<tr>
<td></td>
<td>Circa 350 seasonal jobs in farm tourism sector</td>
<td>police data</td>
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<tr>
<td></td>
<td>Stimulation of further development of circa 300 ha areas used for business activity located along the national road no. 8</td>
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### Results

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td>Construction of the II section of the Piotrków Trybunalski ring road</td>
<td>statistical data of the Municipal Office</td>
<td>delays in contracting procedures</td>
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<tr>
<td>Offering access to new areas to be used for business activity</td>
<td>annual municipal reports</td>
<td>discrepancies in project organization, co-ordination and management</td>
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<tr>
<td>Improving environmental conditions</td>
<td>expert reports</td>
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<tr>
<td>Improving transport conditions</td>
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</tbody>
</table>

| Construction of circa 2.7 km of the Piotrków Trybunalski ring road with category G2/2 and load carrying ability of 115kN/axis | | |
| Offering access to circa 290 ha of new areas to be used for business activity located along the ring road | | |
| Increasing traffic capacity by 23% | | |
| Reducing the time of travel through Piotrków Trybunalski by 20 minutes | | |
| Reducing the number of car accidents from 60 to 39 in the period of one year after project | | |
Reduction of the noise level in the city by an average of 4–5 dB
Reducing exhaust emissions:
- Carbon oxide – from 800 µg/m³ to 500 µg/m³
- Nitrogen dioxide – from 18 µg/m³ to 10 µg/m³
- Sulphur dioxide – from 16 µg/m³ to 9 µg/m³

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
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<tr>
<td>Construction of circa 2.7 km of the Piotrków Trybunalski ring road – category G2/2</td>
<td>Construction work worth 10 MEUR, including Phare 5 MEUR</td>
<td>Signing Memorandum in 2002; Systematic disbursement of Phare means in accordance with the schedule;</td>
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<tr>
<td>Reconstruction of crossings with existing streets:</td>
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<td>Covering the II stage of the ring road construction by voivodship contract;</td>
</tr>
<tr>
<td>with Wolborska Street – circa 0.1 km,</td>
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<tr>
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<td>with Wierzejska Street – circa 0.12 km</td>
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**Annexes 2-3-4: Detailed Implementation Chart, Contracting and Disbursement Schedule of the Project**

**PROJECT TITLE:** Enhancing the attractiveness of the Piotrków Trybunalski region for investors from the SME sector

<table>
<thead>
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<th>Date of Drafting</th>
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<td>Planning period</td>
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**PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS**

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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

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

If no, when was the formal request for the development consent introduced |15|12|2002|
and by which date is the final decision expected ? |31|03|2003|

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

Voivodship Office in Lódz

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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

- 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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

On which date has it been finalised /___/___/___/

---

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

If no, provide an estimation of the date when the procedure will be finalised [___/___/___]

2.3. When covered by Annex I of the EIA Directive a similar\(^3\) 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.

---

\(^3\) 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 ☒ No ☐

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

a) the non-technical summary of the Environmental Impact Assessment carried out for the project

General Technical description of the project
The assessment concerns designed construction of the section of eastern by-pass of Piotrków Trybunalski, from Sulejowska Street to Rakowska Street, 2700 m long. The project will provide connection of the town districts with the transit route from the south Radom-Kielce in the direction of Warsaw, Łódz, Poznan and Wroclaw avoiding the centre of Piotrków Trybunalski. The by-pass starts in the eastern part of the town, from Sulejowska Street at the same level as Zbiornik Bugaj (the Bugaj Reservoir), further it directs to the north-west, from the reservoir crossing with Wierzejska Street, continuing parallel to Podlesna Street, across Wolborska Street, and it reaches Rakowska Street. It is proposed that the following streets: Sulejowska, Broniewskiego, Wierzejska, Wolborska and Rakowska should be connected via a level crossing.

Technical Parameters of the By-pass
- length – 2 700 km
- road class G 2/2
- design speed – 80 km/h
- two carriageways 7.00 m wide (4 lanes x 3.5 m)
- traffic category – R-6 very heavy traffic
- median 3 m wide
- bicycle path – 2.5 m
- width within RoW 35 – 40 m
- width of sidewalks – 2x2.0 m
- reconstruction of Rakowska Street – 0.135 km
- reconstruction of Wolborska Street – 0.100 km
- reconstruction of Wierzejska Street – 0.120 km
- keeping Podlesna Street for local traffic (a housing estate)
- road drainage – storm sewer (road gullies including separators)

Environmental Impact Assessment
The following elements of environment, considered most important for the analysed road, were assessed:

♦ acoustic climate

The protective measures against noise proposed for the existing housing estate allow for an acoustic screen, approximately 3.5 m high and approximately 400 m long, located within the right of way, and a green belt, 20 m wide (existing „Las Wolborski” – the Wolborski Forest).

Owing to this solution, it will be possible to decrease the bothering vehicle noise to the permissible level in the night-time too. Besides, the said solution will provide an insulation belt for the protection of atmospheric air condition.

Please note, that this solution was approved both by the residents of the housing estate, and by the municipal authorities. This is confirmed by the changes incorporated in 2001 in the local general development plan of the town, concerning the traffic arrangement for the proposed by-pass, to be exact: changes in its route (resolution No XXXVI/613/2001 of the Town Council, dated 23rd May 2001), and the clauses of the decision concerning construction and land development (WZiZT), of February 2002. The estimated cost of the acoustic screen will range from 1.4 to 2.8 million PLN, assuming rates per 1 m², depending on applied methods, amounting to approximately 1000-2000 PLN.

As far as the recreation – rest areas are concerned, it is suggested that a soundproof green belt, approximately 20 m wide, should be applied. This belt should be particularly designed at the level of the green areas in the vicinity of the „Bugaj” reservoir.
**atmospheric air**

Results of air pollution calculations for the final year of projection:

1. for the following pollutants: lead, carbon black, suspended dust PM10 carbon monoxide, the
   binding standards concerning permissible concentrations will not be exceeded;

2. for aromatic hydrocarbons and carbon dioxide the permissible standards are exceeded, but their
   range does not exceed the RoW;
   - for SO$_2$: $Sa=29.407\,\mu g/m^3$ and $99.8$ percentile $= 610.916\,\mu g/m^3>484.0\,\mu g/m^3$
   - for aromatic hydrocarbons: $Sa = 82.234\,\mu g/m^3$ and $99.8$ percentile $= 1717.992$
   $\mu g/m^3>1000\,\mu g/m^3$

3. for NO$_2$ exceeded permissible concentrations will occur within the strip of the following width:
   - for average yearly concentrations: $Sa – 110$ m measured from the road axis (CL);
   - for 99.8 percentile – 125 m measured from the road axis (CL)

**surface and groundwater environment**

The design assumptions provide that partly the designed and partly the existing storm sewerage will be
applied for the motorway drainage.

The existing storm sewer (Kd 1800) is approximately 950 m long and runs along the designed route, from
the junction with Sulejowska Street, in the direction of Wierzejska Street. The said storm sewer does not
have purification facilities at the outfall to the Wierzejka River.

On the remaining section of the route, in the locations of its crossings with the following streets:
Wierzejska, Wolborska and Rakowska, no storm sewerage is provided.

In view of the determined endangerment to surface water and groundwater environment brought about by
the by-pass, both in emergency situations and in the conditions of regular operation, the design of foul
and storm sewer system development on its entire section is considered substantiated.

The design shall be agreed with the water-sewer system management and with the town authorities.

According to the information obtained from Urzad Miasta (the Municipal Office), the design of a new
section of storm sewerage should also provide for taking over rainfall water from the north-east part of the
town.

Due to the lack of pre-treatment devices at the outlet of the existing storm sewer, it is substantiated to
design sewage treatment (including separation of oil derivatives) in order to improve water quality of the
Wierzejka River.

Detailed solutions will be provided at the stage of construction design preparation.

It is recommended that foul sewage occurring during the motorway construction works should be
collected in movable, temporarily emptied toilets, provided within site organisation and development.

The above-mentioned guidelines and proposals of protective measures were provided for in the decision
concerning construction and land development (WZiZT) issued by Prezydent Miasta (the Mayor). In the conditions concerning environment protection, there is a clause concerning the
method of the motorway drainage and preliminary treatment of runoff (sewerage, suspension traps,
separators).

As per the design assumptions, the area of the designed by-pass shall be paved, the route shall be
correctly arranged in horizontal and vertical alignment, and the by-pass shall be equipped with rainfall
water runoff system to road gullies including separators, and further to the existing and designed storm
sewerage. The proposed method of surface drainage ensures minimising, and even avoiding influence
on surface water and groundwater and their intakes, in the conditions of regular operation of the by-pass.

In emergency situations on the road, where hazardous substances are involved, specialised rescue
services may be employed.

**natural environment and landscape**

When describing the current condition of flora in the vicinity of analysed roads it was found out that on the
south side of Sulejowska Street, more or less at the level of the designed by-pass, there are well-
timbered areas included in the register of the Nature Conservation Officer as the monuments of nature
(103 petiolar elms, 3 horse chestnuts, and 2 lime-trees). At the current advancement of design works it
seems that the motorway construction, and to be exact: its crossing with Sulejowska Street, does not
interfere with the above-mentioned trees. However such interference is feasible in case of modernisation
of Sulejowska Street.

Tree felling will be necessary in case of „Las Wolborski“ (the Wolborski Forest), its part between
Wolborska Street and Wierzejska Street. Assuming the width of the right of way on this section at 40 m,
and the length of the section at 500 m, the forest area subject to tree felling is estimated at 2 ha. The
State Forests of Piotrków Forestry Management preliminarily approved such a solution, in their letter
dated 16.11.1999, Ref. No Zn.spr:21-270/99. In spite of obtained agreements, any tree felling, i.e. „Las
Wolborski” (the Wolborski Forest) should be compensated by tree planting in other locations. In order to minimise the influence of tree felling and within the confines of compensation for natural environment, it is recommended that trees should be planted on both sides of the road, according to the safety requirements, soft landscaping, and biocoenotic guidelines. The design of greenery should be prepared as an annex to the construction design.

On the remaining sections, the road runs through the land, which is not covered by any legal protection of nature. However, The area of the „Bugaj” reservoir, which is used for recreation purposes, represents nature – landscape value. Besides, it is a hatching place and habitat for a white swan, duck species: ‘fen-duck’, garganey, baldcoot (Fulica atra), and lapwing ‘species’. The designed by-pass may disturb ecosystem functioning, and therefore it is suggested that the by-pass should be moved as far as away from the reservoir as it is possible. At the same time, the communication problem of the access from the by-pass to the bathing spot, has to be resolved, i.e. the proposal has to be agreed according to the existing design of reservoir development. Similarly, in case of designing roadside greenery at the level of the „Bugaj” reservoir, the design shall be agreed and consistent with the above mentioned study. It is also feasible that, due to acoustic reasons, additional concentration of greenery will be required at the level of the above-mentioned reservoir outside the right of way.

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

The planned project was subject to consultations and agreements with Powiatowy Inspektor Sanitarny (Poviatship Sanitary Inspector) in Piotrków Trybunalski and Environment Protection Department of the Municipal Office in Piotrków Trybunalski. To carry out the consultations was an indispensable condition in order to obtain a decision concerning land development and use. In the effect of consultations a satisfactory decision was obtained. The recommendations given by those institutions, concerning minimising noise emission, emission of air pollution, and potential feasibility of deterioration of surface and groundwater conditions, will be allowed for in the design solutions of the road route, through application of acoustic screens and planting of vegetation, which muffle acoustic effects, as well as application of storm sewerage and providing suitable solution for preliminary treatment of storm sewage.

c) the results of consultations with the public

Consultations with the public, concerning the project, were carried out according to the binding regulations at the stage of preparation of physical development plans. The authority responsible for consultation was the Municipal Office in Piotrków Trybunalski. Comments concerning the planned project could be submitted to the Office during the time of presentation of plans for public consultation. The information concerning study works on physical development was published in local newspapers and available on information boards located in the Municipal Office. The project is deemed necessary, and resolving the problems of the residents. Construction of Piotrków Trybunalski By-pass within the area designated for economic revival will influence setting up new projects, which will provide new jobs.

d) results of the transboundary consultation

not applicable

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

not applicable (a formal application for issuing a construction permit will be submitted on 15.12.2002)

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

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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.
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  X  No  

If yes, on which date /15/11/2001/

The announcement on the information board, in the internet and in the vicinity of the project location, posted up for 21 weekdays, starting from 15.11.2001 – at the stage of the proceeding concerning issuing of the decision of the conditions of land development and use. On issuing the decision concerning wzizt - the conditions of land development and use (art. 32 par. 2 of the Act concerning Environment Protection) the announcement on the information board, in the internet for 21 weekdays, starting from 12 March 2002.
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)?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

- 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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

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?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

- 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)

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)

Responsible authority: Department of Environment Protection, Voivodship Office in Łódź

Having examined the project application

**Improvement in economic-tourist attractiveness of Piotrków Trybunalski and the region**

located in: Łódzkie Voivodship, the town of Piotrków Trybunalski

we declare that (tick the appropriate box):

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

The designed by-pass is in line with the physical development plan. The proposed by-pass is an indispensable project in order to transfer the growing traffic volume. The designed by-pass does not interfere with the areas of distinctive natural – landscape values. The environmental impact assessment shows that the project does not put atmospheric air or acoustic climate in danger as long as the measures proposed in the EIA are implemented. The proposed road drainage system provides protection of groundwater. If the proposed protective measures (acoustic screens, protective green) are applied, the proposed by-pass will not deteriorate the condition of natural environment.

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: ............................

(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: