1. BASIC INFORMATION

1.1. CRIS Number: 2003/004-379/05.19
1.2. Title: Development of the Small and Medium Enterprise (the “SME”) sector in the Poviat Ciechanowski as well as the Municipality and Town of Raciaz
1.3. Sector: Economic and Social Cohesion
1.4. Location: Poland, Mazowieckie Voivodship, Poviat Ciechanów, Raciaz Municipality, Town of Raciaz and Glinojeck Municipality

2. OBJECTIVES

2.1. Overall objective
Stimulation of the entrepreneurship development through the provision of adequate conditions for the development and functioning of the SME sector entities.

2.2. Project purpose/Immediate objectives
Improving investment attractiveness of the poviat region for SME sector, through provision of adequate transport access.

2.3. Accession Partnership and NPAA priorities
The project is in line with the medium term priority defined in the Accession Partnership – development of the national policy of economic and social cohesion and the preparation for the implementation of the regional development programs, as well as the EU Initiatives. The project corresponds also with the NPAA priority “Regional policy and cohesion policy” and with the priority of the Mazowieckie Voivodship Development Strategy: “Counteracting excessive, socially unacceptable disproportions in the economic development level and the living conditions of people in the Voivodship (particularly between the Capital City and its neighbourhood)”.

2.4. Contribution to the Draft of National Development Plan
The project is in line with the NDP priority, which is “Development and upgrading of infrastructure serving to strengthen the competitiveness of regions – development of infrastructure on the above local level”. The project will be implemented in accordance with priority III of the Voivodship Operational Program for Mazowieckie Voivodship: Development of infrastructure conducive for economic development”.

2.5. Cross border impact: N/A

3. DESCRIPTION

3.1. Background and justification
The current socio-economic situation in the region of Raciaz and Ciechanów Gminas is characterized by fairly low level of the SME sector development, what is demonstrated by the unemployment rates as high as 20.1% for Ciechanów and 28.5% for Raciaz, while the average rate for the Powiat is below 20%. Sites available for new companies and new work places will be located in areas adjacent to the above towns as well as near the town of Glinojeck. Also, with the growth of the number of large farms (in Raciaz Gmina, 100 farms of area exceeding 30 hectares each), economic ties with more and more distant areas continue to develop.

One of the main reasons of the relatively small economic activity of that part of Mazowieckie Voivodship is weak development of the transport infrastructure, which limits the access to the prospective investment areas for potential investors. The lack of roads of adequate operational parameters creates a serious barrier for the development of entrepreneurship in these areas. This, in turn does not encourage new investors, who argue that new investments in the region are not possible due to the lack of good access, particularly for heavy goods vehicles. Already one of German investors cancelled his investment in this region, inter alia, due to the poor condition of road No. 60. Therefore, the road no 60 is of tremendous importance for the economic development and growth of the towns and communities, for which it is the only transport connection with bigger cities of the Voivodship and other regions of Poland is that road. Additionally this road is the only internal junction between the mentioned municipalities.
The current technical condition of the road does not provide adequate quality of the passenger and
freight transport services, and at the same time is a factor hampering the socio-economic integration with
the neighbouring Voivodships and the remaining parts of the country.

Ciechanów, as one of bigger cities of the Voivodship, enjoys a significant development potential, which
includes, first of all, the human resources, areas attractive for development, unused facilities designated
for sale or lease, a railway network and a loading station.

Within the limits of the Town of Ciechanów, by the upgraded road, there is an industrial area, where
currently operate, inter alia, companies with Western capital: a printing plant under expansion (German
capital) and a company of paper industry (Italian capital). In addition, in this region, potential investors
will be able to use approximately 100 hectares of area with complete utilities, of that 15% is a property
of the Town. Ciechanów authorities estimate that during the next 5 years, some 300 new work places
will be created in this area. New investments may include timber purchase and processing plants,
recycling plants, building materials manufacturing plants and light industry plants.

Potential investors may count on the cooperation and assistance of the self-government authorities,
which creates good investment climate by the application of investment incentives including economic
motivation.

Within the limits of the Town and Municipality of Raciaz, there is a significant concentration of
companies located immediately at Road No. 60. The authorities of the municipalities are convinced
basing on the gathered already Letters of Intend, that the upgrading of Road No. 60 will facilitate the
incorporation of new companies (passenger service areas (MOP) with catering facilities, accommodation, service stations, commercial outlets, parking lots, warehousing centres etc.).

In connection with the anticipated formation of new entities in the SME production and service sector and
the development of the already existing SME, it is estimated that 115 new, permanent work places will
be created. Approximately 50 persons will retain their work owing to the positive impacts of the road
upgrading which will provide far better accessibility.

According to the authorities of the Town and Municipality of Glinojeck, the upgrading of Road No. 60
will have significant impact on the growth of the existing enterprises, that is the development of services
for the society – parking lots, retail and catering facilities (including Passengers Service Areas), fuel
stations and others. New and small enterprises will be created in the food processing industry,
commercial and catering facilities and a transport service enterprise. It is estimated, that as a result of
the project implementation, some 30 new work places will be created, and the 30 Small and Medium
Enterprises already operating in the direct vicinity of the road will enjoy efficient development. Above it
all, it will create better operating conditions for the existing companies what should result in the increase
of the job places.

The spatial development plans for the Town and Municipality of Raciaz along National Road No. 60
include 39 hectares of the area designated for the implementation of service-industrial projects, of which
20 hectares is situated within the Raciaz town limits. These areas have utilities and in 20% is a municipal
property.

The improvement of the transport accessibility, thus creating proper conditions for the initiation and
development of business entities in non-agricultural sectors is one of the key tools for counteracting the
economic and social marginalization of the Mazowsze region. Thanks to the modernisation of the road, it
will reach European Union standards and will contribute to the cohesion aim of the Programme as an
incentive for the SME development in the region.

The upgraded road, generating higher traffic volumes, will be an important incentive for the development
of small and medium enterprises and creation of new work places in the already existing working
establishments and one ones that would be attracted by the better heavy traffic accessibility as well as
the companies associated with the servicing of the increasing traveller volumes may come into being.
The project is in accordance with priority III: “Development of infrastructure conducive for economic
development” of the Regional Operational Program for Mazowieckie Voivodship (Phare 2002-2003
ESC).

The expected results are based on the detailed justification presented by the local authorities related to
the letters of “Expression of Interest” and declarations submitted by the already existing and potential
new investors.

The project implementation will result in improved access totally to over 154 hectares of new investment
areas is a prerequisite of the formation of approximately 25 new enterprises and creation of
approximately 445 new work places what is presented in the table below.
<table>
<thead>
<tr>
<th></th>
<th>Subregion Raciaz</th>
<th>Subregion Glińską</th>
<th>Subregion Ciechanów</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Present</td>
<td>New</td>
<td>Present</td>
<td>New</td>
</tr>
<tr>
<td>Commercial area (Ha)</td>
<td>60</td>
<td>39</td>
<td>25</td>
<td>15</td>
</tr>
<tr>
<td>Employment (persons)</td>
<td>400</td>
<td>115</td>
<td>250</td>
<td>30</td>
</tr>
<tr>
<td>Number of enterprises</td>
<td>30</td>
<td>5</td>
<td>30</td>
<td>5</td>
</tr>
</tbody>
</table>

Additional effect of the investment will be the improvement of transport conditions as the result of upgrading the road to EU standards (115 kN/axle) of approximately 22 km length with reconstructed pavement.

### 3.2. Linked activities

Being aware of the importance of Road No. 60 resulting from its location and impact on the economic development of the areas located in its immediate neighbourhood, in the year 2002, General Directorate of National Roads and Motorways commenced a program of upgrading works. Subsequent phases of the project are financed from the funds of the European Bank for Reconstruction and Development and from national sources. The means form the Phare ESC fund will permit the comprehensive completion of the upgrading of Road No. 60 by linking Ciechanów and Glińską with National Road No. 7 and Raciaz with National Road No. 10 running towards Plock. In 2002, under the Pavement Rehabilitation Program implemented from the funds of the European Investment Fund, on National Road No. 60, sections from km 106+370 to km 112+200, from km 118+500 to km 123+700 and from km 123+700 to km 130+000, works of the same character will be implemented as those on the sections, which are the subject of this application. In addition, the financing of the European Investment Fund is scheduled to cover works of the same character on other sections of National Road No. 60, that is from km 65+600 to km 76+300 (Goslice – Bielsk) and from km 130+300 to km 135+300 (crossing through Ciechanów).

In 2002, works were commenced on the construction of a new, modern bridge crossing, located on National Road No. 60, over Wisła River in Plock. That project is implemented with national resources under the Contract for Mazowieckie Voivodship. That bridge crossing will have significant impact on the growth of the attractiveness of the entire transport route and will generate additional traffic volumes. Additional development opportunities in this region will be created by the need to service such increased traffic volumes in the area of those municipalities and towns.

Under the Phare program, activities will be implemented serving the development of the human resources (training programs in entrepreneurship, change of qualifications and professional activation of the population living in rural areas). A number of instruments have been programmed for the purpose of supporting small and medium companies, including, but not limited to investments subsidies.

### 3.3. Results

Implementation of the project will provide adequate road access to 154 ha of new investment area generating favourable conditions for new SME investment (approximately 25 are expected) and creation of new work places (approximately 445). The project will serve as well as an improved transport access to the existing SME companies located along the road and in its vicinity (altogether approx. 110 companies). The reconstructed road will meet the EU standards.

### 3.4. Activities

The successful implementation of the project will imply following activities:

- paving renovation and strengthening over the section of 22 km
- widening of the pavement on the length of the access and exit lanes,
- correction of horizontal curves,
- modernisation of drainage system,
- construction of bus—bays along the road 3m wide - 24 PCs,
- construction of pedestrian walkways along the road in urban areas ca 10 km long and ca 1.5 m wide
- modernisation construction of culverts— 22 PCs
- road marking and erection of traffic signs,
- taking over the works and official commissioning.
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).

- **LFM (Logical Frame Matrix) methodology is applied correctly and contains clear, quantifiable indicators of achievement of the project’s objectives.**
- **The implementation of the Phare 2003 ESC Programme should be based on the experience gained during the implementation of previous Phare programmes, especially ESC 2000, 2001 and 2002 ESC Programmes. Therefore documents concerning land acquisition and conformity with the local spatial development plans are required during the current programming exercise.** For this purpose the Polish authorities (Ministry of Economy and Office of the Committee for European Integration) have established a scrutiny system (in form of a checklist) that should be used at the early stage of programming Phare 2003 ESC assistance, eliminating proposals which do not meet the above-mentioned criteria.

4. **INSTITUTIONAL FRAMEWORK**

4.1. **The beneficiary of the project:** General Directorate of National Roads and Motorways, Branch Office in Warsaw, 25 Minska Street.

4.2. **The Engineer/Manager of the project:** Will be selected through tender pursuant to the Polish law, financed from national resources.

4.3. **The owner of the investment after the implementation of the project:** General Directorate of National Roads and Motorways, Branch Office in Warsaw, 25 Minska Street.

4.4. **The investment will be implemented pursuant to the regulations of the Decentralised Implementation System – “Practical Guide to PHARE, ISPA and Sapard Contract Procedures”**.

4.5. **The implementation of the project will not cause any changes to the institutional framework on the beneficiary’s side.**

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>co-financing</td>
<td>&amp; Financial</td>
<td>Institutions</td>
<td></td>
</tr>
<tr>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Project</td>
<td>4 248 500</td>
<td>4 248 500</td>
<td>2 456 500</td>
<td>6 705 000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>4 248 500</td>
<td>4 248 500</td>
<td>2 456 500</td>
<td>6 705 000</td>
<td></td>
</tr>
</tbody>
</table>

The overall value of the investment including employment of the Project Manager will amount to 6.705 MEUR. The cost of the employment of the Project Manager in the amount of 0.4 MEUR will be borne by the beneficiary under the project co-financing from national resources. 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, Kruca 36 Street, 00-522 Warsaw, Poland, Phone +48.22.695.99.10-11, fax +48.22.695.99.12-13

6.2. **Twinning:** N/A

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

6.4. **Contracts**

- **Contract 1 (works):** 6.305 MEUR. Work contract joint co-financing is foreseen as follows:
- 4,2485 MEUR from Phare 2003
- 2,0565 MEUR from Polish funds.

Contract 2 (Engineer): 0,4 MEUR (beneficiary financing)

7. IMPLEMENTATION SCHEDULE

- Start of tendering/Call for proposals: April 2003
- Start of project activity: March 2004
- Project completion: December 2004

8. EQUAL OPPORTUNITIES

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

9. ENVIRONMENTAL IMPACT

In accordance with the Polish law, for this type of projects, there is an option to abandon the requirement of carrying out an environmental impact assessment of the project. The following decisions were issued:

- The Poviat Government in Plonsk issued a decision on abandoning the requirement for carrying out a report on the environmental impact assessment No. RS 7633/16/01 dated 10 September 2001.
- The Mayor of the Town of Raciaz issued a decision on abandoning the requirement for carrying out a report on the environmental impact assessment No. GKM-GP/8331/I/2/01 dated 19 November 2001.

based on which it was not required to prepare the reports on the environmental impact assessment. Instead of EIA the Non-technical Review of Environmental Impact Assessment, due to EU requirements, has been prepared and is available at the beneficiary office.

10. RATES OF RETURN

Feasibility Study is available in Polish language at the beneficiary office. An economic analysis demonstrates that the proposed project is effective.

- EIRR\(_{(2022)}\) = 27.1%,
- NPV\(_{(2022)}\) = 10.2 MEUR
- while the economic effectiveness ratio (at a discount rate 8%) is equal to:
- B/C\(_{(2020)}\) = 4.40.

11. Investment criteria

11.1. Catalytic effect

The Phare support under this project will be conducive to achieving economic and social cohesion goals in Mazowieckie Voivodship. Otherwise, the goals related to the improvement of the region’s socio-economic situation 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 beneficiary from the national public resources. The national contribution amounts (2,456,500.00 EUR) to over 25% of the total project cost (6,705,000.00 EUR)

11.3. Additionality
The financial means transferred to the Beneficiary for the project co-financing from the Phare fund, 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 program, the Social and Economic Cohesion and has:
- full technical documentation
- opinion on the project’s environmental impact
- a feasibility study
- procurement procedures ready for the implementation in the 2nd quarter of 2003.

The beneficiary is the owner of the land for the investment.

The project is in accordance with the local spatial development plan.

Building permits:
- section from km 90+000 to km 106+258 - anticipated date of obtaining a building permit – 1st quarter of 2003 (issued with letter GDDKiA-O/WA-N.4-05/82/2002 dated 04.09.2002)
- section from km 106+370 to km 121+040 – Building permit issued by the Mazowiecki Voivodship Office in Warsaw, Delegation – Site Office in Ciechanów No. 06/2002 dated 23.07.2002

11.5. Sustainability
The project will directly contribute to the long-term sustainable development of the region, in accordance with the priorities of the Development Strategy of Mazowieckie Voivodship. In addition, as a result of the project implementation, the road parameters and standards will be adjusted to the requirements existing in the European Union. The project will not have adverse environmental impact – the level of pollution will not be changed despite the increased traffic volumes. After implementation, all maintenance costs related to the investment will be covered by the beneficiary.

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 the Draft of the National Development Plan
The project is in line with the priorities of the Draft of the National Development Plan and as such will contribute to the enhancement of the economic and social cohesion of the region and the country.

12. Conditionality and Sequencing

Project implementation conditions:
According to the Logframe Matrix in column “Assumptions”.

Deadlines:
- Preparation of tender documents until: second quarter 2003
- Tender announcement date: third quarter 2003
- Contract award date: first quarter 2004
- Completion of the works: fourth quarter 2004

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

**PROJECT TITLE: DEVELOPMENT OF SME SECTOR OF CIECHANOWSKI POWIAT AND MUNICIPALITY AND TOWN OF RACIAZ**

**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>Stimulation of the entrepreneurship development through the provision of adequate conditions for the development and functioning of the SME sector entities.</td>
<td>Increase of turnover of the existing entities by over 10% within three years after completion of the project implementation. Growth of proceeds to the budget.</td>
<td>Main Statistical Office, Voivodship Statistical Office.</td>
<td>Stable social and economic development of the country and region implementation of the active unemployment counteracting policy on national level.</td>
</tr>
</tbody>
</table>

**Project purpose (Immediate Objective)**

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth of the investment attractiveness of the area, which is necessary for the formation of small and medium enterprises in the region as well as the development and growth of the competitiveness of companies already operating.</td>
<td>creating conditions conducive for the formation of approximately 25 new entities in the SME sector, development of 30 SME already operating in this area, creating conditions for establishment of approximately 445 work places in the project area, decrease of the transport cost of the operating SME’s by shortening the travel time by 5 minutes</td>
<td>Voivodship Statistical Office Reports of the beneficiary and the contractor after completion of the project implementation.</td>
</tr>
</tbody>
</table>

**Results**

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation of the project will provide adequate road access to 154 ha of new investment area investment and creation of new work places. The project will serve as well as an improved transport access to the existing SME companies located along the road and in its vicinity (altogether approx 110 companies).</td>
<td>Access road ca. 22 km Pedestrian walkways ca 10 km and ca 1.5 m wide Bus bays 24 PCs Storm water drainage Reconstructed culverts 22 PCs shorter travel time by 5 minutes traffic volumes increased by 20%</td>
<td>acceptance protocol certificate of turnover to operation</td>
</tr>
</tbody>
</table>

**Activities**

<table>
<thead>
<tr>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paving reconstruction over the section of 22 km widening of the pavement for the access and exit lanes correction of horizontal curves modernisation of drainage system construction of bus-bays along the road 3m wide - 24 PCs construction of pedestrian walkways modernisation construction of culverts road marking and erection of traffic signs taking over the works and official commissioning</td>
<td>Total project cost: 6,705,000.00 EUR in that: Phare means – 4,248,500.00 EUR national means – 2,456,500.00 EUR agreements signed with the Project Engineer and the Contractor reports of the beneficiary and the Contractor during the work progress.</td>
</tr>
</tbody>
</table>

**Date of drafting:**

<table>
<thead>
<tr>
<th>Planning period:</th>
</tr>
</thead>
<tbody>
<tr>
<td>End contracting:</td>
</tr>
<tr>
<td>End disbursement:</td>
</tr>
<tr>
<td>Total budget:</td>
</tr>
<tr>
<td>Phare budget:</td>
</tr>
</tbody>
</table>

**Preconditions**

Release of financing from Phare 2003 funds.
### 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>CONTRACTING</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DISBURSEMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4.2485</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

### Budget allocation

<table>
<thead>
<tr>
<th></th>
<th>Cost estimate M€</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENTATION</td>
<td></td>
</tr>
<tr>
<td>CONTRACTING</td>
<td>4.2485</td>
</tr>
<tr>
<td>DISBURSEMENT (PAYMENT)</td>
<td>0.8497 2.9739 4.2485</td>
</tr>
</tbody>
</table>

Legend:  
D = design of sub-projects;  
C = tendering and contracting;  
I = contract implementation and payment.
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>
</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>
</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>
</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)

---

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

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

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

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

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

(e) areas protected under national nature conservation legislation
ANNEX I - Declaration by the authority responsible for sites of nature conservation importance
(= potential future Natura 2000 sites)
(EQUIVALENT TO Annex I(a) of the Cohesion Fund form)

Responsible authority: MAZOWIECKI WOJEWÓDZKI KONSERWATOR PRZYRODY
(VOIVODSHIP NATURE CONSERVATOR)

Having examined\(^2\) the project application

« Economic and Social Revitalization of Ciechanów Poviat and
Raciaz Municipality and Town
through upgrading of National Road No. 60 Plock-Ciechanów
section from km 90+000 to km 106+258 and from km 112+200 to km 118+500

which is to be located in Mazowieckie Voivodship

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:

  1. This road is already existing and functioning;
  2. The scope of the upgrading works is limited to the existing right of way;
  3. The proposed project, in terms of its impact on the existing environment, will not cause any
     additional hazards to the environment and the human health (except for the period of its
     implementation). The Project will not deteriorate the currently existing acoustic climate, will not
     cause any changes in the current impact of the roads and their neighborhood on the air, surface
     and ground water, flora and fauna and the current landscape;
  4. The purpose of all proposed works is to reduce the nuisance of the existing road (new pavement,
     cleaning of the drainage ditches, implementation of traffic safety devices).

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

- Following an appropriate assessment, according to Art. 6(3) of Directive 92/43/EEC, the project
  will not have significant negative effects on a site of nature conservation importance.

Signed: ............................

(Authority responsible for monitoring sites of nature conservation importance)

Official Seal:

\(^2\) taking into account the requirements of Art. 6(3) of Directive 92/43/EEC
1. Development consent

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

Yes [ ] No [X]

If yes, on which date [__________]

If no, when was the formal request for the development consent introduced [02 | 12 | 2002] and by which date is the final decision expected [30 | 03 | 03]

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

Mazowiecki Urzad Wojewódzki w Warszawie
Delegatura – Płacówka Zamiejscowa
w Ciechanowie
06-400 Ciechanów ul. 17 Stycznia 7

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 [X] No [ ]

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

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


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

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


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

2.2. Has an EIA already been carried out?

Yes [ ] No [ ]

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

Yes [ ] No [ ]

On which date has it been finalised [__________]

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

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

2.3. When covered by Annex I of the EIA Directive a similar\textsuperscript{5} procedure as the one described in the EIA directive will need to be applied and the following documents included.

Necessary documents are:

a) the \textbf{non-technical summary of the Environmental Impact Study} carried out for the project. A non-technical summary shall include at least:

\begin{itemize}
  \item a description of the project comprising information on the site, design and size of the project,
  \item a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,
  \item 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:
    \begin{itemize}
      \item 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);
      \item soil, water, air, climate and the landscape;
      \item material assets and the cultural heritage;
    \end{itemize}
  \item the interaction between the factors mentioned in the first, second and third indents
  \item and any further information which might derive from any of the obligations deriving from Annex IV of the EIA Directive.
\end{itemize}

b) the results of \textbf{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 \textbf{consultations with the public} concerned. The information provided should cover the following:

\begin{itemize}
  \item the concerned public which has been consulted,
  \item the places where the information has been consulted,
  \item the time which has been given to the public in order to express its opinion,
  \item 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.),
  \item the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)
  \item the way in which the concerns of the public have been taken into account.
\end{itemize}

d) in case a project is likely to have significant effects on the environment in another state the results of the \textbf{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 \textbf{decision to grant or refuse development consent} has been made \textbf{available to the public} by the competent authority, including the

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

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.

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

\begin{itemize}
  \item Yes \square \hspace{2cm} No \square
\end{itemize}

- If \textbf{yes} include the necessary documents (see question 2.3.).

\textsuperscript{5} A guidance document describing the minimum criteria to ensure that a similar procedure has been applied can be found on [http://www.inforegio.cec.eu.int](http://www.inforegio.cec.eu.int)
If no explain the reasons\(^6\) and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

According to the existing law, for such type of projects, which may have adverse impact on the environment, the Municipal Office, prior to issuing a decision on the site development conditions requests competent environmental authorities (Poviat Sanitary Inspector, Environmental Protection Department at Poviat Office) to issue a decision stating whether the preparation of a report on the project’s environmental impact is necessary and what should be the scope of such report. To the above question with the attached information on the proposed project containing the following data:

- type, scale and location of the project,
- area of the site and previous forms of land use,
- type of technology,
- project alternatives, if any,
- anticipated use of raw materials, water and energy,
- environmental protection facilities,
- type and anticipated volumes of pollutants introduced into the environment with the application of the environmental protection facilities,

the offices issued decisions on the waiver of the report preparation requirement.

For road no. 60 section from km 90+000 to km 102+903
Decision of the Mayor of the Town of Raciaz no. GKM-GP/8331/I/2/01 dated 19.11.2001

For road no. 60 section from km 102+903 to km 106+258

For road no. 60 section from km 112+200 to km 118+500
Decision of the Mayor of the Town and Municipality of Glinojeck no. 7332/5/2001 dated 25.06.2001

With the following justification: based on the opinions related to the preparation of a report on the project’s environmental impact obtained from the Poviat Government in Ciechanów and Poviat Sanitary Inspector in the Poviat of Ciechanów and on the submitted description of the project, the proposed project will not adversely affect the environment.

According to the above, for the purpose of issuing a decision on site development conditions, documents were submitted, which contain information on the anticipated impact of the proposed project on the environment.

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?

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

If yes, on which date _______________ _______________ _______________

According to the existing law, the results of the determination will be made available to the public at the time of obtaining relevant decisions from the competent authorities.

The results of the determination are available to all interested parties in a publicly available statement – information on the placement of the materials in such statement is published in local newspapers, on information boards, on the Internet page of the authority and in a manner commonly accepted in a given Municipality.

\(^1\) 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.