1. **Basic Information**

1.1. **CRIS Number**: 2003/004-379/05.20

1.2. **Title**: Economic development of Ostrow and Ostroleka subregions

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

1.4. **Location**: Poland, Mazovian Voivodship, Ostrolecki Poviat, Ostrowski Poviat

2. **Objectives**

2.1. **Overall objective**
Development of medium and small business enterprise in Ostrolecki and Ostrowski sub-regions.

2.2. **Project purpose/Immediate objectives**
Improvement of investment attractiveness for small and medium business in the area covered by the Project.

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

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

The project is compliant with the priorities of the Operational Programme of the Mazovian Voivodship.

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

3. **Description**

3.1. **Background and justification**
The northeast part of the Mazovian region is the least economically developed area of the Mazovian Voivodship, as evidenced by the lowest GDP per capita in the scale of Voivodship (much below the average national level). Furthermore, the production-sold index is at its lowest level in the Voivodship (only a 5% share of the total production sold in the Voivodship) and there is a high unemployment rate in the region - (19.5% unemployment in Ostrolecki Poviat and 16.2% in Ostrowski Poviat).

On the other hand, the region features some significant development potential due to its geographic location, rich deposits of aggregate and substantial human resources. Also positive attitude towards investors of the local authorities in gminas ensures the investment potential of the region. Local authorities particularly are keen on attracting the development of the small and medium enterprises in the suburban areas what would help to solve the problem of the high unemployment and would become a stimulus of the social and economic development of the region.

However, the main obstacle that hampers development of the region is poor transport infrastructure. Although there is a potential and there are areas designated for development of the SME the lack of the proper access road to them discourages potential investors. Additionally the poor road infrastructure and bad road access does not satisfy the needs of the existing SME. Further development of existing SME’s is practically blocked due to transport difficulties.

The implementation of the Project will help to resolve one of the main development obstacle of the region – the transportation infrastructure and in this same way it will be in position to create satisfactory conditions for existing SMEs to enlarge activity and for potential investors to establish their businesses. The Project involves modernization of voivodship road No. 627 that constitutes the most convenient, most often used and the only existing for commercial trucks, transport connection of the Ostrolecki and Ostrowski Poviats. Above all, along this road there is a considerable number of SME’s located and the
gminas neighboring the road have already assigned additional 40 ha more for business related activities in their spatial development plans.

The local-government of the Mazovian Voivodeship understands the need of activisation of the regions of both poviat by providing proper conditions for enhancing the investment attractiveness of the region. Significant funds were already invested in the modernization of the road No 627 in the period of 1999 and 2001.

The Phare ESC funds are to constitute an additional funding source that will provide for upgrading of the last section to complete road length between cities of Ostroleka and Ostrów Mazowiecka, resulting in a major improvement of the operating and development conditions for the small and medium business. Both towns have good access to Warsaw, however they lack a good connection between them what would, after implementation of this project encourage significantly, development of local trade and service, both in existing SME and the new SME's that would be attracted thanks to the considerably improved transport infrastructure.

The area covered by the road modernization Project features a relatively high concentration of the small and medium businesses. The largest companies of this sector are: 3 plants involved in production and processing of building aggregate (gminas Troszyn and Czerwin), Mills Group in Jelonki (gmina Ostrów Mazowiecka) involved in processing of cereals, wood processing plant in gmina Troszyn and gmina Ostrów Mazowiecka, service facilities of the building sector, including interior design companies, and communal and trade facilities in gmina Rzekun.

Implementation of the Project would provide better operating conditions for SME thus their development and also would result in establishing of the new SME, by providing better access to the industrial areas. Consequently the road section modernization will result in i creation of the new jobs. The gminas neighboring the road assigned some additional 40 ha more for business related activities in their spatial management plans. The investment lands are in direct vicinity of the road subject to modernization. An area of 8 ha. features complete infrastructure while the remaining lands offer only partial utilities (electricity, water). More than 32% of the investment lands are the property of gminas.

Modernization of the road, resulting in an improved accessibility to this area especially heavy trucks, is seen by the potential investors as the precondition of their investment in the region. The list of potential investors is attached in the appendix 7. those are among the other: Food Processing Plant in gmina Czerwin, 2 chip materials production pits and one gas station in gmina Troszyn, production and trade sector development in gmina Rzekun.

Local authorities have already taken serious actions in order to improve the investment attractiveness of the area. In gmina Troszyn, in the post-production land of the existing borrow pits, a water reservoir is under construction (planned area 89 ha. approx.), to be used also for recreation purposes. Successful location of SME's catering for recreation and tourist visits there depends heavily on completion of this project. There are existing plans for development of infrastructure offering services to tourists and travelers (accommodation, and small catering, retail and service facilities). All together in 3 gminas it will result in creation of 188 new jobs.

Gmina Ostrów Mazowiecka plans establishment of the wood processing plant and gas station. Increased traffic of both commercial trucks and recreational tourist will induce demand for additional services and catering along the road, which would result in the creation of 68 additional new jobs. The existing SME plan to grow their business by launching of additional production (e.g. the aggregate pits plan to start production of prefabricated products and building elements). The critical condition of their plans is their ability to transport their production. Currently the road is not adjusted to the heavy lorry traffic. The aim of the Project is to upgrade the road axial load to 80kN.

Implementation of the Project will result in an improved investment potential of the Ostrolecki and Ostrowski poviat. According to estimates of the local governments the Project would contribute to establishment of no less than 256 new jobs thus better economic and social cohesion of the region.

Objectives of the Project are fully compliant with the Operational Development Programme of the Mazovian Voivodship (Phare 2003 ESC). And the activities planned in the line of the Project are in line with assumptions of the Development Strategy of the Mazovian Voivodship.

3.2. **Linked activities**

? During 1999 – 2001 the local government of the Mazovian Voivodship completed upgrading of voivodship road No. 627 in its sections that totaled to 10.5 km., while in 2002 further 9 km will be upgraded. Implementation of this Project will constitute the last 2sections of the said undertaking.

? Activities of the local governments are concentrated on amendment of the Local Spatial Development Plans meant to assign new areas for business, to facilitate construction of...
infrastructure (e.g. local roads and territorial development), to promote areas of a potential tourist and business attractiveness, and to attract new investors.

3.3. Results
Implementation of the project

- will provide adequate road access to 40 ha of new investment area creating favourable conditions for new SME investment through reconstruction and modernisation of road and 2 bridges;
- will allow to establish of 30 new companies;
- will allow to safeguard 200 existing jobs;
- will allow to establish 256 new jobs in the area of the project.

3.4. Activities
Execution of the following road and bridge works:

- two reconstructed and upgraded sections of road No. 627 of the total length of ca.12.45km, with widening of the pavement up to 7.0m, featuring strengthened pavement structure and other parameters in accordance with the Executive Order of the Minister of Transport and Maritime Economy of 2 March 1999 on technical conditions that should be met by roads and their localizations (Polish Journal of Laws No. 43 Item 430)
- New constructed and ready bus bays – 10 PCs
- Modernised and ready reinforced concrete bridge in Czerwin over Orz river span 18,6m, 9,84m wide
- Modernised and ready reinforced concrete bridge in Malinowo span 5,60m and 10,36m wide
- Modernised and ready concrete culverts-8 PCs
- Constructed and ready street lighting ca. 0.9 km long
- Relocated underground utilities colliding with the road

3.5. Lessons learned

- Under the Final Assessment Report for Assistance funded under PL-9808 Special Preparatory Programme (SPP) and PL-9909 Regional Policy and Cohesion, prepared by OMAS, some recommendations have been made. They are also relevant to the above-mentioned project. Therefore the Ministry of Economy 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 assistance, eliminating proposals which do not meet the above-mentioned criteria.

4. INSTITUTIONAL FRAMEWORK

4.1. The beneficiary of the project is the local government of the Mazovian Voivodship. The contracting Party is the Mazovian Board of Voivodship Roads

4.2. The Engineer/Manager of the project will be selected through tender pursuant to the Polish Act on Public Procurement

4.3. The owner of the investment after the implementation of the project will be the local government of the Mazovian Voivodship. After implementation the project will be managed by the Mazovian Board of Voivodship Roads.

4.4. The investment will be implemented pursuant to the regulations of the Decentralized Implementation System – "Practical Guide to Phare, Ispa and Sapard Contract Procedures"
4.5. The implementation of the project will not cause any changes to the institutional framework described above.

5. **Detailed Budget**

<table>
<thead>
<tr>
<th></th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare co-financing</th>
<th>National &amp; Financial Institutions</th>
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<td>3 000 000</td>
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<tr>
<td>TOTAL</td>
<td>2 250 000</td>
<td>2 250 000</td>
<td>750 000</td>
<td>3 000 000</td>
<td></td>
</tr>
</tbody>
</table>

The overall value of the investment including employment of the Project Manager will amount to 3,000 MEUR. The beneficiary will provide financing for 0, 750 MEUR of including the cost of the employment of the Project Manager - 0.150 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:** N/A

6.4. **Contracts**
- Contract 1 (works): 2.850 MEUR (Joint co-financing: Phare 2,250 MEUR, beneficiary 0,600 MEUR)
- Contract 2 (engineer): 0.150 MEUR (beneficiary)

7. **Implementation Schedule**
- Start of tendering/Call for proposals: second quarter 2003
- Start of project activity: fourth quarter 2003
- Project completion: fourth quarter 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**

Implementation of the investment Project that consists in upgrading of the voivodship road No. 627, in its Ostroleka - Ostrów Mazowiecka length, is an activity that leads to improvement of traffic conditions and mitigation of negative effects of the road in its surroundings. A short-term intensified use of the environment will facilitate a long-term maintenance and improvement of its condition. The environmental impact assessment was elaborated in compliance with the EU standards found in Directives Nos. 85/337/EEC and 97/11/EC, and is available at beneficiary’s office.
10. **Rates of Return**

Results of economic analysis, in a form of IRR and NPV, are as follows:

- EIRR: 23.83%
- NPV (i=10%): 10 697 EUR

FIRR for this type of project produces negative values and thus is not indicated here. However, taking into account social benefits produced by the project (i.e. new work places increased economic activity etc.) the Economic Internal rate of Return produces quite substantial positive values (see table above). The Feasibility Study is available at beneficiary’s office.

11. **Investment Criteria**

11.1. **Catalytic effect**
The Phare support will be conducive to achieving economic and social cohesion goals in Mazovian Voivodship, which otherwise could be attained only in a more distant future and on a more modest and less efficient scale.

11.2. **Co-financing**
The project is co-financed by the beneficiary from the public sources. The national contribution amounts (750,000 EUR) to 25% of the total project cost (3,000,000 EUR).

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

11.4. **Project readiness and size**
The project will be ready for implementation, contracting and disbursement in accordance with requirements of Phare 2003 ESC programme. The feasibility study and a report on environmental impact assessment have been prepared. The beneficiary is the owner of the land for the investment. Road works covered by the Project will be carried out according to relevant submission lodged at competent architecture-construction administration agency. The Polish co-financing has been included in the budget of the beneficiary.

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

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 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 according to records found in column Assumptions of the Logframe Matrix.

**Completion dates:**

- completion of technical documentation - 31.12.2002;
- completion of tender documentation - 31.03.2003;
- signing of contract with the Contractor - 30.09.2003;

**Annexes**

- Annex 1. The Logframe matrix
- Annex 2 – 3. Detailed implementation, contracting and disbursement schedule
- Annex 5 and 6. Environmental Annexes
### ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

**PROJECT TITLE: ECONOMIC DEVELOPMENT OF OSTROW AND OSTROLEKA SUBREGIONS**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Date of drafting:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of medium and small business enterprise in Ostrolecki and Ostrowski subregions</td>
<td>increased budget revenues</td>
<td>Voivodship Statistical Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>increased turnover of existing companies</td>
<td>Mazovian Marshal Office</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>before Project is started and 5 years after its completion</td>
<td></td>
</tr>
</tbody>
</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>Improvement of investment attractiveness for small and medium business in the area covered by the Project</td>
<td>establishment of 30 new companies</td>
<td>records of business of commune offices;</td>
<td>stable social and economic development of the country and the region</td>
</tr>
<tr>
<td></td>
<td>200 existing jobs safeguarded</td>
<td>Voivodship Statistical Office;</td>
<td>implementation of a policy of active counteracting of unemployment at the national level</td>
</tr>
<tr>
<td></td>
<td>256 new jobs established in the area of the Project</td>
<td>Mazovian Board of Voivodship Roads.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>before Project is started and 5 years after its completion</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>adequate road access to 40 ha of new investment area creating favourable conditions for new SME investment and subsequently creation of new work places</td>
<td>improved accessibility of 40 ha. of investment lands</td>
<td>reports submitted by beneficiary and contractor after the Project is completed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>reconstructed road ca. 12.45 km</td>
<td>certificate of commissioning after the Project is completed</td>
<td></td>
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<tr>
<td></td>
<td>average vehicle speed increased by 40%</td>
<td>implementation of assumptions of the national and regional strategies concerning development of transport infrastructure</td>
<td></td>
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<td></td>
<td>number of accidents reduced by 20%</td>
<td>effectiveness of investment promotion of the region</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Execution of the following road and bridge works:</td>
<td>Total cost of the Project: 3.000 MEUR</td>
<td>contracts signed with Project Manager and Contractor</td>
<td>compliance of investment implementation by the contractor with the time schedule</td>
</tr>
<tr>
<td>widening of the road structure to 7 m</td>
<td>of that: Phare funds: 2.250 MEUR</td>
<td>reports submitted by beneficiary and contractor in implementation of the Project</td>
<td>weather conditions</td>
</tr>
<tr>
<td>construction works on strengthening of the road structure</td>
<td>Own funds: 0.750 MEUR</td>
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<tr>
<td>construction works on strengthening of the road structure</td>
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<tr>
<td>construction of ditches on both sides of the road – 12.45 km</td>
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<tr>
<td>modernization of 8 culverts</td>
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<td>construction of 2 bus bay</td>
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<tr>
<td>earthworks correcting the road alignment</td>
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<tr>
<td>modernization of Orz River bridge – with increased the load capability</td>
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<tr>
<td>modernization of the bridge in Malinowo</td>
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<tr>
<td>paving new asphalt layers</td>
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<td>construction of sidewalks and accompanying infrastructure</td>
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<td>relocation of the underground utilities</td>
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<td>implementation of road marking and vertical road signs</td>
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<td>erection of EU commemorates boards.</td>
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<td>Taking over of the works and official commissioning</td>
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### Preconditions

Launching of the Project is governed by starting of financing from the PHARE 2003 programme.
ANEXES 2-3-4: DETAILED IMPLEMENTATION CHART, CONTRACTING AND DISBURSEMENT SCHEDULE OF THE PROJECT

PROJECT TITLE: ECONOMIC DEVELOPMENT OF OSTROW AND OSTROLEKA SUBREGIONS

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<td>Planning period</td>
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<td>DISBURSEMENT (PAYMENT)</td>
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<td>1,800</td>
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Legend:  
D = design of sub-projects;  
C = tendering and contracting;  
I = contract implementation and payment.
NATURE CONSERVATION

1. Assessment of effects on sites of nature conservation importance

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

   Yes ☐ No ☒

   - If yes - please go to question 1.2.

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

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

1.2.1. Have this appropriate assessment been carried out?

   Yes ☐ No ☐

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

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

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

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

   Yes ☐ No ☐

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

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

---

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

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

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

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

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

(e) areas protected under national nature conservation legislation
ANNEX I - DECLARATION BY THE AUTHORITY RESPONSIBLE FOR SITES OF NATURE CONSERVATION IMPORTANCE (= POTENTIAL FUTURE NATURA 2000 SITES) (EQUIVALENT TO ANNEX I(A) OF THE COHESION FUND FORM)

Responsible authority

NATURE PRESERVER OF MAZOWIECKIE VOIVODESHIP

Having examined the project application

"Economic development of Ostrow and Ostroleka subregions
due to upgrading of road No. 627"

which is to be located at

Mazowieckie Voivodeship

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 Project is located outside the system of areas protected under the Environmental Protection Act.

It is also located outside potential areas of the Natura 2000 network.

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:

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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 □□□□ 2002 □

and by which date is the final decision expected? □□□□ 2003 □

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

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Delegatura - Placowka Zamiejscowa w Ostrolece
07-400 Ostrołęk
ul. Gen Gorbatowa 15

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 97/11/EC** (go to question 2.2)
- **Annex II of Directive 85/337/EEC, as amended by Directive 97/11/EC** (go to question 2.4)
- **Not covered by Directive 85/337/EEC, as amended by Directive 97/11/EC** (go to question 3)

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?

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

On which date has it been finalised

[ ] Yes  [ ] No

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 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 consulted (for example, by written submissions, by public enquiry, etc.)

- the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)

- the way in which the concerns of the public have been taken into account.

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

e) Evidence that the **decision to grant or refuse development consent** has been made available to the public by the competent authority, including the
   - the content of the decision and conditions attached thereto,
   - the main reasons and considerations on which the decision has been based,
   - a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.

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

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

Yes [ ] No [X]

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

– 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 current law, with this type of investments that can negatively affect the environment the communal office precedes its issuing of decision on conditions to govern land development by applying to appropriate authorities responsible for environment protection (County Sanitary Inspector and Department of Environmental Protection of County Starosty) for their deciding if the environmental impact assessment is necessary and to what extent.

With the Project discussed here both the County Sanitary Inspector, and the County Starosty resigned procurement of the environmental impact assessment based on the information contained in the materials included in the application for decision on conditions to govern land development.

According to said materials the planned Project is consistent with the local land development plan, and the planned activities are not to harm the natural environment.

For PHARE found needs, Investor established

„ENVIRONMENTAL IMPACT REVIEW”

Non-technical summary of this report constitutes an appendix to this annex.

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 [05.06.2002]

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\(^6\) The decision needs to be based on the procedure described in article 4.2, 4.3 and 4.4 and the screening criteria of Annex III of Council Directive 97/11/EC amending Directive 85/337/EEC.