1. **Basic Information**

1.1. **CRIS Number**: 2003/004-379/05.21
1.2. **Title**: Stimulation of entrepreneurship development in tourism, services and production in Ostrów and Wyszków subregions
1.3. **Sector**: Economic and Social Cohesion
1.4. **Location**: Poland, Mazovian Voivodship, Ostrowski Poviat, Wyszkowski Poviat

2. **Objectives**

2.1. **Overall objective**
Improvement of investment attractiveness of the region

2.2. **Project purpose/Immediate objectives**
Creation of new and development of existing SME

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 area of Ostrowski poviat is characterized by 16.2% level of unemployment and the region of Wyszkowski poviat has 19.1% rate of unemployment. In order to provide conditions that would enable economical and social cohesion of the region creation of new jobs is needed. This can be obtained by creating conditions for tourist sector and SME development.

One of the main barriers that hamper development of enterprises in rural areas is the low development level of technical infrastructure, including the transport. This is why activities are concentrated on elimination of those barriers and at the same time creating new opportunities for local entrepreneurship. The matter of particular importance in this context is the concentration of relevant efforts in the areas that offer favorable conditions for generation of jobs in non-agricultural sectors such as both: tourist services. and SME. A necessary action initiated in implementation of this particular objective is development of the existing public infrastructure and investments in the new infrastructure facilities that would encourage development of SME.

The objectives of the Project are fully compliant with priorities of the Operational Development Programme of the Mazovian Voivodship (Phare 2003 ESC). They remain also fully in line with assumptions of the Development Strategy of the Mazovian Voivodship.

Voivodship road No. 694 (Przyjmy – Brok – Malkinia – border of Mazovian Voivodship), length 56.5 km, runs through the areas that feature some important landscape and natural qualities – the Nadbuzanski Landscape Park, the Puszcza Biala forest – that make them come conductive for the development of tourism. Those areas are used for recreation and leisure ends, first of all by residents of Warsaw. There are already Agro-tourist farms and 9 holiday centers with 716 beds, While 2 of them are the yearlong facilities offering sleeping accommodation for 104, are found in gminas Branszczyk and Brok. The new infrastructure would allow better access to those tourist destination and would encourage significant
increase of the visitors (estimated increase about 35%) as well as it would provide proper conditions of the development for new tourist oriented enterprises (3 intent letters).

The highest concentration of businesses entities (about 40) is in Malkinia Górna that constitutes the largest transport junction in the area. Railway junction and crossing of voivodship roads Nos. 694 and 677 are found there. Firms serviced by the rail and road transports are in operation in this city, involved among others in production of mineral wool, wooden products, concrete products for building industry, and in distribution of LPG.

The remaining gminas, where the road subject to upgrading is the sole transport connection leading to the larger cities of the region, there are 150 more businesses entities in operation, including those involved in production of aggregates, production of meat products and rendering transport services. However, the access to those areas is not proper and almost impossible for heavy traffic due to the road disastrous condition and this limits their development possibility and significantly increases the operational costs of the existing SME. The fact that those two sections of the road are in such a bad condition that it discourages possible investors to start their SME in the region.

Development of transport infrastructure is of a critical importance for the companies in operation in mentioned. According to opinion of the local government agencies the inferior technical condition of road No. 694, and thus lack of the expected transport accessibility of the region, is one of the main reasons that make investors resign their investing in this area. A number of firms resigned their investments in gmina Malkinia Górna facing the bad technical condition of road No. 694 (a logistic company was to construct a loading depot, while other investors resigned erection of a hotel). Also in the area of gminas Brok and Branszczyk the potential investors and buyers of lands assigned to construction projects of the province for recreation made their decisions pending on improvement of the transport conditions offered by road No. 694. The sections of the road that need reconstruction would joined directly investment areas and would allow higher traffic capability, thus would improved investment attractiveness of the areas for SME and would decrease operational costs of the existing firms by providing them better access.

Current activities of the local government authorities are concentrated in the first place on provision of the required infrastructure related to establishment of a positive climate in context of development of enterprises. During 1999 – 2001 the Local government of the Mazovian Voivodship completed upgrading 16,5 km of voivodship road No. 694. According to observations of the local governments the completed upgrading contributed to an approximately 30% increase of the tourist traffic in the last three years. The length planned for upgrading comes as the one that supplements earlier investments by Local government of the Mazovian Voivodship, leading at the same time to a complex upgrading of mentioned road and providing better accessibility to the investment areas.

The road subject to upgrading constitutes one of the most convenient transport connections of the local and interregional traffic. Connects national roads Nos. 8 and 50. Due to its location, the road No. 694 is the main tourist route of the Warsaw – Bialowieza direction. while channeling at the same time the truck traffic to Warsaw.

Implementation of the Project is to improve transport accessibility of the areas of valuable environmental, sightseeing and touring qualities, and that of the investments lands, establishing at the same time the conditions that come conductive to development of tourism, and small and medium enterprises. At the same time an average speed of vehicles is to be up by 30%, thus contributing to reduction of the operating costs of the existing companies, and bringing about their improved operating effectiveness.

Authorities of the gminas found along the route of the road subject to upgrading are convinced that elimination of the obstacle, posed by current lack of the road that would offer the required operating parameters, would facilitate their effective promotion of the qualities that characterize their lands. Providing the better access to the investment areas gives a sole chance of activation of enterprise in the local residents, and thus the chance of attracting of new investors that would establish new permanent jobs for local residents. It is estimated that thanks to the access improvement to the Investment areas about 192 new jobs will be created (for details see enclosed tables).

The implementation of the Project will not only improve access to the existing SME and tourist destinations but will also facilitate offering of new lands that according to communal land development plans are assigned to investments through out providing their better accessibility. All together 84 ha of the land designed for the investment will improve its attractiveness thanks to better road accessibility. Those are following pieces of land: Gmina Malkinia will offer that way 6 ha. of land owned by the gmina, partially equipped with infrastructure, facilitating connection of electricity, water supply and sewerage system, and telephone network, and 15 ha. of private lands that are to be successively equipped with required infrastructure. Gmina Brok offers in turn 2 ha. of land owned by the gmina, fitted with water supply and wiring systems, and 59 ha. of private lands that facilitate prompt installation of the utilities.
systems designed for SME investment. The gmina Branszczzyk holds some 2 ha. of land with wiring, water supply, telephone and gas systems available for investment.. With completion of the Project the conditions that are to be seen would facilitate establishment of some 35 new small and medium enterprises in areas of all the gminas (with some 10 of them in the tourist sector, while the remainder would go to sectors like trade, service, and production), resulting in creation of some 102 new jobs. Implementation of the Project will constitute a development chance for the areas that offer a non-utilized potential, such as environmental, sightseeing and touring qualities, and the business ones, which are so far skipped by both the investors and the tourists due to their transport inaccessibility.

In context of a significant importance of the upgrading Project for the medium and small enterprises sector a particular importance is attached to the fact that the Project is to bring about no negative effects in natural environment. It will not deteriorate sanitary quality of air or noise climate, and will not pose a threat to natural and cultural environment, or to sightseeing qualities or human health. Improved transport accessibility of the new and existing investment lands will contribute to an improved social-economic cohesion of the Mazovian region. Support in the line of the Phare ESC 2003 programme is required in context of a quicker implementation of the Project, and thus in arrival at one of the basic development objectives - „Counteracting of excessive and publicly non-acceptable disproportions of economic development and living conditions in the Voivodship (in particular between metropolitan capital area and its surroundings). The implementation of the project would contribute to the improvement of the investment attractiveness of the region being at the same time sustainable and complementary with other actions undertaken by the local authorities.

3.2. **Linked activities**

- Selfgovernment of the Mazovian Voivodship carried out upgrading of road No. 694 during 1999 – 2001. Relevant works were completed in the road sections: from km. 8+730 to km. 15+400, from km. 24+374 to km. 27+946, from km. 28+550 to km 34+780. Implementation of the Project will constitute a continuation of mentioned works, meant to secure complex upgrading of the complete road route.

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

- After the completion of the Contract works the local authorities will announce in the targeted to Business people newspapers and magazines that the restrictions to the commercial traffic limiting the access to the investment areas are removed and the areas are now accessible without any restrictions

- The Phare Programme will also serve to facilitate activities in the line of development of human resources (training in enterprise, re-qualification and vocational activation of rural population). A number of instruments have been programmed, meant to support small and medium business, including investment subsidies.

3.3. **Results**

Modernization of 2 section of the road:

- will provide adequate road access to 84 ha of investment lands creating favourable conditions for new SME investment.
- will allow to establish 35 new small and medium enterprises (10 of them in the tourist sector),
- will allow to establish of 192 new jobs, and keeping the existing ones for a period of 4 years.

3.4. **Activities**

- Modernisation of 2 section of road no. 694 with enhanced bearing capacity total length of approx. 19,7 km, width 6 m 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 localisations (Polish Journal of Laws No. 43 Item 430).

- Modernisation of reinforced concrete bridge in Poreba over Tuchelka river with single span 9 m and width 9,5 m

- Modernisation of reinforced concrete bridge in Brok over Turka river with single span 3,6 m and width 9.6 m

- Modernisation of reinforced concrete bridge in Czuraj over Brok river with 3 span total length 39,8 m and width 9,6 m
Modernisation of reinforced concrete culverts 4 PCs
- Construction of new pedestrian footways both sides of the road in Poreba 2 m wide ca 0.9 km long
- Construction of storm water drainage ca 0.8 km long
- Construction of street lighting ca 1km long
- Relocation of the underground utilities in collision with the modernised road sections

Modernised road sections will meet the European Union standards.

3.5. Lessons learned

Under the Final Assessment Report for Assistance funded under PL-9808 Special Preparatory Programme (SPP) and PL-9909 Regional Policy and Cohesion, prepared by OMAS, some recommendations have been made. They are also relevant to the above-mentioned project. Therefore the Ministry of Economy together with the IA and Office of the Committee for European Integration have established stronger institutional co-operation between those organizations (responsible for the programming and implementation of the Phare – ESC assistance).

LFM (Logical Framework 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. Beneficiary of the project: Local government of the Mazovian Voivodship
Contracting Party: Mazovian Board of Voivodship Roads.

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

4.3. Owner of the investment after the implementation of the project: Selfgovernment 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</th>
<th>National co-financing</th>
<th>International &amp; Financial Institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
<td>€</td>
</tr>
<tr>
<td>Project</td>
<td>2 400 000</td>
<td>2 400 000</td>
<td>800 000</td>
<td></td>
<td></td>
<td>3 200 000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2 400 000</td>
<td>2 400 000</td>
<td>800 000</td>
<td></td>
<td></td>
<td>3 200 000</td>
</tr>
</tbody>
</table>

The overall value of the investment including employment of the Project Manager will amount to 3.200 MEUR. The cost of the employment of the Project Manager will be borne by the beneficiary in the amount of 0.160 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 Weclewskas, 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): 3.040 MEUR. Work contract joint co-financing is foreseen as follows:
2.40 MEUR from Phare 2003
0.64 MEUR from Polish local funds.
?
Contract 2 (engineer): 0.160 MEUR

7. IMPLEMENTATION SCHEDULE
?
Start of tendering/Call for proposals: third quarter 2003
?
Start of project activity: first quarter 2004
?
Project completion: second 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 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. 694, in its Przyjmy – Malkinia Górna 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 EIRR and NPV, are as follows:
?
EIRR: 19.85%
?
NPV (i=10%): 3,728 MEUR
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 (800,000 EUR) to 25 % of the total project cost (3,200,000 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 aid 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: December 2002
? completion of tender documentation: May 2003
? signing of contract with the Contractor: November 2003
? completion of the Project: June 2004

ANNEXES

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

## PROJECT TITLE: STIMULATION OF ENTREPRENEURSHIP DEVELOPMENT IN TOURISM, SERVICES AND PRODUCTION IN OSTRÓW AND WYSZKÓW SUBREGIONS

<table>
<thead>
<tr>
<th>Programme number</th>
<th>Date of drafting:</th>
<th>Planning period:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<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>Improvement of investment attractiveness of the region</td>
<td>increased turnover of companies by 3%</td>
<td>Main Statistical Office, Voivodship Statistical Office</td>
<td>stable social and economic development of the country and the region</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>Creation of new and development of existing SME in the area of 84 ha</td>
<td>establishment of 35 new small and medium enterprises, (10 of them in the tourist sector; establishment of 192 new jobs, and keeping in place of the existing ones for a period of 4 years.</td>
<td>records of business of gmina offices, Voivodship Statistical Office</td>
<td>implementation of a policy of active counteracting unemployment at the national level</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<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 84 ha of investment lands creating favourable conditions for new SME investment</td>
<td>improved accessibility of 84 ha. of investment lands; improved operating conditions of some 190 small and medium businesses, including the ones of tourist sector; average vehicle speed increased by 30%; number of accidents reduced by 10%</td>
<td>reports submitted by beneficiary and contractor after the Project is completed; acceptance protocol; certificate of commissioning after the Project is completed</td>
<td>implementation of assumptions of the national and regional strategies concerning development of transport infrastructure; effectiveness of investment promotion of the region</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modernisation of 2 section of road no.694 with enhanced bearing capacity total length of approx. 19,7km, width 6m 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 localisations - Polish Journal of Laws No. 43 Item 430) Modernisation of reinforced concrete bridge in Poreba over Tuchelka river with single span 9m and width 9,5m Modernisation of reinforced concrete bridge in Brok over Turka river with single span 3,6m and width 9,6m Modernisation of reinforced concrete bridge in Czuraj over Brok river with 3 span total length 39,8m and width 9,6m Modernisation of reinforced concrete culverts 4 PCs Construction of new pedestrian footways both sides of the road in Poreba 2m wide ca 0,9km long Construction of storm water drainage ca 0,8km</td>
<td>Total cost of the Project: 3.200 MEUR of that: Phare funds: 2.400 MEUR Own funds: 0,800 MEUR</td>
<td>contracts signed with Project Manager and Contractor; reports submitted by beneficiary and contractor in implementation of the Project</td>
<td>compliance of investment implementation by the contractor with the time schedule; weather conditions</td>
</tr>
<tr>
<td>Construction of street lighting ca 1km long</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relocation of the underground utilities in collision with the modernised road sections</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Preconditions**

Launching of the Project is governed by start of financing from the PHARE 2003.
### Annexes 2-3-4: Detailed Implementation Chart, Contracting and Disbursement Schedule of the Project

#### Project Title: Stimulation of Entrepreneurship Development in Tourism, Services and Production in Ostrow and Wyszkow Subregions

**Date of Drafting:** 11.07.2002  
**Planning period:** 2002-2006

<table>
<thead>
<tr>
<th>PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS</th>
<th>Budget allocation Cost estimate M€</th>
</tr>
</thead>
<tbody>
<tr>
<td>I II III IV V VI VII VIII IX X XI XII XIII</td>
<td></td>
</tr>
<tr>
<td>IMPLEMENTATION C C I I I I I I</td>
<td></td>
</tr>
<tr>
<td>CONTRACTING 2,400</td>
<td></td>
</tr>
<tr>
<td>DISBURSEMENT (PAYMENT) 0,400 0,800 1,200 1,600 2,000 2,400 2,400</td>
<td></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)?

Yes [X]  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 [X]  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 [X]

- 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
Responsble authority
NATURE PRESERVER OF MAZOWIECKIE VOIVODESHIP

Having examined\(^2\) the project application
"Stimulation of private enterprise in tourism, services and production in Ostrow and Wyszkow subregions due to upgrading of road No. 694"
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:
  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 [___/___/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

MAZOWIECKI URZAD WOJEWODZKI
DELEGATURA - PLACOWKA ZAMIEJSCOWA W OSTROLECE
07-400 OSTROLEKA
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:

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** [ ]


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)
- 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?

\(^3\) 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 /____/____/____/

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\(^5\) procedure as the one described in the EIA directive will need to be applied and the following documents included.

Necessary documents are:

a) the 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
- 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.

\(^5\) 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)
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?

- If yes include the necessary documents (see question 2.3.).
- If no explain the reasons6 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.

As of today (August, 2002) the issuing procedure applicable to relevant decisions is in progress.

The practice shows that with the projects like this the authorities responsible for environmental protection resign preparation of the environmental impact assessment.

In general the materials of the application for decision on conditions to govern land development that cover information about projected environmental impact of the planned Project are sufficient.

For PHARE found needs, Investor established

„ENVIRONMENTAL IMPACT REVIEW“

Non-technical summary of this report constitutes appendix to the annex that concerns nature conservation as the Project is located within the potential area of the Natura 2000 network.

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?

- If yes, on which date __________

According to the current law the findings will be made publicly available when competent authorities issue relevant decisions.

The findings are available to all in a form of a publicly available list – information about inclusion of said materials in such a list is announced in the local press, presented on notice boards, shown in the Website of the Office, and announced using method that is customarily accepted in the given commune.

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.