1. Basic Information

1.1. CRIS Number: 2003/004-379/05.27
1.2. Title: Activation of new investment areas in Rzeszów thanks to improvement of communication accessibility
1.3. Sector: Economic and Social Cohesion
1.4. Location: Poland, Podkarpackie Voivodship, the City of Rzeszów

2. Objectives

2.1. Overall objective
Improvement of investment attractiveness of Rzeszów

2.2. Project purpose/Immediate objectives
Creation of new businesses and development of existing ones as a result of providing communication access to 50 ha of existing and new investment grounds

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

2.4. Contribution to the Preliminary National Development Plan
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 Podkarpackie Voivodship.

2.5. Cross border impact: N/A

3. Description

3.1. Background and justification
The city of Rzeszów represents important centre of social and economic development of South-Eastern Poland, significance of which exceeds boundaries of the region. The zone of direct influence of the city (the so called Rzeszów metropolitan zone) is populated by about 480 thousand inhabitants and about 35 thousand businesses, of which 18 thousand are located within boundaries of Rzeszów. Present restructurisation of the industry in the region and creation of many small- and medium-size enterprises requires efficient transportation system, including roads. This is especially important for activation of new attractive investment areas, which, although provided with all media necessary for undertaking economical activity, are hardly accessible because of lack of proper road communication network. Both insufficient development of internal road system and bad condition of existing roads appear to be main barriers of social end economical development of the city and of the region. It should be noted that external accessibility of the city is rather satisfactory. Rzeszów is a crossing of international routes: E40, Germany (Dresden) — Ukraine (Lviv), E371 Poland (Radom) — Romania (Bucharest) and road No. 19 Estonia — Latvia — Lithuania (Kovno) — Białystok — Lublin — Rzeszów, as well as railway line No. 91 Kraków — Medyka. The airport in Jasionka, located 7 km from Rzeszów, is able to accept the biggest aeroplanes and provides the region with communication by air.

The investment under consideration, being subject of the present application for co-financing, constitutes a section of Rzeszów's northern ring road located in the course of international route E40 (see Appendix 8). As a result of construction of this part of the ring road, the areas in the north-eastern part of the city will become better accessible for investments. Without construction of the road, a large part of this area would remain inaccessible for vehicles. Inclusion of the planned section of the road into the designed system of northern ring road will create comfortable conditions of access by road from all directions to
the areas under consideration. The investment is an element of an undertaking defined in the Development Strategy for Podkarpackie Voivodship for the years 2000–2006 as “Modernisation of the existing road system”.

Construction of the northern ring road has been divided into 5 stages, which will be realised successively. In the year 2002 the City of Rzeszów starts realisation of the 1st Stage with its own financial resources. The estimated cost of this stage equals 7,848,101 EURO, while the scheduled deadline for realisation of the investment is the year 2005. Within the framework of the present project, the 2nd Stage of the investment will be implemented. Thanks to its realisation, grounds of total area of 50 ha will become accessible for investments. According to the physical development plan, these grounds have been assigned for production and service enterprises. These grounds are located in north-eastern part of the city, and their potential attractiveness results from provision of technical infrastructure and necessary media, except for proper accessibility by roads. Prospects related to the construction of new route of national road No 19 Lublin-Rzeszów-Barwinek, as well as vicinity of exit from planned A4 motorway, result in growing interest among potential investors. At the moment these grounds, mostly unused, are divided into many small plots owned by individuals and companies (about 55% of the area) and by the Community of the City of Rzeszów and State Treasury (about 45%).

In the neighbourhood of these grounds, some premises of communal infrastructure are located — including sewage treatment plant and “Rzeszów” Heat and Power Plant, which also own some ground as a reserve for further investments. In the vicinity of these plants, construction of waste treatment plant has been started. Several small and medium size enterprises have already located their businesses in this area; among them “Winomet” Production-Trade-Service Enterprise and “Specjal” — specialists in high-storage warehouse for the food sector.

The grounds under consideration are presently accessible by a road crossing the railway siding leading to “Rzeszów” Heat and Power Plant. In the area, there are several airborne and cable medium-voltage electric power lines. The Rzeszów Electric Power Unit prepares for construction of new “Zaczernie” Main Supply Point in the north-western part of the area. A new heat pipeline has been constructed from “Rzeszów” Heat and Power Plant to idle grounds on the western bank of Wislok River. In the south part of the area, there are also three gas pipelines. Realisation of the 3rd Stage, consisting in reconstruction of the existing local road which will become consecutive part of the communication route for access to the new investment areas of Rzeszów, will be performed simultaneously with the 2nd Stage in the years 2004–2005. The Beneficiary, from its own resources, will finance construction of the road section of length of 800 m within the framework of this 3rd Stage.

The 4th Stage of the development of road communication system in this area of the city provides for construction works, which are not located along route of other stages of the investment. Therefore this stage of the whole undertaking does not have direct links to construction designs and realisation schedules of other stages, including this presented in the Phare 2003 ESC Project, and thus is not discussed here.

Further plans provide that, in the following years, the 5th Stage will be realised being continuation of the 3rd Stage and consisting in construction of connection of the ring road with the national road No. 19 through a new bridge over Wislok River. Therefore, realisation of the whole undertaking will allow for discharge of the city’s road communication system by means of construction of a new crossing of the Wislok River and connection of the international route E40 with national roads No. 19 and 9. This will result in reduction of the time of travelling through the city area and in significant increase of attractiveness of north-eastern investment grounds of the city. Realisation of the designed ring-road will positively affect an area of about 500 ha exceeding administrative boundaries of Rzeszów (specialty a part of Krasne Gmina), resulting in economic activation of this region.

In order to accelerate the economic development of city’s new investment areas and to counteract the unemployment, authorities of the City of Rzeszów decided on exemption of immovable property tax for entrepreneurs creating new jobs for the period of 10 years. The same exemption for the same period of 10 years will be applied to the investors who create businesses and jobs in the area covered by the present application for Phare 2003 Programme.

This application for co-financing from Phare 2003 ESC Fund concerns 2nd Stage planned for realisation in the years 2004–2006 and constitutes a kind of a “bridge” between the 1st and 3rd Stages, making possible achievement of the desired final result of the whole undertaking. Realisation of the 2nd Stage itself will result in improvement of the access to the above-described potential investment areas through existing local road.
The road infrastructure that will be realised within the presented project will comply with EU standards regarding weights and dimensions of this type infrastructure.

3.2. **Linked activities**

- Realisation of the 1st Stage of the ring road by means of the own resources of the City of Rzeszów.
- Realisation of the following municipal investments in the years 1996–1998 granted within Phare STRUDER Programme:
  - Technical infrastructure for small and medium business in the centre of Rzeszów
  - Technical infrastructure for Craftsmen Service Centre at Armii Krajowej Avenue
  - Water supply system and gas supply system for Craftsmen Service Centre at Armii Krajowej Avenue
- Realisation of project PL0008.04.04 „Environmental protection in Rzeszów”.
- Project PL. 0008.04.03. “Upgrading of road infrastructure in the region — the central area”

3.3. **Results**

Implementation of the project will provide adequate road access to 50 ha of investment land, creating favourable conditions for 20 new SME, removing the vital obstacle to the development of this area. In the result of the project 300 new jobs will be created.

3.4 **Activities**

- Construction of road section with enhanced bearing capacity total length of approx. 900 m, (including the length of the viaduct) for axial load 115kN/axle and width of the roadway 2 x 7.0 m, shoulders 2 x 2.0 m, greenery strip 5.0 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). complying with EU standards regarding weights and dimensions of this type infrastructure
- Construction of the viaduct over a railway line, 150 m long accommodating the roadway
- Construction of the cycle track of the width of 3.5 m
- Construction of the storm water drainage ca 900 m
- Construction of the bus bay
- Construction of the acoustic screens

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 and contracting party of the project is the Self-Government of the City of Rzeszów

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: Community of the City of Rzeszów.
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 described above.

5. Detailed Budget

<table>
<thead>
<tr>
<th></th>
<th>Investment</th>
<th>Institution</th>
<th>Total Phare</th>
<th>National &amp; Financial</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Support</td>
<td>Building</td>
<td>co-financing</td>
<td>Institutions</td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>2 140 000</td>
<td>2 140 000</td>
<td>2 340 000</td>
<td>4 480 000</td>
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<td>TOTAL</td>
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<td>2 140 000</td>
<td>2 340 000</td>
<td>4 480 000</td>
<td></td>
</tr>
</tbody>
</table>

The overall value of the investment including employment of the Project Manager will amount to 4.480 MEUR. The cost of the employment of the Project Manager will be borne by the beneficiary in the amount of 0.2 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 Weclewska, Krucza 36 Street, 00-522 Warsaw, Poland, Phone +48.22.695.99.10-11, fax +48.22.695.99.12-13

6.2. Twinning: N/A

6.3. Non-standard aspects: N/A

6.4. Contracts

Contract 1 (construction works) — 4.28 MEUR. The contract for investment part of the project will be joint co-financed from Phare funds (2,140 MEUR) and financial resources of the Beneficiary (2,140 MEUR).

Contract 2 (engineer/manager of the Project) — 0.20 MEUR. The contract will be financed exclusively by the Polish party in the framework of co-financing of the Project.

7. Implementation Schedule

Start of tendering/Call for proposals: second quarter 2003
Preparation of the tender documentation: fourth quarter 2003
Start of the tendering procedure: first quarter 2004
Project completion: first quarter 2006

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

The Environmental Impact Assessment (EIA) of 14 August 2002 has been elaborated by „EKO-PROJEKT” company according to the Council Directive No. 85/337/EEC.
Conditions following the Law of Protection of the Environment

The performed assessment of impact of the planned undertaking on the environment shows that, as a result of its realisation, the threat of the vehicle traffic for the environment will be reduced — thanks to switching the transit transportation out from the city. Moreover, improvement of parameters of the road (widening of roadways, construction of greenery strips and bicycle tracks, reduction of curvature of road corners, construction of the viaduct over a railway) will positively effect security, traffic flow, and road capacity. The route of the road does not cross any areas protected for environmental, landscape or historical reasons. To make the road less arduous for the environment, a design of acoustic screens has been elaborated, and a live fence of height of 1.5–2 m has been designed between the roadway and the screens for increase of absorption of acoustic waves. EIA is available in the Beneficiary headquarter.

10. Rates of Return

The Feasibility Study has been elaborated in August 2002. The results of the analysis show that the investment under consideration is cost-effective. The internal economic rate of return equals 14%. The fund expenditure will be returned within 7 years. The analysis does not cover additional benefits provided as a result of the realisation of the investment, which follow directly from the expected economical activation. These effects represent additional arguments strengthening conclusion of the analysis. FS is available in the Beneficiary headquarter.

11. Investment Criteria

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

11.2. Co-financing
The project is co-financed by the Polish sources. The national contribution amounts to 52% of the total project cost.

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

11.4. Project readiness and size
The project will be ready for implementation, contracting and disbursement in accordance with requirements of Phare 2003 ESC programme. The feasibility study and a report on environmental impact assessment have been prepared. The beneficiary is the owner of the land for the investment. The building permit will have been obtained by 2nd quarter 2003. 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 Podkarpackie Voivodship. After implementation, the beneficiary will cover all maintenance costs related to the investment.

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:

? adherence to the schedule defined in the project
? fulfilment of all requirements concerning the tender, the contract, reporting and monitoring
selection, as a result of the tendering, of a contractor ensuring proper realisation of works.

**Deadlines:**

- Preparation of tender documents until: end second quarter 2003
- Start of project activity: first quarter 2004
- Completion of the contract until: first quarter 2006

**ANNEXES**

- Annex 1 Logframe matrix
- Annex 2–4 Detailed implementation, contracting and disbursement schedule
- Annex 5–6 Annexes related to environmental protection
## ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

### PROJECT TITLE: ACTIVATION OF NEW INVESTMENT AREAS IN RZESZÓW THANKS TO IMPROVEMENT OF COMMUNICATION ACCESSIBILITY

**Programme number**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase of investment attractiveness of Rzeszów</td>
<td>Increase of volume of investment in Rzeszów</td>
<td>How: published data of GUS and WUS When: before start and 5 years after completion of the project Who: Board of City of Rzeszów</td>
<td></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>Creation of new businesses and development of existing ones as a result of providing communication access to the existing and new investment grounds</td>
<td>How: published statistical data and direct measurements at location When: directly before start, 1 year and 5 years after completion of the project Who: Board of City of Rzeszów</td>
<td>Realisation of other elements of the Strategy of Voivodship</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 50 ha of investment land, creating favourable conditions for 20 new SME, removing the vital obstacle to the development of this area. In the result of the project 300 new jobs will be created.</td>
<td>How: Reports of local authorities and filled contractual documents When: Immediately after completion of the project Who: Board of City of Rzeszów</td>
<td>Active economical promotion of the region</td>
</tr>
</tbody>
</table>

### Activities

<table>
<thead>
<tr>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of road section with enhanced bearing capacity total length of approx. 900 m, (including the length of the viaduct) for axial load 115kN/axle and width of the roadway 2 x 7.0 m, shoulders 2 x 2.0 m, greenery strip 5.0 m Construction of the viaduct over a railway line, 150 m long accommodating the roadway. Construction of the cycle track of the width of 3.5 m. Construction of the storm water drainage ca 900m Construction of the bus bay Construction of the acoustic screens</td>
<td>Provision of financial means for realisation of the project Effective and professional supervision and management of the project</td>
</tr>
</tbody>
</table>

### Phare budget: 2 140 000 €
**ANNEXES 2-3-4: DETAILED IMPLEMENTATION CHART, CONTRACTING AND DISBURSEMENT SCHEDULE OF THE PROJECT**

**PROJECT TITLE: ACTIVATION OF NEW INVESTMENT AREAS IN RZESZÓW THANKS TO IMPROVEMENT OF COMMUNICATION ACCESSIBILITY**

Date of Drafting: 22/08/2002
Planning period: 03/2003-03/2006

<table>
<thead>
<tr>
<th>PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS</th>
<th>Budget allocation Cost estimate M€</th>
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<tr>
<td>I II III IV V VI VII VIII IX X XI XII XIII</td>
<td>Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3</td>
</tr>
<tr>
<td>IMPLEMENTATION</td>
<td>D C I I I I I I I</td>
</tr>
<tr>
<td>CONTRACTING</td>
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</tr>
<tr>
<td>DISBURSEMENT (PAYMENT)</td>
<td>0,2 0,4 0,5 0,6 1,0 1,5 1,64 1,94 2,14</td>
</tr>
</tbody>
</table>

Legend:  
D = design of sub-projects;  
C = tendering and contracting;  
I = contract implementation and payment.
ANNEX 5 - 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)\(^1\)?

- Yes  No \(\checkmark\)

- 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 \(\checkmark\)

- 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: Voivodeship Conservator of Nature in Rzeszów.

Having examined the project application .........
(title)...... » ACTIVATION OF NEW INVESTMENT AREAS IN RZESZÓW THANKS TO IMPROVEMENT OF COMMUNICATION ACCESSIBILITY »
which is to be located at ......RZESZÓW
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: by Janusz Kurnik – Voivodeship Conservator of Nature
(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
ANNEX 6 - ENVIRONMENTAL IMPACT ASSESSMENT

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

1. Development consent
   Has development consent\(^3\) already been given to this project?
   
   Yes ☐  No ☒

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

   If no, when was the formal request for the development consent introduced /___/___/___/ and by which date is the final decision expected? /__30__/__03__/__2003__/

   Specify the competent authority or authorities, which has given or will give the development consent
   ……………………………………………………………………………………………………………………………..
   President of the Town of Rzeszów

   Is the above authority considered to be the competent authority responsible for performing the duties of Directive 85/337/EEC as amended by 97/11/EEC on Environmental Impact Assessment?
   
   Yes ☒  No ☐

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


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

   - 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 /__14__/__08__/__2002__/

   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 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.)

   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 affected 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.

ey) 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.

Signed: by Andrzej Szlachta - President of the Town of Rzeszów

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

Yes [ ] No [ ]

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

---

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
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:

Use more space if necessary

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

Yes ☐ No ☐

If yes, on which date  ____/____/_____

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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.