1. **Basic Information**

1.1. **CRIS Number**: 2003/004-379/05.32  
1.2. **Title**: Enhancement of tourism development on the Vistula Spit by modernisation of transport infrastructure.  
1.3. **Sector**: Economic and Social Cohesion  
1.4. **Location**: Poland, Pomorskie Voivodeship, Nowodworski Poviat

2. **Objectives**

2.1. **Overall objective**  
Increase of investment attractiveness in tourism sector in the region

2.2. **Project purpose/Immediate objectives**  
Improvement of investment and tourism attractiveness of Communes Stegna, Sztutowo and Krynica Morska

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

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

3. **Description**

3.1. **Background and justification**

**Socio-economic situation of sub-region at the present**

Vistula Spit is an island of an area of 193 km$^2$. Administratively the area of Vistula Spit is divided into 3 gminas of Stegna, Sztutowo and Krynica Morska, belonging to Nowodworski Poviat. Vistula Spit and northern part of Vistula Lowlands are situated on the Gdansk Coast near Gdansk–Sopot–Gdynia agglomeration and traditionally associated with Elblag sub-region. Vistula Spit and Vistula Lowlands, as well as the whole Nowodworski Poviat have found themselves in a very troubled economic and social situation after liquidation of national farms and some industrial state owned companies. The unemployment factor in the region has reached 38%. A relief to difficult social and economic situation is expected with investors creating new workplaces. However, the economy of the Vistula Spit sub-region, in order to redevelop from farming centred towards service oriented (mainly tourism and agricultural products processing) - and to attract investments - needs the proper road access to the area.

**Existing river-crossing infrastructure as a barrier for economic (re)development.**

The project starts from the presumption that there could be no economic growth, and no investments will appear, on the areas that are inaccessible for transportation. Therefore, in order to
facilitate the economic development of such an area – the proper transportation accessibility needs to be established.
The Vistula Spit is effectively an island with Baltic Sea / Gdansk Bay to the north, main Vistula river course to the west, Vistula delta branches, called Szkarpawa and Królewiecka Vistula, to the south and Vistula Lagoon to the east.

The road access to the Vistula Spit is possible either through ferry crossing at Swibno (western end of island) or through the bridges on Szkarpawa and Królewiecka Vistula – either pontoon bridge in Drewnica (south-west part of island) or through twin bridge in Rybina and bridge in Sztutowo in course of regional road 502, southern part of island.

The ferry crossing, by it’s nature, cannot be considered as a reliable river crossing – capable of servicing heavy traffic and heave vehicles. Also, construction of a bridge instead is not a feasible option as the cost of the construction of the bridge alone would be as high as 45 mln euro – hardly justifiable, considering the forecasted traffic and available options.

Drewnica has currently a pontoon bridge, with vehicle weight limited to 15 tons. Additionally, bridge has to be closed 5 times a day to allow the river traffic to go through – thus causing further disruption of road traffic (it takes 30-40 min. to sort-out the traffic jam each time).

As for Rybina and Sztutowo crossings – the existing bridges are historic objects built before World War II. Their condition as well as construction is not capable of carrying existing heavy traffic. In 1999-2001 regional government has funded a repair and upgrade to 30 t. capacity of one of the twin-bridges in Rybina. The Phare project for Rybina and Sztutowo is a straight continuation of this.

On a whole - currently vehicles over 15 tons have no access to the island. Lack of the proper transportation accessibility, capable of servicing traffic connected with servicing the needs of economically active area, has a negative impact on local economy.

The river access – at present it is heavily obstructed, and for certain type of vessels – blocked, due to: a) existence of a pontoon bridge in Drewnica which forms a barrier that can be crossed only few times a day – at the cost of disruption of road traffic; b) inability to rise the drawbridges in Rybina and Sztutowo from 1970’s till today (which resulted in Szkarpawa and Królewiecka Vistula loosing the status of waterway).

The proposed project of new, 30 t. drawbridge construction in Drewnica and repair and upgrading to 30 t. of the bridges in Rybina and Sztutowo shall solve both the road and river accessibility problems.

Existing economic growth potential

The project supports the natural potential of Vistula Spit sub-region for development of 1) agriculture- and forestry-related products processing, 2) tourism and 3) river transportation.

Without a project though, the economic decline is to further set in the area. This is well demonstrated by the example of crop collection enterprise closed down in 2001, as the bridges low capacity made the transportation of agricultural goods with specialised vehicles economically unfeasible.

Forestry and agriculture -related products processing potential.

Forestry has well established history as a branch of local economy. At the present moment however, their development is curtailed by transportation inaccessibility. The closing down of above-mentioned crop collection enterprise due to access problems proves the point. Comparing to it’s full potential - forestry is limited as well - due to limited disposal of wood.

At this moment there are 12 partners with investment declarations in the area. Most prospective is UBS (50 jobs) with rape oil refinery – conditioning it on the transport capabilities from and to the island.

There is a good investment climate on a part of local governments. The communes belonging to Nowodworski Poviat are allocating 80 ha of land area for new industrial and tourist investments. The Municipality Nowy Dwór offers preferential rates for investors.

Therefore, in order to facilitate the economic development - the key issue is to improve transport capabilities from territories behind Szkarpawa and Vistula Królewiecka to remove the most limiting factor of further economic development of the spit area.

Tourism potential.

Tourism, with a potential of 600 hundred new jobs to be created in the 2 years after project completion, is the major alternative to agriculture in economic restructuring of the sub-region.

Vistula Spit has a great potential as tourist and recreational region. Count of sunny days is one of the highest in the regions on the polish Baltic coast. Peloids, mineral and thermal water resources
found on Vistula Spit makes bottled water production and spa - balneology possible. Regional climate is also unique due to exceptional illumination. This, coupled with a direct access to c.a. 85 km. of beaches (50 km on a Gdansk Bay side and 35 km on Vistula lagoon side) makes it a perfect place for leisure.

The hydrological conditions – river network opening waterway access Gdansk Bay–Vistula Lagoon–Mazury Lakes - give the unique opportunity to develop more active recreation sorts - the water sports and yachting. So far, this branch is underdeveloped – comparing to similar areas elsewhere – northern part of the Gdansk Bay or Mazury lakes for example. The growth potential for water sports and tourism is an aim of SUPORTNET and Interreg III project that deal with yachting development and small marinas network in Baltic sea region and revitalisation of waterway Berlin – Kaliningrad. SUPORTNET project confirms the viability of water tourism development in Vistula Spit sub-region, especially as part of SUPORTNET is the documentation for Rybina yacht marina, Drawnica floating pier and mooring place in Sztutowo– the very locations of Phare 2003 ESC project. It can also be seen that yachting-related investments are taking part in the yachting areas adjacent to Vistula Spit – the Gdansk Bay for instance with its project on yachting and tourism infrastructure development, co-financed with Phare 2002 ESC.

As for new workplaces, new tourism investments (hotels, pensions, leisure centres and recreational-treatment pool complex) located in Jantar, Stegna, Sztutowo, Katy Rybackie, Krynica Morska, Oslonka are expected to provide about 200 new permanent workplaces. World Health Mind Heart Fund is currently engaged with acquiring land area to build International Recreation and Leisure Centre on the Vistula Spit. It is assumed that erection of Centre will provide 400 workplaces (directly and also indirectly in the accommodation and catering services). The letter of intent is enclosed.

However, for the tourism do develop - there is a need to ensure that: a) transportation for construction vehicles and materials will be possible; b) the increased tourist traffic can be serviced and not delayed on ineffective river crossings.

**Riverine transportation potential.**

Szkarpawa River is a part of Berlin-Kaliningrad waterway. The waterway was functioning till 1970's, when drawbridges in Rybina and Sztutowo became defunct. Now the Vistula Lagoon and adjacent waterways are inaccessible for European yachts visiting Poland as well as other European vessels. No vessel except of Polish or Russian can go through Pilava Gap and existing bridges doesn’t allow to enter through the Szkarpawa-Królewiecka Vistula waterway. Renovation of the bridges will allow again the waterway to function. Also, there is formal initiative undertaken by regional government to regain the waterway status for Szkarpawa and Królewiecka Vistula rivers.

**Summary of expected project purpose achievement – the fulfilment of economic development potential.**

The realisation of this project will open an access to c.a. 80 ha of investment land in total, which in 2 years after project completion should result in creation of 650 workplaces. The table below lists the total workplaces – by sector - to be created in the 2 period years after the project completion. The numbers presented can be treated as a safe estimate as they are 25% below the estimates in a feasibility study. The detailed table below lists the investment sites and the workplaces in Nowodworski Poviat after the realisation of the project.

<table>
<thead>
<tr>
<th>Name of the investment</th>
<th>Investor</th>
<th>Workplaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community: Sztutowo</td>
<td></td>
<td></td>
</tr>
<tr>
<td>? Harbour at the Vistula Krolewiecka in Sztutowo</td>
<td>Investmel Elblag</td>
<td>10</td>
</tr>
<tr>
<td>? Centre of seaside services in Sztutowo</td>
<td>Bialek, Marciniak (Lódz) and the others</td>
<td>7</td>
</tr>
<tr>
<td>? Centre of seaside services in Katy Rybackie</td>
<td>Association of Seaside Merchants „Kormoran”</td>
<td>4</td>
</tr>
<tr>
<td>Community: Krynica Morska</td>
<td></td>
<td></td>
</tr>
<tr>
<td>? Complex of recreational &amp; therapeutic swimming pools in Krynica Morska</td>
<td>The Town Krynica Morska</td>
<td>100</td>
</tr>
<tr>
<td>? Complex of appartaments for living and boarding-house at the backwater area and nearby fishery port in Krynica Morska</td>
<td>Groblewski, Gruza and the others</td>
<td>20</td>
</tr>
</tbody>
</table>
Community: Stegna
- Training and leisure centre in Jantar R. Gaik 30
- Centre of seaside services in Stegna Association of Merchants in Stegna 15
- Centre of seaside services in Stegna Janiszewska, Rosianowska and the others 10

Community: Nowy Dwór Gdanski
- Water tourism centre in Oslonka Wulflor Jantar, Wlodarski 5
- Factory refining rape oil in Nowy Dwór Gdanski UBS Berlin – Germany 50

Community: Mierzeja Wislana
- Rehabilitation and Leisure Centre on the Vistula Spit World Health Mind Heart Fund 400

Szkarpawa River is a part of Berlin-Kaliningrad waterway. Introduction of modern drawbridges allowing fast opening should improve smoothness of water and road traffic. Allowing larger yachts to go through Szkarpawa and Vistula Królewiecka should encourage sailors to explore the Vistula backwater. Realisation of the project undoubtedly should activate water traffic and also animate Vistula backwater’s harbours (Elblag, Frombork, Krynica, Tollmicko, Nowa Pasleka, Katy Rybackie), which could serve 550-1800 users simultaneously. New marinas may be situated at Suchacz, Nadbrzeze, Kadyny, Rybina, Skowronki, Oslonka providing 100-500 mooring places and mooring stages at Sztutowo, Gdansk Głowia, Drawnica, Jazowa to provide 20-100 places (This process has already been started).

Modernisation of transportation infrastructure (redesign of drawbridges over Vistula Królewiecka in Rybina, Sztutowo and erection of new drawbridge over Szkarpawa in Drawnica) allows better access to the region, resulting in improved social and economic cohesion of Pomorskie and Warminsko-Mazurskie Voivodeships. Territorial scope of the project is wider than only three coast communes, being under influence of Gdansk–Sopot–Gdynia agglomeration and traditionally associated Elblag sub-region of Warminsko–Mazurskie Voivodeship. Construction of drawbridges for all three links is a key element of the project. This solution is very important for the whole region due to planned reconstruction of Vistula estuary waterways. It is assumed that future availability of waterways network should be a stimulating factor for the social and economic development of the whole region.

3.2. Linked activities

Road transportation activities
In years 1999-2001 voivodship government has performed reconstruction of one of twin bridges on No 502 voivodeship road in Rybina. Loading capacity of 30 tons has been reached. Second of twin bridges in Rybina bridge on a road No 502 is covered with this project.

Roads, which include the bridges to be constructed or renovated, are linking the Vistula Spit territory with No 7 national road Gdansk – Elblag – Warszawa. Modernisation of the No 7 road is to be performed with co-financing by ISPA Fund. The investment is managed by General Northern Roads and Motorways Administration.

Sub-regional development activities
In 1996 local governments have formed Backwater’s Communes Union. The union consists of all administrative districts surrounding Vistula Backwater, total 1534 square km of area. These territories belong to Pomorskie and Warminsko – Mazurskie Voivodeships. The Communes Union has acquired the ’97 Phare support – “Proeuropean Initiatives”. Results of these actions are stated in the document “Backwater’s Communes Development Strategy till 2015”. This document is a base for all planning operations.

Program of introduction of waste treatment stations and sewer system for the Vistula Spit is progressing with co-financing from Phare 2000. After the construction works are finished 95% of population will be within waste treatment station range. The stations which are already active have significantly improved water quality in Vistula Backwater, proved with analyses. This forms an environmentally sound basis for tourism and economy development.

Tourism development / waterways development activities
The project “Enhancement of tourism development on the Vistula Spit by modernisation of transport infrastructure” is related to SUPORTNET programme (balanced territorial development including marinas for Baltic sea tourism).
Local governments have performed studies and analyses which are important for regional development:

- Feasibility study and pre-design project for marina in Krynica Morska. Project was co-financed by INTERREG IIC and PHARE.
- Backwater’s Communes Union has performed a study “Concept for Vistula and Kaliningrad Backwater’s marinas for water tourism with environmental aspects”. The enterprise will be financed by Polish side and is expected to contribute to revitalization of Berlin – Kaliningrad – Kuronski Backwater waterway. The complete waterway revitalization project is currently in development.

Local governments undertake and implement initiatives in modernisation of support infrastructure at currently available waterways. Up to today the following actions were taken:

- mooring platform and marina in Rybina are designed
- Drewnica floating platform is under construction
- Marina in Sztutowo (Vistula Królewiecka) is under reconstruction to increase its capacity.
- The seven municipalities on a coast of adjacent Gdansk Bay are realising a project on tourism infrastructure development, marina, yacht port and mooring places including, co-financed with Phare 2002 ESC.

Nowodworski district is co-operating with Limousin District (France) in River Partnership Programme.

Regional Water Administration is preparing Gdanska Glowa flood gate to perform its operation for sporting vessels (the mooring platforms are modernized).

In compliance with the above, there is formal initiative undertaken by regional government to regain the waterway status for Szkarpawa and Królewiecka Vistula river.

Regional development activities

On the regional economic development level the investments following the project will be supported by Tasks of 1st Priority Voivodeship Contract:

- Task 1 – establishing Regional Credit Warranty Fund
- Task 2 – establishing Regional Investment Fund

3.3. Results

Improvement of tourism and investment attractiveness of Vistula Spit, i.e.:

- Improve accessibility to 80 ha investment areas,
- Approximately 650 new jobs creation (in 2 years after project completion),

through improvement of transport accessibility of this sub-region, i.e.:

- Improvement of transport accessibility to Vistula Spit for heavy vehicles through increase load capacity for 3 drawbridges to 300 kN,
- Improved traffic flow capacity about 10%.
- Shortening of travel time to Vistula Spit by 30%

3.4. Activities

- Modernization of 43,2 m long drawbridge (7,10 m width, 5 spans bridge – 4 reinforced spans, 1 steel draw span, pedestrian walk way both sides of the road, load capacity – 300 kN – EU standard) over Vistula Królewiecka in Rybina with 90 m long access roads (load capacity – 115 kN/axis – EU standard),
- Modernization of 43,2 m long drawbridge (7,52 m width, 5 spans bridge – 4 reinforced spans, 1 steel draw span, pedestrian walk way both sides of the road, load capacity – 300 kN – EU standard) over Vistula Królewiecka in Sztutowo with access roads (load capacity – 115 kN/axis – EU standard),
- Construction of 91,6 m long new drawbridge (11,70 m width, 3 spans bridge – 2 reinforced spans, 1 steel draw span, pedestrian walk way both sides of the road, load capacity – 300 kN – EU standard) over Szkarpawa in Drewnica with 166 m access roads (load capacity – 115 kN/axis – EU standard).

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, Labour and Social Policy 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, Labour and Social Policy 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 Pomorskie Voivodeship and District Government. The contract for works will be signed with the Local Government of Pomorskie Voivodeship.

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: bridge in the voivodeship road No 502 in Rybina – Local Government of Pomorskie Voivodeship; bridges in district roads in Drewnica and Sztutowo – Nowy Dwór Gdanski Poviat Self - Government

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>Investment</th>
<th>Support</th>
<th>Institution</th>
<th>Building</th>
<th>Total Phare</th>
<th>National</th>
<th>co-financing</th>
<th>International</th>
<th>&amp; Financial</th>
<th>Institutions</th>
<th>Total</th>
</tr>
</thead>
<tbody>
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</tr>
<tr>
<td>Project</td>
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<td>3 500 000</td>
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<td>3 500 000</td>
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</tbody>
</table>

The overall value of the investment including employment of the Project Manager will amount to 3.5 MEUR. The cost of the employment of the Project Manager/ Engineer 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, 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): 3.3 MEUR, joint co-financing: Phare 2.4 MEUR, beneficiary 0.9 MEUR
- Contract 2 (engineer): 0.2 MEUR (Beneficiary financing)

7. **IMPLEMENTATION SCHEDULE**
- Start of tendering/Call for proposals: second quarter 2003
- Start of project activity: fourth quarter 2003
- 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 analysis was performed according to 85/337/EWG directive covering estimation of environmental effects of public and private actions, together with feasibility study for the project. Working time reduction and faster vehicle movement caused by improved traffic fluency leads to reduced exhaust gas emission. Therefore no negative impact is expected. The EIA is available at the beneficiary headquarters.

10. **RATES OF RETURN**

Financial and economic analyses were performed. The project is a non-productive enterprise, therefore profits are the social effects contributing to economical growth of the whole region, not only to investment neighbourhood.

Financial internal return rate FIRR is at 2%.

Economical Return Rate EIRR is 24%.

High value of this factor has large impact on number of new workplaces and land value. Gain ratio B/C is 0.86. The FS is available at the beneficiary headquarters.

11. **INVESTMENT CRITERIA**

11.1. **Catalytic effect**
The Phare support will be conducive to achieving economic and social cohesion goals in Pomorskie 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 1.1 MEUR. These funds are allocated in budgets of Pomorskie Voivodeship (0.26 MEUR), Nowodworski Poviat (0.505 MEUR), Stegna Gmina (0.1 MEUR), Sztutowo Gmina (0.02 MEUR) and Krynica Morska Gmina (0.015 MEUR) to be deployed in 2004-2006. Additionally, the Pomorskie Voivodeship will contribute 0.07 MEUR and Nowodworski Poviat will contribute 0.13 to cover project engineer fee. The above contribution amounts to 31.4% of 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 inquiries for building permits were lodged for 2 of the 3 tasks. All necessary building permits are to be obtained by the end of 2002. The beneficiary is the owner of the land for the investment. 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 Pomorskie Voivodship. After implementation, all maintenance costs related to the investment will be covered by the:

- Voivodeship Roads Administration – Rybina bridge,
- Poviat Roads Administration – Drewnica and Sztutowo bridges.

Technical specifications of the designs comply with European Union’s standards.

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:

- Realisation of other elements of Pomorskie Voivodeship and Nowodworski Poviat development strategies
- Keeping up with the schedule and adequate financing
- Professional and effective project supervision
- Professional and efficient works contractor

**Sequencing (milestones):**

- Construction designs
  - Rybina bridge – design complete
  - Sztutowo and Drewnica bridges – under design, to be completed by 30-Nov-2002
- Preparation of tender documents until II quarter of 2003
- Start of tendering II quarter of 2003
- Start of project activity IV quarter of 2003
- Completion of the contract until I quarter of 2006

**ANNEXES**

- Annex 1: Log-frame matrix
- Annex 2: Implementation schedule
- Annex 3: Contracting schedule
- Annex 4: Disbursement schedule
- Annex 5: EIA
- Annex 6: Habitats
## ANNEX 1 - PROJECT LOGICAL FRAMEWORK MATRIX

### PROJECT TITLE: ENHANCEMENT OF TOURISM DEVELOPMENT ON THE VISTULA SPIT BY MODERNISATION OF TRANSPORT INFRASTRUCTURE

<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>Total budget:</th>
<th>Phare budget:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 500 000 €</td>
<td>2 400 000 €</td>
</tr>
</tbody>
</table>

### Project purpose (Immediate Objective)

<table>
<thead>
<tr>
<th>Improvement of investment and tourist attractiveness of Communes Stegna, Sztutowo and Krynica Morska</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>650 new workplaces in the Nowodworski Poviat</td>
<td>How: Local administration data &amp; surveys</td>
<td>Who: Beneficiary</td>
<td>Realisation of other elements of Pomorskie Voivodeship development strategy</td>
</tr>
<tr>
<td>80 ha investment areas</td>
<td>When: before &amp; 2 years after finishing project</td>
<td></td>
<td>Stable economy of region</td>
</tr>
<tr>
<td>20% increase in accommodation base in Stegna, Sztutowo and Krynica Morska Gminas</td>
<td>Who: Beneficiary</td>
<td></td>
<td>Active promotion of region for tourist purpose</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Improvement of transport accessibility to Vistula Spit through: improved access for heavy vehicles</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>increased load capacity for 3 drawbridges to 300 kN (EU standard), 10% increase in SDR</td>
<td>How: Taking over documents and Engineer reports</td>
<td>Who: Beneficiary</td>
<td>Building infrastructure for investment</td>
</tr>
<tr>
<td>Decrease of travel time to Vistula Spit by 30%</td>
<td>When: Immediately after finishing the works on the project</td>
<td></td>
<td>Finishing the investment process before the flood</td>
</tr>
</tbody>
</table>

### Activities

<table>
<thead>
<tr>
<th>Employment of Project Manager / Engineer Modernisation of 43,2 m long drawbridge over Vistula Królewiecka in Rybina with 90 m long access roads, Modernisation of 43,2 long drawbridge over Vistula Królewiecka in Sztutowo with access roads, Construction of 91,6 m long new drawbridge over Szkarpawa in Drewnica with 166 m access roads</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 contract for the building, modernisation and assembly works</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Results

<table>
<thead>
<tr>
<th>Improvement of transport accessibility to Vistula Spit through: improved access for heavy vehicles</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>increased load capacity for 3 drawbridges to 300 kN (EU standard), 10% increase in SDR</td>
<td>How: Taking over documents and Engineer reports</td>
<td>Who: Beneficiary</td>
<td>Building infrastructure for investment</td>
</tr>
<tr>
<td>Decrease of travel time to Vistula Spit by 30%</td>
<td>When: Immediately after finishing the works on the project</td>
<td></td>
<td>Finishing the investment process before the flood</td>
</tr>
</tbody>
</table>

### Preconditions

| Pomorskie Voivodeship Government acceptance | |
|--------------------------------------------| |
### Project Title:

Date of Drafting: July 2002
Planning period: Q4 2003/Q3 2006

<table>
<thead>
<tr>
<th></th>
<th>I</th>
<th>II</th>
<th>III</th>
<th>IV</th>
<th>V</th>
<th>VI</th>
<th>VII</th>
<th>VIII</th>
<th>IX</th>
<th>X</th>
<th>XI</th>
<th>XII</th>
<th>XIII</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENTATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>CONTRACTING</td>
<td>C</td>
<td>C/I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>DISBURSEMENT (PAYMENT)</td>
<td>2,4</td>
<td>0,3</td>
<td>0,7</td>
<td>1,0</td>
<td>1,2</td>
<td>1,4</td>
<td>1,8</td>
<td>2,1</td>
<td>2,3</td>
<td>2,4</td>
<td>2,4</td>
<td>2,4</td>
<td>2,4</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)\(^1\)?

- 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: Pomorski Voivodeship Office, Environmental and Agriculture Department

Having examined the project application
(titles)
Increase of investment and touristic attractiveness of the Vistula Spit (Mierzeja Wislana) by modernization of public ways and waterways.

which is to be located at Pomorski Voivodship, administrative district Nowy Dwór Gdański, Stegna Commune and Sztutowo Commune

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 target of modernization of drawbridges are: better system of public ways and waterways; increase of attractiveness of the region from the point of view of tourism investment, in particular, water tourism (improvement of navigability of existing waterways system) and more efficient transport services for local inhabitants.

Expected water tourism development with putting up new port and other service facilities, and prognosticated growth of traffic through modernized drawbridges will not cause excessive impact in environment. Any standards of environmental components are not expected to go beyond obligatory limits.

Analysis of environmental, cultural and social conditions carried on at this stage of project doesn’t expect any conflict situation with local inhabitants nor local self-governed authorities, public ways administration nor waterways administration.

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
ANNEX II - Information to the European Commission according to Article 6(4) of the Habitats Directive (92/43/EEC) for Candidate Countries

<table>
<thead>
<tr>
<th>Candidate Country:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competent national authority:</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td></td>
</tr>
<tr>
<td>Contact person:</td>
<td></td>
</tr>
<tr>
<td>Tel., fax, e-mail:</td>
<td></td>
</tr>
</tbody>
</table>

1. PROJECT

Name of the site affected:

This site is (please tick):
- a site identified by the national competent authority as qualifying under Art. 4(1) and (2) of the Birds directive (79/409/EEC)
- a site identified by the national competent authority as qualifying under Art. 4(1) of the Habitats directive (92/43/EEC)
- a site listed in the latest inventory on Important Bird Areas (IBA 2000) or (if available) in an equivalent more detailed scientific inventories endorsed by national authorities
- a wetland of international importance designated under the Ramsar Convention or qualifying for such protection
- a site to which the Bern convention on the conservation of European Wildlife and Natural Habitats (Art. 4) applies, in particular a site meeting the criteria of the Emerald network
- areas protected under national nature conservation legislation

Summary of the project having an effect on the site:

2. NEGATIVE EFFECTS

Summary of the assessment of the negative effects on the site:

N.B.: this summary should focus on the adverse effect expected on the conservation value of the site, include the appropriate maps and describe the already decided mitigation measures.

3. ALTERNATIVE SOLUTIONS

Summary of alternative solutions studied by the candidate country:

Reasons why the competent national authorities have concluded that there is absence of alternative solutions:

4. IMPERATIVE REASONS

Reason to nevertheless carry out this plan or project:
- Imperative reasons of overriding public interest, including those of a social or economic nature (in the absence of priority habitat/species)
- Human health
- Public safety
- Beneficial consequences of primary importance for the environment
- Other imperative reasons of overriding public interest

Short description of the reason:

5. COMPENSATION MEASURES

Foreseen compensatory measures and timetable:
(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?

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

If yes, on which date ___/___/____

If no,

.bridge over Wisła Królewiecka river in Rybina
when was the formal request for the development consent introduced 02. 07. 2002
and by which date is the final decision expected ? 05. 09. 2002

.bridge over Wisła Królewiecka river in Sztutowo
- when was the formal request for the development consent introduced 30. 11. 2002
and by which date is the final decision expected ? 30. 12. 2002

.bridge over Szkarpawa river in Drewnica
– when was the formal request for the development consent introduced 30. 11. 2002
and by which date is the final decision expected ? 30. 12. 2002

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

- bridge over Wisła Królewiecka river in Rybina – Pomorskie Voivodeship Office, Department of Civil engineering and Architecture
- bridge over Wisła Królewiecka river in Sztutowo and bridge over Szkarpawa river in Drewnica
  – Nowy Dwór Gdański District Office, Department of Civil Engineering and Architecture

Is the above authority considered to be the competent authority responsible for performing the duties of Directive 85/337/EEC as amended by 97/11/EEC on Environmental Impact Assessment?

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

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

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


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

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

---

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

2.2. Has an EIA already been carried out?

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

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

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

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 procedure as the one described in the EIA directive will need to be applied and the following documents included.

Necessary documents are:

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

- a description of the project comprising information on the site, design and size of the project,
- a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,
- the data required to identify and assess the main (direct and indirect effects) which the project is likely to have on the environment on the following factors:
  - human beings, fauna and flora (including those environmentally sensitive areas which might fall in future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives);
  - soil, water, air, climate and the landscape;
  - material assets and the cultural heritage;
  - the interaction between the factors mentioned in the first, second and third indents
  - and any further information which might derive from any of the obligations deriving from Annex IV of the EIA Directive.

b) the results of **consultations with the competent environmental authorities**; indicating in what way the concerns of the designated consultees have been taken into account.

c) the results of **consultations with the public** concerned. The information provided should cover the following:

- the concerned public which has been consulted,
- the places where the information has been consulted,
- the time which has been given to the public in order to express its opinion,
- the way in which the public has been informed (for example, by bill-posting within a certain radius, publication in local newspapers, organisations of exhibitions with plans, drawings, tables, graphs, models, etc.),
- the manner in which the public has been consulted (for example, by written submissions, by public enquiry, etc.)
- the way in which the concerns of the public have been taken into account.

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

e) Evidence that the **decision to grant or refuse development consent** has been made available to the public by the competent authority, including the

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

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 [ ]

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

If no explain the reasons and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

Technical summary of project

**Planned scope of traffic system modernization.**
- Reconstruction of drawbridge over Wisła Królewiecka river in Rybina, including access roads, provincial road nr 502 Stegna-Nowy Dwór Gdanski, Commune Stegna;
- Reconstruction of drawbridge over Wisła Królewiecka river in Sztutowo, including access roads, district road nr 09171 Stegna-Nowy Dwór Gdanski, Commune Sztutowo;
- Erection of new bridge with access roads over Szkarpawa river in Drewnica, district road nr 09171 Mikoszewo-Drewnica-Dvorek, Commune Stegna. Disassembly of existing pontoon bridge.

**Environmental impact assessment**
Assessment was performed for all elements of environment considered most important for planned construction works. Scope of construction works in the project will not threat natural environment, causing only short-term and convertible changes:
- Periodical changes of noise level and air quality due to construction works
- Periodical flowing water pollution next to bridge construction sites
- Minor changes to environmental resources

Introduction of redesigned bridges to traffic system will cause reduction of existing negative environmental impact:
- Reduction of noise level caused by traffic, especially heavy traffic
- Reduction of exhaust gas emission due to improved traffic fluency
- Better management of rain water
- Segregation and proper management of disassembly wastes
- Reclamation of construction sites
- Bridge spans will be delivered ready for assembly minimizing amount of works on construction sites

Modernisation of above objects aims in improving communication with mainland as well as inland navigation. It will also allow better transportation service for local community. Predicted growth in waterway tourism together with new objects for tourist service and growth in road traffic through redesigned bridges will not cause excessive impact on environment. No degradation of state of natural environment is expected and no particular parameter is up to exceed normal.

Public consultation on the project were performed according to directives at the stage of development planning. Consultations were performed by Stegna and Sztutowo Commune self-governed Administration. No protest were claimed during public consultations. Project gained common acceptance as a solution to tourism development and local communication problems.

**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.