1. **Basic Information**

1.1. **CRIS Number:** 2003/004-379/05.38

1.2. **Title:** Creation of access to investment areas by constructing the Nowy Tomysl bypass

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

1.4. **Location:** Poland, Wielkopolskie Voivodship, the town of Nowy Tomysl, Paproc and Sekowo villages

2. **Objectives**

2.1. **Overall objective**
Economic development of the Nowy Tomysl poviat by expansion of infrastructure.

2.2. **Project purpose/Immediate objectives**
Greater attractiveness of investment areas by expanding the infrastructure, which is favourable to the development of entrepreneurship and improves access to investment areas
Creation of approx. 500 new jobs

2.3. **Accession Partnership and NPAA priorities**
The project is in compliance with the medium-term priority specified in the Accession Partnership, i.e. creation of the national policy for economic and social cohesion and preparation to implement regional development programmes and the EU Initiatives. The project is compliant with the priority of the NPAA: “Regional policy and cohesion policy.”

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 Voivodship.

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

3. **Description**

3.1. **Background and justification**
Transit traffic in Nowy Tomysl is directed through the town centre which is additionally congested by very intense internal urban traffic. It is very inconvenient for businesses and discourages investors, thus reducing the trend for further investments. These factors hamper the development of the town and the region. The lack of a bypass also makes it impossible to develop some areas allocated for the investment. The designed bypass borders with approx. 60 hectares of industrial areas and areas for economic activation. Access to these areas is planned to be directed from the bypass. Additional investment areas (approx. 160 hectares) are located in the direct vicinity of the bypass. These are developed grounds invested in approx. 50%. They include poor quality soils, which does not entail discontinuation of agricultural production on those areas. Except for convenient road access these areas possess necessary infrastructure. It is possible to connect water supplies from the municipal intake, collect and treat wastewater in a treatment plant, and to connect electricity, natural gas and telephone to an automatic international exchange. The areas are within the range of GSM 1800 mobile telephone technology.

It is possible to obtain the access to further 100 hectares of areas allocated for investments along the road 305 in the direction of Wolsztyn and approx. 100 hectares along the road in the direction of Bolewice. Moreover, some owners of agricultural ground located along the bypass are interested in allocating their areas for investment. This would enlarge the area for economic activation and would also open further investment opportunities.

The designed Nowy Tomysl bypass will significantly improve transport access to industrial areas, it will increase their investment attractiveness by facilitating transport for entrepreneurs currently operating there. It will also encourage prospective investors to localize their businesses in the Nowy Tomysl poviat.
In the future, this will directly influence the social and economic activization in the area and will also reduce unemployment in the gmina. Current unemployment rate in the gmina reaches approx. level of 14.6%.

Due to the implementation of the project, it may be expected that employment in enterprises localized directly at the bypass will increase by approx. 300 people (according to the declarations of employers localized in Nowy Tomysl). Further increase in employment will be caused by the development of companies located on the areas adjacent to the bypass (e.g. HENKE SAAS WOLF POLSKA, KIEL POLSKA, SCANBECH, BSI POLSKA INVEST). Additionally, new enterprises will be created on the areas activated by the bypass - additional 200 employed (data from the Poviat Labour Office).

3.2. **Linked activities**

- approx. 100 hectares directly adjacent to the bypass will be allocated for the industry, storage areas and economic development
- in 1997 in cooperation with Polsko-Niemieckie Towarzystwo Wspierania Gospodarki S.A. (Polish-German Society for Support of Economy) the industrial areas were being prepared to create a Polish-German industrial park. Electric power sources were located in the vicinity of the industrial areas. It also enabled to connect to fresh water supplies from the municipal intake to meet the needs of future investments. Nowy Tomysl has significant resources of natural gas which may be used for heating and technological purposes. It also has a well developed sewerage network that may receive and treat an additional amount of wastewater
- implementation of the “Young Entrepreneurship – Ideas and Implementation” project (a programme for the unemployed and school graduates aimed at preparing them to establish their SMEs),
- construction of the Zbaszyn bypass along the voivodship road 302
- construction of the Boruja Koscielna, Kuznica Zbaska and Wolszyn bypasses along the voivodship road 305
- construction of the Grodzisk, Koscian and Racot bypasses along the voivodship road 308
- planned construction of the A2 motorway financed by the Cohesion Funds. Beginning of construction – 2004
- The following projects will be carried out as part of the Regional Development Operational Programme – Phare 2002-2003 and financed by Phare 2003 funds:
  - Project 3 – Improvement of SME development conditions
  - Project 4 – Adjustment of work force skills to economic needs.

3.3. **Results**

- Approximately 220 ha of investment area provided with road access and utilities connection
- Voivodship road constructed with two channelized intersections
- Street lighting constructed
- Storm water and sanitary sewerage system constructed
- Acoustic screens constructed

3.4. **Activities**

- Construction of ca. 3.4 km of the new road including shoulders and intersections.
  - Technical parameters of the voivodship road:
    - road class: G
    - design speed: 70 km/h
    - pavement load: 115 kN
    - pavement width: 7.0 m (road section)
    - pavement width: 8.0 m (street section)
    - shoulder width: 1.5 m
    - expected traffic load: KR 4
    - other parameters in accordance with the Executive Order of the Minister of Transport and Maritime Economy of 2 March 1999 on technical conditions that should be met by roads and their localizations (Polish Journal of Laws No. 43 Item 430)
- Construction of ca. 0.7 km of new street lighting
- Construction of ca. 0.5 km storm water and sanitary sewerage systems
- Construction of acoustic screens ca 240 m long

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

The beneficiary of the project – regional self-government of the Wielkopolskie Voivodship,
The commissioner – the Wielkopolska Board of Voivodship Roads in Poznan – an organizational unit of the Wielkopolskie Voivodship Marshall Office,
The Engineer/Manager of the project: selected through tender pursuant to the Polish Public Procurement Act of 10th June 1994 (uniform text: the Polish Journal of Laws No. 72/2002 Item 664),
The owner of the investment (the road) – self-government of the Wielkopolskie Voivodship, administered by the Wielkopolska Board of Voivodship Roads in Poznan,
The investment will be implemented pursuant to the regulations of the Decentralised Implementation System – “Practical Guide to PHARE, ISPA and SAPARD Contract Procedures”
The implementation of the project will not cause any changes to the institutional framework described above.

5. Detailed Budget

<table>
<thead>
<tr>
<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>
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<td>TOTAL</td>
<td>2 608 000</td>
<td>2 608 000</td>
<td>1 392 000</td>
<td>4 000 000</td>
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</table>

Contract with the Engineer value of approx. EUR 100,000 will be financed from Beneficiary funds. Co-financing will be available.

6. Implementation arrangements

6.1. Implementing Agency

PAO: Ms. Krystyna Gurbieł, 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
The provisions specified in the Decentralised Implementation System (DIS) will be respected and the contract will be concluded in accordance with "The Practical Guide to PHARE, ISPA and SAPARD Contract Procedures".

6.4. **Contracts**
Number of contracts – one contract for works, jointly co-financed: 4M€ including 2,608M€ from PHARE funds.
The contract with the contract Engineer is financed from the Beneficiary’s funds.

7. **IMPLEMENTATION SCHEDULE**
- Start of tendering/Call for proposals: third quarter 2003
- Start of project activity: second quarter 2004
- Project completion: fourth quarter 2005

8. **EQUAL OPPORTUNITIES**
The rule of equal opportunities will be respected in each stage of project implementation. The construction of the bypass will have positive impact on the situation of women by creating an opportunity of employing them in new jobs.

9. **ENVIRONMENTAL IMPACT**
It follows from the “Environmental Impact Assessment” that the designed investment will not adversely influence the environment. It is foreseen that the bypass will have a communicative impact on the environment in certain areas, which will be reduced to minimum by applying the following means to alleviate the discomfort:
- pre-treatment of storm water coming from the road through ditches and the drainage system to the existing watercourses,
- potential use of active noise protection devices (acoustic screens),
- creation of isolation greenery belts along the road serving as a biotechnical barrier to reduce traffic impact emitted from the right of way.

10. **RATES OF RETURN**
- Economic Internal Rate of Return (EIRR): 20.6%
- Financial Internal Rate of Return (FIRR): 15.4%
- Net Present Value (NPV): 1.921 MEUR

11. **INVESTMENT CRITERIA**

11.1. **Catalytic effect**
The Phare support will be conducive to achieving economic and social cohesion goals in the Wielkopolskie 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 will be co-financed by the Beneficiary in 34.8%. The funds will be national funds allocated from the budget of the Wielkopolskie Voivodship regional self-government represented institutionally by the Marshall Office of the Wielkopolskie Voivodship.

11.3. **Additionality**
The Phare project does 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**
Feasibility study - prepared
Economic analysis - performed
Assessment of environmental impact - prepared
Technical documentation - prepared
Purchase of grounds completed.
The project is compliant with the urban and spatial development plan.
11.5. **Sustainability**
All maintenance costs related to the completed road will be covered by the beneficiary. Road parameters will be adjusted to the EU requirements. The project will not adversely influence the environment. The level of pollution will remain unchanged despite more intense traffic.

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**

The project implementation institution responsible for all its stages is the Marshal Office of the Wielkopolskie Voivodship.

**Conditionality:**
The implementation of the project depends on availability of funds.

**Deadlines:**
- Preparation of technical design: third quarter 2002
- Planned deadline for preparing tender documentation: second quarter 2003
- Planned deadline for tender announcement: third quarter 2003
- Planned date of contract conclusion: first quarter 2004
- Planned deadline for works completion: fourth quarter 2005

<table>
<thead>
<tr>
<th>Annexes</th>
<th>Title</th>
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<tbody>
<tr>
<td>Annex 1</td>
<td>Log-frame matrix</td>
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<tr>
<td>Annex 2</td>
<td>Implementation schedule</td>
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<td>Annex 3</td>
<td>Contracting schedule</td>
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<td>Annex 4</td>
<td>Disbursement schedule</td>
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<td>Annex 5</td>
<td>EIA</td>
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<td>Annex 6</td>
<td>Habitats</td>
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</tbody>
</table>
## PROJECT LOGICAL FRAMEWORK MATRIX

**PROJECT TITLE:** CREATION OF ACCESS TO INVESTMENT AREAS BY CONSTRUCTING THE NOWY TOMYSŁ BYPASS

**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>Economic development of the Nowy Tomysł poviat by expansion of infrastructure.</td>
<td>Increase of employment places in gmina of Nowy Tomysł and neighbouring gminas 5 years after completion, increase in the number of enterprises</td>
<td>Statistical office, information from Poviat Labour Office in Nowy Tomysł</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose/Immediate objective(s)</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater attractiveness of investment areas by expanding the infrastructure which is favourable to the development of entrepreneurship and improves access to investment areas Creation of approx. 500 new jobs</td>
<td>Allocation of approx. 220 hectares of investment areas for business development approx. 20 new businesses on investment areas allocated as a result of project implementation approx. 500 new jobs created on investment areas allocated as a result of project implementation 2 years following the completion of the investment</td>
<td>Information from the Gmina and Municipal Office in Nowy Tomysł, information from Poviat Labour Office in Nowy Tomysł</td>
<td>Positive macro-economic trends Active promotion of investment area and local economy</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>Approximately 220 ha of investment area provided Voivodship road constructed and ready for use, with two channelized intersections that give access to approx. 220 hectares of investment areas. Street lighting constructed and ready Storm water and sanitary sewerage system constructed and ready Acoustic screens constructed and ready on the section of ca 240 m.</td>
<td>Approx. 3.4 km of voivodship road constructed, load bearing capacity of 115 KN/axle approx. 0.7 km of street lighting constructed approx. 0.5 km of storm water and sanitary sewerage system constructed acoustic screens of ca 240 m constructed</td>
<td>Project final reports elaborated by the Board of Voivodship Roads Information from the Nowy Tomysł Municipal and Gmina Office Information from Wielkopolska Voivod Office (Regional Development Department)</td>
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<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tr>
<td>Construction of ca. 3.4 km of the new road including shoulders and intersections road class-G design speed - 70 km/h pavement load - 115 kN pavement width 7.0 m (road section) pavement width 8.0 m (street section) shoulder width 1.5 m expected traffic load- KR 4 other parameters in accordance with the Executive Order of the Minister of Transport and Maritime Economy of 2 March 1999 on technical conditions that should be met by roads and their localizations (Polish Journal of Laws No. 43 item 430) Construction of ca. 0.7 km of new street lighting Construction of ca. 0.5 km storm water and sanitary sewerage systems Construction of acoustic screens ca 240 m long</td>
<td>Phare funds: MEUR 2.608 national funds: MEUR 1.392</td>
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**Preconditions**

- Signing of the Financial Memorandum and conclusion of the contract

**Date of drafting:**

- Planning period:
  - End contracting: 30/06/2005
  - End disbursement: 30/06/2006

**Total budget:** 4 000 000 €

**Phare budget:** 2 608 000 €
ANEXES 2-3-4: DETAILED IMPLEMENTATION CHART, CONTRACTING AND DISBURSEMENT SCHEDULE OF THE PROJECT

**PROJECT TITLE:**

<table>
<thead>
<tr>
<th>Date of Drafting</th>
<th>June 2002</th>
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<tbody>
<tr>
<td>Planning period</td>
<td>Q2 2002/Q4 2005</td>
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**PLANNED IMPLEMENTATION SCHEDULE PER QUARTERS**

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**Budget allocation**

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<tr>
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<th>Cost estimate M€</th>
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<tr>
<td></td>
<td>2,608</td>
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</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 ☐  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.

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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: Wielkopolska Voivode - Voivodship Nature Conservator

Having examined\(^2\) the project application: PHARE ESC 2003

Creation of access to investment areas by constructing the Nowy Tomysl bypass.

which is to be located at: Nowy Tomysl town, villages: Paproc and Sekowo

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 area under the project does not cover any protected areas not any potential Natura 2000 areas
  - the Environmental Impact Assessment developed by Biuro Konsultacyjno-Projektowe Ochrony Srodowiska « Bikos-Ateko » (authors: MSc Janusz Syrociak, MSc Jerzy Próchniewicz, MSc Eng. Krzysztof Zajda) confirms that the investment planned will not deteriorate the condition of the natural environment

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. 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:
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 [___/___/___] and by which date is the final decision expected [___/___/___]?

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

Wielkopolska Voivode – Wielkopolska Voivodship Office

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 [x]

- If no, please specify for this project who is designated as competent authority for the purposes of the EIA Directive:
  Nowy Tomysl Starosta and Poviat Sanitary Inspectorate in Nowy Tomysl,


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

- Annex II of Directive 85/337/EEC, as amended by Directive 91/11/EC [ ] (go to question 2.4)
- 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 [x] No [ ]

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

Yes [x] No [ ]

On which date has it been finalised [___/___/___]?

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

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

2.3. When covered by Annex I of the EIA Directive a similar \(^5\) 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 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.

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\(^6\) and give the thresholds, criteria or case by case examination carried out to reach the conclusion that the project has no significant environmental effects:

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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
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.