

Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

1. Table of LIPs

Lp.	Main / Reserve	Country	Region	TO	Title	BUDGET	
						Total MEUR	Total EU MEUR
1	Main	PL	Podkarpackie	7	Expansion of the regional road No. 885 Przemyśl - Hermanowice – State Border in km 3 + 680 - 10 + 562	7,5	6,75
2	Reserve	PL	Podkarpackie	7	Expansion of the regional road No. 867 Sienawa - Oleszyce - Border of the Voivodeship: section Lubaczów-Basznia Górna	3	2,7
3	Main	PL	Podlaskie	10	Construction of the infrastructure of the rail border crossing in Siemianówka	5,9	5,31
4	Reserve	PL	Podlaskie	7	Improving traffic accessibility of the cross-border road infrastructure by extension of the district road No. 1644 B Tarnopol-Siemianówka	3,44	3,1
5	Main	PL	Mazowieckie	7	Improvement of accessibility of the border region through the rebuilding of voivodeship road no. 698 with renovation of the bridge on the Toczna river in Łosice.	5,1	4,59
6	Reserve	PL	Mazowieckie	7	The increase of accessibility of Sokołów County and Siedlce County by the integration of activities within the scope of transport infrastructure	6,5	5,85
7	Main	PL	Lubelskie	7	Expansion of the Korolówka - Włodawa road in the section from 70 + 550 km to 75 + 550 km of approx. 5,00 km in length in total forming a part of regional road no 812 Biała Podlaska - Wisznice - Włodawa – Chełm	6,8	5,76
8	Reserve	PL	Lubelskie	7	Expansion of the Mircze - Witków road in the section from 75 + 250 km to 80 + 250 km of approx. 5 km in length in total forming a part of regional road no 844 Chełm - Hrubieszów - Witków - Dołhobyczów - state border	7,3	5,67
9	Main	BY	Hrodna	10	The construction of an additional road bridge across the Svisloch river between border checkpoints “Berestovitsa” (Republic of Belarus) and “Bobrowniki” (Republic of Poland)	4,45	4

Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

10	Reserve	BY	Hrodna	10	Construction of the relocatable X-ray scanning control system of vehicles at the border checkpoint “Berestovitsa”	4,5	4,05
11	Main	BY	Brest	8	Polish-Belarusian Cross-Border Safety. Strengthen of fire and rescue services' potential	4,5	4,06
12	Main	BY	Brest	7	Improvement of border region road infrastructure ensuring sustainable access to the border region (modernization and construction of road P-16)	5,16	4,64
13	Reserve	BY	Brest	10	Construction of the X-ray scanning control system of vehicles at the border checkpoint “Peschatka” of Brest Custom House	4,5	4,05
14	Main	UA	Lviv	8	Establishment of the system of dynamic response to information of crimes and other events in Lviv	6	5,4
15	Reserve	UA	Lviv	3	Trans-Border Treasures – Preservation, Development and Promotion of Cultural Heritage	5,82	5,23
16	Main	UA	Volyn	7	Better access to the Ukrainian-Polish border region through reconstruction of Ukraine’s state road M-07 “Kyiv-Kovel-Yahodyn” at the section 487 + 500-496 + 500, km 496 + 500-505 + 286	6,45	5,8
17	Reserve	UA	Volyn	8	Improvement of the environment within the Shatsk National Natural Park by building sewer systems in rural settlements around Lake Svityaz	6,45	5,8
18	Main	UA	Zakarpattya	8	Reducing of the risk of TB epidemiology in the border areas of Ukraine and Poland through the construction of tuberculous hospital for 60 beds in Vynogradiv district and introduction of innovative methods of tuberculous monitoring, prevention and treatment	6,4	5,76
<b>TOTAL MAIN LIST</b>						<b>58,26</b>	<b>52,07</b>
<b>TOTAL RESERVE LIST</b>						<b>41,51</b>	<b>36,45</b>

## 2. LIPs forms

<b>1. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Podkarpackie Regional Road Management
<b>1. General information on the LIP proposal</b>	
<b>1.1. Programme thematic objectives</b>	
TO7: Improving accessibility to the border region	
<b>1.2. Justification of the choice of the thematic objective:</b>	
Expansion of the regional road No. 885 Przemyśl - Hermanowice - State Border is consistent with the implementation of the planned construction of a border crossing in Malhowice between Poland and Ukraine. This task will improve the availability of the area of Podkarpackie Province to Ukraine and open the shortest way from Podkarpackie Voivodeship to Romania. Road 885 combined with planned border crossing in can be also considered as an alternative communication way to the existing Przemyśl-Medyka-Lviv connection.	
<b>1.3. Project title:</b>	
Expansion of the regional road No. 885 Przemyśl - Hermanowice – State Border in km 3 + 680 - 10 + 562	
<b>1.4. Lead Beneficiary:</b>	
Podkarpackie Regional Road Management	
<b>1.5. Potential Project Beneficiary(s):</b>	
Lviv Regional State Administration	
<b>1.6. General description of the project concept:</b>	
<p>General objective of the project: Improvement of the accessibility of the border area of Podkarpackie Voivodeship from and to southern Ukraine (particularly in respect of southern Ukraine and also Romania) through planned border crossing point in Malhowice.</p> <p>Specific objectives:</p> <ul style="list-style-type: none"> <li>- Improvement of technical parameters of the road, bridges and other engineering structures;</li> <li>- Improvement of the road traffic safety</li> <li>- Relieving nearby border crossing point in Medyka in respect of road border traffic.</li> </ul> <p>Expected results:</p> <ul style="list-style-type: none"> <li>- Shortening travel time to planned border crossing point in Malhowice;</li> <li>- Decrease in respect of a number of road accident, casualties resulted from accidents and respective material losses;</li> <li>- Increase of number of people using planned border crossing point in Malhowice resulting in significant relief for Medyka border crossing point, which at the moment is the busiest one on podkarpacki section of Polish-Ukrainian border.</li> </ul> <p>The project includes following activities:</p> <ul style="list-style-type: none"> <li>- improving the technical parameters of the road - adjusting the parameters to the requirements of the class G;</li> <li>- reconstruction and construction of two bridges and adjusting their parameters to load class of road structures "A" PN-85/S-10030 and special vehicle class 150 according to the Regulation of the Minister of Transport and Maritime Economy of 30 May 2000 on conditions technical requirements to be met by road engineering objects and their location (Journal of Laws of 2000 No. 63, item. 735 as amended);</li> <li>- reconstruction and construction of other engineering facilities by adapting them to the requirements of the above parameters.;</li> <li>- construction / reconstruction of intersections with municipal and district roads</li> <li>- reconstruction / construction of sections of municipal roads/streets</li> <li>- construction of access roads (KR1) for maintenance of adjacent land</li> <li>- construction of sidewalks and pedestrian and - biking and cycling lanes</li> <li>- construction of road safety devices</li> <li>- length of the developed road: 6.882 km</li> </ul>	

Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

1.7. Indicative total costs of the project including:		Total budget (EU grant + co-financing) (MEUR)	EU grant amount (MEUR)
infrastructure component total:		7,5	6,75
other costs:			
total project:		7,5	6,75
1.8. Indicative start date and end date of the project implementation (construction works):			
Scheduled date of start	3 <sup>rd</sup> quarter 2016	Scheduled date of completion	3 <sup>rd</sup> quarter 2019
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>Modernization of the road connection to the planned border crossing. By improving the road infrastructure the communication accessibility of the border area shall increase, which will affect the creation of new foundations for the Polish-Ukrainian cooperation, the development of tourism and trade. In addition, the project will have an impact on increasing the availability of communication to border crossings and the inclusion of the local transport system in the international network. It shall reduce the infrastructural differences on the border area. Improvement of the road will provide new investment areas within the modernized roads. Reducing disparities in infrastructure and strengthening of sustainable spatial development will create new opportunities for joint use of the potential of the region and will help to develop cooperation with beneficiaries from Ukraine.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>Expansion of the road will have impact on the district of Przemysl and neighbouring districts along with the planned opening of the border crossing in Malhowice, open also a new direction of transit traffic. The project is particularly important for the cross-border area because through its implementation and related opening of the border crossing in Malhowice new direction of cross-border traffic will be created. Due to the project implementation, access of the residents of southern part of Przemysl county to Ukraine will be facilitated. Realisation of the project represents also a significant importance for the for the area of Lviv Region, particularly as regards the increase of transborder cooperation. A development of transport infrastructure through improvement of road connection to the planned border crossing point will result directly in increase of border traffic relieving nearby border crossing point and in perspective, future activation of Ukrainian border area and exchange of experiences in the context of euro-integrative orientation of Ukraine.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary - Podkarpackie Regional Road Management</b>                      Project is submitted by Podkarpackie Regional Road Management, the only organisation, which on behalf of Self-government of Podkarpackie Voivodeship have exclusive competence in the implementation of the investment on regional roads of Podkarpackie Voivodeship in accordance with applicable law, ie .: the Act of 21 March 1985 on public roads (Dz. U. No. 14, poz. 60), as amended, the Act of 5 June 1998 on Regional Government (Dz. U. No. 91 poz.576) and the Board of Podkarpackie Voivodeship Resolution No. 08/08/99 on the definition of name and giving the Statute of the organizational unit to the regional road management.</p> <p><b>Project Beneficiary 1 - Lviv Regional State Administration</b>                      All infrastructure activities will be implemented only in the Podkarpackie Voivodeship. Following the Law of Ukraine "On local state administrations" as of April 9, 1999 № 586-XIV, Lviv Regional State Administration performs the executive authority in the region. In addition, in accordance with the Regulation of the Cabinet of Ministers of Ukraine dated 15.02.2002 № 153 "On the creation of uniform system of involvement, use and monitoring of the international technical assistance" Lviv Regional State Administration is responsible for accomplishing monitoring and supervision of all activities financed by the International Technical Assistance, including activities envisaged in the project, on the territory of Lviv region. Lviv Regional State Administration as regional authority will coordinate and prepare recommendations together with state institution "Ukravtodor" on the questions of road investments financed within the project by EU funds.</p>			

<b>2. Large Infrastructure Project (LIP) 2014-2020 proposal</b>		
Proposal submitted by	Podkarpackie Regional Road Management	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO7: Improving accessibility to the border region		
1.2 Justification of the choice of the thematic objective:		
Implementation of the task will improve the accessibility of area of Podkarpackie Voivodeship (from Lubaczów and Jarosław) to the border crossing point in Budomierz, leading cross-border traffic to the territory of Ukraine. Expansion of the road will also improve the flow of cross-border movement from Lubelskie Voivodeship to Podkarpackie Voivodeship.		
1.3. Project title:		
Expansion of the regional road No. 867 Sienawa - Oleszyce - Border of the Voivodeship: section Lubaczów-Basznia Górna		
1.4. Lead Beneficiary:		
Podkarpackie Regional Road Management in Rzeszów		
1.5. Potential Project Beneficiary(s):		
Lviv Regional State Administration		
1.6. General description of the project concept:		
<p>General objective of the project: Improvement of the accessibility of the border area of Podkarpackie Voivodeship (in particular from Jarosław and Lubaczów) to and from border crossing point in Budomierz and improvement of border road traffic between Podkarpackie Voivodeship and Lubelskie Voivodeship.</p> <p>Specific objectives:</p> <ul style="list-style-type: none"> <li>- Improvement of technical parameters of the road, bridges and other engineering structures;</li> <li>- Improvement of the road traffic safety</li> </ul> <p>Expected results:</p> <ul style="list-style-type: none"> <li>- Shortening travel time to planned border crossing point in Budomierz;</li> <li>- Decrease in respect of a number of road accident, casualties resulted from accidents and respective material losses;</li> <li>- Shortening travel time between Podkarpackie Voivodeship and Lubelskie Voivodeship</li> </ul> <p>The project includes following activities: Expansion of the regional road No. 867 Sienawa - Oleszyce - Border of the Voivodeship in km 39+948 – 49+970 (section Lubaczów-Basznia Górna 10,022 km long). The project includes following activities:</p> <ul style="list-style-type: none"> <li>- improving the technical parameters of the road - adjusting the parameters to the requirements of the class G, including: <ol style="list-style-type: none"> <li>1. Construction of sidewalks within bus bays: <ul style="list-style-type: none"> <li>- km 43+600-43+680 left side (0,08 km)</li> <li>- km43+680-43+780 right side (0,1 km)</li> <li>- km 45+075-45+400 right side (0,325 km)</li> <li>- km 45+400-45+680 left side and right side, reconstruction of the existing sidewalk (0,28 km)</li> <li>- km45+680-45+880 right side (0,2 km)</li> </ul> </li> <li>Total: 0,985 km</li> <li>2. Reconstruction of existing bus bays (8 total)</li> <li>3. Reconstruction of existing culverts: <ul style="list-style-type: none"> <li>- fi 80 – 3 units</li> <li>- fi 100 – 4 units</li> </ul> </li> <li>4. reconstruction of existing bridge over Sołotwa River, length 21,2 m (adjustment to B class)</li> </ol> </li> </ul>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
infrastructure component total:	3,0	2,7

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

other costs:			
total project:		3,0	2,7
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	3 <sup>rd</sup> quarter 2016	Indicative end date	3 <sup>rd</sup> quarter 2019
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>The road connects Podkarpackie and Lubelskie Voivodeships. Course of the road allows to communicate the border crossing in Budomierz with the motorway A-4 and national roads No. 77 and No. 4 and then with the national road No. 19 which connects the capital of the Voivodeship - Rzeszów with the border crossing in Budomierz and the eastern part of the region with the capital of the Voivodeship - Rzeszów. By improving the road infrastructure in Lubaczów municipality, the communication accessibility of the border area shall increase, which will affect the creation of new foundations for the Polish-Ukrainian cooperation, the development of tourism and trade. In addition, the project will have an impact on increasing the availability of communication to border crossings and the inclusion of the local transport system in the international network. It shall reduce the infrastructural differences on the border. Improvement of the road will provide new investment areas within the upgraded roads. Reducing disparities in infrastructure and strengthening of sustainable spatial development will create new opportunities for joint use of the potential of the region and will help to develop cooperation with beneficiaries from Ukraine.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>Implementation of the project will increase the availability to the transport network through efficient communication with the northern part of the region with A4 motorway, national roads No.77 and 4 and peripheral road of Jarosław. Modernized roads are located in the direct vicinity of the border and e.g. link the border crossings in Korczowa and Budomierz and continue through the regional road No. 867, running along the border to, the border crossing in Hrebenne. This string is part of the communication connection between the Poland and Ukraine. Moreover, it is the shortest route from the A4 motorway junction Korczowa to investment areas in sub-zones at the Special Economic Zone EURO-PARK Mielec in Lubaczów, the health resort Horyniec Zdrój located in the Roztocze characterized by high tourist values. At the moment, due to the limited tonnage of the bridge over the river Szkło, as well as the disastrous state of the road surface, access to the above mentioned areas is significantly reduced, which reduces significantly the possibility of development of these areas, belonging to some of the poorest in the region, as well as limited movement between the mentioned border crossings. Realisation of the project represents a significant importance for the for the area of Lviv Region particularly as regards the increase of transborder cooperation. A development of transport infrastructure through improvement of road connection to the planned border crossing point will result directly in increase of border traffic relieving nearby border crossing point and in perspective, future activation of Ukrainian border area and exchange of experiences in the context of euro-integrative orientation of Ukraine.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary - Podkarpackie Regional Road Management</b>            Project is submitted by Podkarpackie Regional Road Management, the only organisation, which on behalf of Self-government of Podkarpackie Voivodeship shall have exclusive competence in the implementation of the investment on regional roads of Podkarpackie Voivodeship in accordance with applicable law, ie .: the Act of 21 March 1985 on public roads (Dz. U. No. 14, poz. 60), as amended, the Act of 5 June 1998 on Regional Government (Dz. U. No. 91 poz.576) and the Board of Podkarpackie Voivodeship Resolution No. 08/08/99 on the definition of name and giving the Statute of the organizational unit to the regional road management.</p> <p><b>Project Beneficiary 1 - Lviv Regional State Administration</b>            All infrastructure activities will be implemented only in the Podkarpackie Voivodeship. Following the Law of Ukraine "On local state administrations" as of April 9, 1999 № 586-XIV, Lviv Regional State Administration performs the executive authority in the region. In addition, in accordance with the Regulation of the Cabinet of Ministers of Ukraine dated 15.02.2002 № 153 "On the creation of uniform system of involvement, use and monitoring of the international technical assistance" Lviv Regional State Administration is responsible for accomplishing monitoring and supervision of all activities financed by the International Technical Assistance, including activities envisaged in the project, on the territory of Lviv region. Lviv Regional State Administration as regional authority will coordinate and prepare recommendations together with state institution "Ukravtodor" on the questions of road investments financed within the project by EU funds.</p>			

<b>3. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	The Voivode of Podlaskie
<b>1. General information on the LIP proposal</b>	
1.1. Programme thematic objectives	
TO 10 – Promotion of border management, and border security	
1.2 Justification of the choice of the objective:	
Construction of the infrastructure on the border crossing in Siemianówka will encompass the next stage of improving infrastructure of this border post. Implementation of planned activities will result in more efficient operation of the border crossing point, increased customs safety and reduce the undesirable phenomena, e.g. smuggling.	
1.3. Project title:	
Construction of the infrastructure of the rail border crossing in Siemianówka	
1.4. Lead Beneficiary:	
The Voivode of Podlaskie	
1.5. Potential Project Beneficiary:	
State Customs Committee of the Republic of Belarus	
1.6. General description of the project concept:	
<p><b>General goal:</b> Construction of the infrastructure of the rail border crossing in Siemianówka</p> <p><b>Detailed goals:</b></p> <ol style="list-style-type: none"> <li>1. Adapting the rail border crossing in Siemianówka to the standards of the European Union concerning its external borders and requirements of the Schengen Agreement.</li> <li>2. Improving impenetrability of the borders of the European Union</li> </ol> <p><b>Activities:</b></p> <ol style="list-style-type: none"> <li>1. Construction of the roof over the reloading ramp</li> <li>2. Construction of the monitoring network along the railroad heading towards the state border, going through Siemianówka, Cisówka, Brzezina, and on the Siemianówka railway station, in the reloading area.</li> <li>3. Construction of a control overpass over the existing rails, on the plot no. 59/9i 59/10 in Siemianówka, Narewka Commune.</li> <li>4. Construction of a rail scale for weighting wagons in a static and in-motion manner, together with a computer system composed of, a/o, a control cabinet connected to the weighting computer by a transmission line.</li> <li>5. Construction of an access road – from the powiat (regional) road to the reloading ramp.</li> <li>6. Construction of a helipad.</li> <li>7. Construction of an administrative building.</li> <li>8. Construction of a service building.</li> </ol> <p><b>Results:</b></p> <p>Construction of objects, i.e. building and traffic routes, construction of a monitoring system for the areas under special surveillance – installation of cameras. These activities will contribute to the increase of the quality of clearances on the rail transport area, reloading station and along the railroad. They will also improve the functionality and security of the border crossing in terms of cargo transport, in accordance to the EU standards. Technical aspects of clearances of international freight trains will also be improved. A strategic result will be meeting the Schengen standards in terms of protection of the external border of the European Union. Implementation of this task will greatly facilitate operations of border services responsible for preventing transporting waste, dangerous chemicals, nuclear and radioactive materials, unauthorised transport of weapons, ammunition and explosives. It will improve the effectiveness of border infrastructure and procedures, as well as increase the security on the area of the rail border crossing. It will protect the political and economical interests of Poland and European Union. Implementation of the investment will contribute to the impenetrability of the European Union's border. It will allow proper supervision on the rail transport area.</p> <p>Lack of lighting and roofing in reloading areas and nonexistent monitoring system along the railroad is a threat to the effectiveness of control and, in result – the impenetrability of the border.</p> <p>Construction of the monitoring system will result in a proper supervision of the rail transport area. Roof over the reloading ramp will provide roofing and illumination for workers reloading cargo. Construction of the rail weighting scale will shorten clearance of trains. Construction of administrative and service building will improve the effectiveness of work of border services on the rail border crossing in Siemianówka and allow the proper operation of</p>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

the border crossing.

Since Poland entered the European Union, the so called “eastern wall” regions have been the external border of the Community. Maintaining good social and economical relations with countries east of that border allowed the Podlaskie Voivodeship to become a link between eastern and western Europe. Common advantages for both sides are provided by an interregional cooperation in the scope of economical development and exchange of experience. Extension of the rail border crossing is an indicator of needs in terms of export and import of goods. After the partial extension was finished, the amount of goods transported through the border with Belarus raised drastically. These, after unloading, are transported further into the country not only by rail, but mostly by road. Start-up of the phytosanitary control point in 2014 made that not only the amount of imported and exported goods increased, but also their variety. Implementation of the proposed investment will contribute to the creation of conditions favourable for development of medium and small enterprises in the poviát, region, and country. Attractiveness of investment areas will increase. Work conditions of border services will improve. Project implementation will improve the capacity of the border post.

The Voivode of Podlaskie has gathered information on the needs in the scope of construction of infrastructure of the rail border crossing in Siemianówka from the border services: Podlaskie Division of the Border Guard, Customs Chamber in Białystok, and Voivodeship Inspector of Plant and Seed Protection in Białystok. The information submitted by the services was verified and the scope of investments to be made was established. Some of those were already implemented from the funds acquired within the confines of the Swiss-Polish Cooperation Programme and from the Voivode of Podlaskie’s budget. The Voivode of Podlaskie employs a group of people experienced in implementation of similar investments.

To date, no sources of funding have been secured for the investment. It conforms the programme assumptions and priorities of the Cross-border Cooperation Programme 2014-2020. Its implementation is planned for the area supported by the Programme. The undertaking already has a Belarusian beneficiary secured - National Customs Duties Committee of the Republic of Belarus.

1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>	5,48	4,93
<i>other costs:</i>	0,42	0,38
<i>total project:</i>	5,9	5,31

1.8. Indicative start date and end date of the project implementation (construction works):

Indicative start date	4 <sup>th</sup> quarter 2015	Indicative start date	4 <sup>th</sup> quarter 2018
-----------------------	------------------------------	-----------------------	------------------------------

## 2. Description of the LIP proposal’s relevance:

2.1. Description of the cross-border impact of the proposed project:

The cross-border aspect of the project is present in two levels. The first is cooperation of beneficiaries. They, through working close together while preparing and implementing the project, establish lasting connections, that in the future will allow them to continue working hand-in-hand while implementing new ideas, or developing those covered by the proposed project. Cross-border cooperation will allow breaking down historical prejudice that trouble some of the local communities, will allow contacts and carrying out common initiatives contributing to the development of the region as a whole. On the level of the project implementation, it will strengthen cooperation of project beneficiaries’ institutions serving roles of executing agencies, improve relations between other institutions and contribute to establishing a network of cooperation between the beneficiaries. Meetings with the project beneficiary will allow exchange of information concerning the development of rail border crossing on both sides of the border. Project assumptions include organisation of international meetings.

Previous contacts between beneficiaries were limited to exchange of experiences concerning building road border crossings in Podlaskie Voivodeship, Brest and Grodno Regions.

The second, much broader level of cooperation is the Project itself and its effects. Development of infrastructure of the rail border crossing in Siemianówka will allow border services to perform custom clearance of goods much faster, while entrepreneurs of both countries, especially those from regions adjacent to the border, will have more possibilities to transport cargo by trains. Cross-border effects of the project will concern a/o:

- strengthening services related to the train transport on the Poland-Belarus border area,
- development of railway infrastructure on the Poland-Belarus border,
- increased potential of entrepreneurs in the field of rail transport, especially through network of cooperation between Polish and Belarusian rail carriers,
- more efficient and quicker clearance of goods transported through the border between both countries.

All these factors will contribute to further sustained development of the border area and increase of its attractiveness, as well as strengthening the integration of local communities.



## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

### 2.2. Description of the strategic importance of the project for the cross-border area:

The strategic goal of the project is protection of political and economical interests of Poland and the European Union through adaptation of the external border of the European Union to the requirements of the Schengen Agreement. It will secure the proper servicing of the border traffic, means of communication, and transfer of goods within the confines of the international exchange of goods, proper conditions will be created for customs clearance of goods, work conditions of border services will also be improved. The capacity of the border crossing will be increased. Implementation of the project will contribute improvement of the effectiveness of infrastructure, procedures and security on the Siemianówka-Svislach rail border crossing. Security will be improved by eliminating the possibility of throwing out goods from trains on the state border. Prevention against the illegal crossing of the border will be improved and facilitated for the officers of the border guard. It is an especially important matter due to proximity of the border crossing to the Siemianówka water reservoir. Increased border traffic will contribute to the economic and infrastructural development of regions on both sides of the state border. Rail border crossing in Siemianówka is a final post in terms of customs clearance. Clearance of goods from entire European Union is performed here, before the goods will be transhipped to train wagons and transported to third countries on the broad gauge rails. Development of infrastructure will facilitate the access to the crossing for transport companies and work for the border services, allowing for efficient custom clearance. Said development is currently discussed among representatives of Polish and Belarusian railways. Adapting the border crossing for custom clearance will make it the third such crossing (other are Kuźnica Białostocka and Terespol) will facilitate the transport of goods for entrepreneurs from many countries, like Poland, Belarus and Georgia.

### 2.3. Justification of the election of the project for implementation

All beneficiaries comply with the requirements for that nature of the action.

#### **Lead Beneficiary - The Voivode of Podlaskie**

In accordance to the State Border Protection Act, Voivodes are obliged to constantly maintain rail border crossings in conditions allowing performance of effective and efficient security, customs, sanitary, veterinary phytosanitary, chemical and radiometric checks. The concept of maintaining encompasses planning and implementing construction investments serving the goal of performing effective and efficient control. Agreement between Polish State Railways and Railways of the Republic of Belarus on railway communication through the state border established border stations and obligations of both parties concerning maintenance railway infrastructure included into the territorial range of the rail border crossing in Siemianówka. The Voivode of Podlaskie, with the ordinance no. 37/2012 of 28<sup>th</sup> March 2012, established the territorial range of the rail border crossing in Siemianówka and is obliged to bear financial costs for this area in order to maintain the infrastructure of the crossing in proper conditions allowing border services to perform effective and efficient border control that do not make contacts more difficult, but facilitates transporting goods through the state border.

All activities planned for implementation within the confines of subject project result from the statutory duty of the Voivode to provide border services with proper work conditions. The Voivode is in fact the only body burdened with the duties stipulated in the State Border Protection Act and its implementing provisions.

#### **Project Beneficiary 1 - State Customs Committee of the Republic of Belarus**

According to the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On several issues of the customs authorities of the Republic of Belarus" State Customs Committee is responsible, amongst others, for:

- provision within its competence of the economic security of the Republic of Belarus, as well as protection of its economic interests
- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;
- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<b>4. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Hajnówka County (PL)
<b>1. General information on the LIP proposal</b>	
1.1 Programme thematic objectives	
TO 7 – Improving accessibility to the border region	
1.2 Justification of the choice of the thematic objective:	
<p>The implemented project of the extension of the district road No. 1644 B Tarnopol-Siemianówka stays in line with the objective of improving accessibility to the border region. The district road Tarnopol -Siemianówka leads to the railway freight border crossing Siemianówka - Svislač (PL-BY) which has been just modernized with the possibility to conduct phytosanitary customs clearance. The district road No. 1644 B Tarnopol-Siemianówka together with the voivodeship road No. 687 Zwodzieckie-Juszkowy Gród are the main transport tunnel to the border crossing. The average number, taking into account last years, of goods transported during one year on on the district road is about 1 m tons (based on data in freight traffic on the border crossing). After opening the border crossing with the possibility of phytosanitary customs clearance the increase by 30% in transport of goods was noted in comparison to the analogous period in the former year. The project is an undertaking of border road infrastructure in the region of Białowieża Forest and Natura 2000 area.</p>	
1.3. Project title:	
Improving traffic accessibility of the cross-border road infrastructure by extension of the district road No. 1644 B Tarnopol-Siemianówka	
1.4. Lead Beneficiary:	
Hajnówka County (PL)	
1.5. Potential Project Beneficiary(s):	
Svislač Raion Executive Committee (BY)	
1.6. General description of the project concept:	
<p>The Project objective is ensuring of the integrity of the road network on the territory of the commune, district, voivodeship and country. Currently, traffic and transport on the road covered by the Project take place on a road which is not suitable for multi-ton load transportations. This road must be rebuilt and adapted to technical parameters allowing both present and future multi-ton load traffic. It should be noted that this road is at the moment the main access road to the extended railway terminal of the PKP freight border crossing Siemianówka - Svislač (PL - BY) together with the point of phytosanitary customs clearance.</p> <p>The district road No. 1644 B Tarnopol-Siemianówka, in the current technical condition, requires considerable financial outlays on their maintenance because it is not adapted to traffic with large shaft weight. It requires frequent refilling in of deteriorating shoulders and supplementing of the surface. Poor road surface condition influence first of all on lack of safety in respect to transport of heavy goods, among them flammable ones and also contributes to the extension of ride time. Analysis of traffic level on the district road No. 1644 B Tarnopol-Siemianówka conducted by the District Roads Administration in Hajnówka indicates a 60-percent increase of traffic within the last 5 years (average day indicator of traffic level - SDR in 2008 was 304 vehicles per day, and in 2013 – 463,8 vehicles per day). Along with the increase of traffic level we observe the road surface degradation. Lack of good road surface and hindered access influence on the other hand on curbing the development of local entrepreneurship.</p> <p>The Project will result in elimination of obstacles for placement of new and developing of existing businesses. It will also contribute to elimination of developmental barriers of the commune, district and voivodeship, due to existing of infrastructure deficit, in particular transport one. The project implementation in a significant and direct way will reduce the marginalization of the areas with the lowest, not only in the scale of voivodeship, development level as well as the civilization distance will be reduced. Functioning businesses and inhabitants will take benefit of possibility of easier access to education, professional qualifications change, gaining new skills and undertaking of own business outside of agricultural sector. Development and improvement of the road infrastructure quality on the area of Project implementation has a very important and decisive influence on creation of investment offers for SMEs which will affect curbing of negative phenomena of population migration, especially of young people. There will be improved mobility of inhabitants, especially of professional one.</p> <p>The project through reconstruction of road infrastructure will decisively affect living conditions of inhabitants and stimulate socio-economic, tourist and cultural development (the area of the Narewka Commune is more and</p>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

more attractive from tourist point of view because of its natural values). It will create a direct connection with the trans-local road network, i.e. with the voivodeship road No. 687 (road 1644 B directly connects with it and creates a traffic route on the area of Białystok, Bielski Podlaski and Siemiatycze districts). Both roads, the voivodeship and district ones are main and one access to the seats of the communes, districts, voivodeship, railway cross border in Siemianówka and the Narewka Commune.

Realisation of investment will also positively influence on improvement of accessibility to local and trans-local economic centres, institutions directly or indirectly affecting business development such as: railway freight border crossing, customs clearance (in Siemianówka operate the Customs Office and Customs Agencies, the point of phytosanitary customs clearance) and PKP units engaged in the cargo carriages. Access to existing businesses and companies in the commune, district, voivodeship and country will be improved too. Improvement of technical condition of the road will contribute to road capacity rise and creation of consistent road network of high quality.

Realisation of the investment will raise traffic safety on the road, as well as living standards of the inhabitants. It will be also created conditions for easier movement. Traffic accessibility of communes, districts and the voivodeship will be also improved. Cross-border movement will also develop.

As a result of the Project implementation there will be reconstructed 5,826 km of the existing road through its adapting to technical parameters staying in accordance with requirements assumed for this type of roads (class G) where there is a multi-ton transport with large and continuously increasing traffic from the rebuilt railway freight border crossing.

As a result of the undertaking implementation the following will be done:

- reconstruction of the existing structure of the road base and roadway,
- revision of the existing curves,
- construction of a path for pedestrians and cyclists
- reconstruction of building of pavements in built-up areas,
- execution of road drainage, etc.

1.7. Indicative <b>total costs</b> of the project including:	Total budget (EU grant + co-financing) (MEUR)	EU grant amount (MEUR)
<i>infrastructure component total:</i>	3,39	3,05
<i>other costs:</i>	0,05 (investment supervision)	0,05
<i>total project:</i>	3,44	3,10

1.8. Indicative start date and end date of the project implementation (construction works):

Indicative start date	06.2015	Indicative end date	09.2018
-----------------------	---------	---------------------	---------

## 2. Description of the LIP proposal's relevance:

### 2.1. Description of the cross-border impact of the proposed project:

When Poland entered the European Union the Polish regions of so called "Eastern wall" are the Community border. Through maintaining of good social and economic relations with the countries behind the eastern border the Podlaskie Voivodeship became a link between countries of Eastern and Western Europe.

The adequate level of communication infrastructure has a decisive influence on the sustainable development of the areas on the Polish as well as Belarusian side of the border. The element connecting two border regions is a freight railway border crossing in Siemianówka (PL – Narewka Commune, Hajnówka County, BY – Svislotch Raion). To the border crossing lead the so-called "wide tracks". This situation causes the need to reload and to deliver the imported and exported goods to the place of destination. In the border region, there is unsatisfactory road infrastructure which reduces the chances of goods exchange development. This has a direct impact on the development of border regions and use of their location. The main objective of the improvement of road accessibility is increasing of cross-border cooperation in the area of export and import of goods from Poland and Belarus. On the area of the Narewka Commune will be created a subzone of the Suwałki Economic Zone. Execution of the road investment will affect the solution of the main problem which is the limited accessibility of cross-border investment areas of Poland and Belarus. The economic subjects operating within the limits of the rail border crossing in Siemianówka have limited opportunities for development in the current situation. This also applies to the economic subjects in Belarus. The poor state of road infrastructure causes delays in import and export of goods. The project implementation will have a direct impact on support of cross-border development processes in Poland and Belarus. Development of communication infrastructure will increase the accessibility of the border area for investors and thus will affect the GDP growth.

Mutual benefits for both parties brings interregional cooperation in range of economic development and exchange of experiences. The extended railway freight border crossing is an indicator of needs in the scope of

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

export and import of goods. After border crossing extension significantly increased the amount of goods transported through the Belarusian border which after unloading are predominantly carried by automotive transport. The lack of roads of proper quality marginalizes the region evidently. The current technical state of the road does not guarantee an adequate service level of freight and passenger traffic as well as tourist movement. The existing state contributes to inhibit international trade and interregional cooperation.

The effect of the investment realisation is removal of developmental barriers of the region through elimination of the existing infrastructure deficit, especially transport one, because the present transport system does not guarantee an adequate level of passenger and freight traffic.

Realisation of the Project consisting in reconstruction of the **district road No. 1644 B Tarnopol-Siemianówka, Narewka Commune** leading to the functioning and extended terminal of the railway freight border crossing Poland–Belarus in long term will contribute to the achievement of the following results:

- integration of local and trans-local transport systems with the national transport system,
- improvement of traffic accessibility of the Voivodeship, district and commune,
- increasing of internal communication cohesion of the region,
- better access to new and increasing of attractiveness of existing investment areas,
- enhancing of human resources development through improvement of mobility and travelling conditions among them movement of goods.

The project realisation is therefore an important part of the development of the road network of the border regions of Poland and Belarus. Within its impact intensification of cross-border cooperation will take place. Socio-economic cohesion will increase by improving the state of infrastructure necessary for economic development of the regions.

Undoubtedly, the project should be counted as an important cross-border effect incorporating in a peculiar way, territories located on both sides of the border.

### 2.2. Description of the strategic importance of the project for the cross-border area:

The strategic importance of the project for the cross-border area is development of economic cooperation on both sides of the Polish-Belarusian border. Rebuilding and extension of the road directly connecting the transshipment station of the freight railway border crossing in Siemianówka (Narewka Commune, Hajnówka County) is an important component of this cooperation. The project will result in:

- increase of export and import through the freight railway border crossing,
- development of the existing economic operators on both sides of the border,
- establishing of new economic operators in the economic zone,
- reduction of unemployment.

The identified problems resulting from the bad condition of the road require to undertake quick actions connected with its reconstruction in order eliminate:

- cumbersome access to railway freight border crossing
- negative image of the border region due to the lowered standard of the road,
- difficult access to Voivodeship and national roads running through the area of the Hajnówka district and Podlaskie Voivodeship,
- cumbersome transport of goods and people,
- risk exposure of pedestrians walking along the road shoulder,
- very high costs of road maintenance,
- high maintenance costs of vehicles moving on the road,
- extended travel time,
- possibility of a collisions and damages of vehicles, etc.

The realisation of the investment will cause better access to railway freight border crossing and improve the communication accessibility to areas in Belarus.

It will contribute to development of cross-border cooperation of the inhabitants on the areas situated along the eastern Polish border with Belarus.

It will create conditions for development of medium and small business of the district, region and country.

As a Project result will increase border crossing capacity, investment and tourist areas will be more attractive.

The project will affect the process of integration and cross-border cooperation of Poland and Belarus. It will be also an important factor in regional development policy.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action. Project concerning the investment on the district road No. 1644 B Tarnopol-Siemianówka was chosen to carry out in the direct award procedure because it is an investment linked to other investments planned in the surroundings of the border crossing Siemianówka - Svislač: investment on the voivodeship road No. 687 Zwodzieckie-Juszkowy Gród and extension of the border crossing. District road No. 1644 B Tarnopol-Siemianówka together with voivodeship road No. 697

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

Zwodzieckie-Juszkowy Gród constitute major communication channel to the border crossing.

### **Lead Beneficiary - Hajnówka County**

The administrator of the road No. 1644 B Tarnopol-Siemianówka is Hajnówka County which in accordance with the Polish law has exclusive competences to undertake any activities connected with this road and it bears also solely responsibility for any investments on this road. Hajnówka County through its organizational unit – District Road Administration has specialists in the area of road investments responsible for state of district roads. Own contribution to the project implementation is ensured in the Hajnówka County's budget.

### **Project Beneficiary 1 - Svislač Raion Executive Committee**

In accordance with the Law of the Republic of Belarus No 108-3 dated January 4, 2010 "On Local Governance and Self-Governance in the Republic of Belarus", the functions of Executive Committees, amongst others, include:

- addressing issues of locating construction objects at the corresponding territory;
- organizing construction, reconstruction, repairing and maintenance of the local automobile roads.

Taking into account of the above mentioned this investment is justified for implementation in the direct award procedure.

<b>5. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Mazowieckie Voivodeship/Mazowieckie Provincial Road Management
<b>1. General information on the LIP proposal</b>	
<b>1.1 Programme thematic objectives</b>	
TO 7 – Improving accessibility to the border region	
<b>1.2 Justification of the choice of the thematic objective:</b>	
<p>The Polish part of project is situated geographically in core Program region (Ostrołęka-Siedlce Region). The improvement of technical parameters of given road section will contribute to the development of infrastructure, the increase of accessibility of the border region for investors, increase of life standard of citizens and its touristic and economic attractiveness. It is especially important within the context of low level of Ostrołęka-Siedlce region's development. At the same time it will improve the safety of road's users and natural environment's state.</p> <p>The improvement of technical condition of infrastructure will encourage citizens to social and economical activities on the borders (Polish, Belarusian and Ukrainian), which will facilitate support for cross-border development processes. Łosice is a local car communication junction. Following routes meet here: Lublin - Białystok, Warszawa - Siedlce - Białystok, Warszawa - Janów Podlaski – Terespol (one of the biggest border crossings in Poland). Warsaw-Hajnówka train line runs through the north-west part of the gmina with including train station located in Niemojki.</p> <p>On the Polish and Ukrainian side will be also done soft activities of the project such as conferences, promotion of the project and exchange of experiences.</p>	
<b>1.3. Project title:</b>	
Improvement of accessibility of the border region through the rebuilding of voivodeship road no. 698 with renovation of the bridge on the Toczna river in Łosice.	
<b>1.4. Lead Beneficiary:</b>	
Mazowieckie Voivodeship (Mazowieckie Provincial Road Management)	
<b>1.5. Potential Project Beneficiary(s):</b>	
Volyn Regional State Administration	
<b>1.6. General description of the project concept:</b>	
<p>Project covers rebuilding of voivodeship road no.698 in section from km 30+818 to 34+110 with expansion of road no. 698 crossings (Piłsudskiego-street) with 11 Listopada-street and Narutowicza-Street and building traffic lights and renovation of the bridge on the river Toczna in Łosice. It is also planned to rebuild section from km 10+613 to 18+355 (Stok Lacki – Mordy) of the same road. Within the frameworks of the project there will be also realized works concerning road, electric, telecommunication technologies, energy, water-works, rainwater, sanitary, bridge construction and gas branches.</p> <p>It will concern such works as building right-turn lanes, demolition of current and construction of new road surface, building sidewalks, traffic lights and road lamps, horizontal and vertical traffic signs, rebuilding of gas network.</p> <p>The main objective of the project is to improve the transport accessibility of the eastern part of Mazowsze with the border territories of Belarus and Ukraine. The project also aims to facilitate the conduct of joint activities (social, economic, scientific, tourist) for residents living in the border areas from Polish, Belarus and Ukraine. It is expected that as a result of the project will increase the number of persons visiting subregion ostrołęcko-siedlecki and also revive contacts in the field of culture and economy. It will also increase the number of trips to Ukraine and Belarus by the inhabitants of the Mazowsze region.</p> <p>The project is targeted directly to the inhabitants of the districts from areas adjacent to the DW698. From the results of the project will also benefit the residents of the border area from Belarus and Ukraine.</p> <p>On the both sides of the border will be organized common soft actions to promote aims of the projects. beneficiaries will also exchange their experiences in the field of construction of transport routes and traffic safety.</p> <p>In conclusion, the project will contribute to:</p> <ul style="list-style-type: none"> <li>- reduce the travel time to the eastern boundary of the state,</li> <li>- improvement of road safety,</li> <li>- the development of entrepreneurship on both sides of the border,</li> </ul>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<ul style="list-style-type: none"> <li>- an increase in tourism,</li> <li>- extension of the field of joint research</li> <li>- an increase in quality of life,</li> <li>- increasing social and cultural interaction between the inhabitants of the cross-border area.</li> </ul>			
1.7. Indicative <b>total costs</b> of the project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		5,08	4,57
<i>other costs:</i>		0,02	0,02
<i>total project:</i>		5,10	4,59
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	2018	Indicative end date	2020
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>The project is situated geographically in Main Support Region (Ostrołęka-Siedlce Region). Its results will also appear on the Belarusian and Ukrainian side of the border because of its location near the border crossings in Terespol and Dorohusk. The improvement of technical parameters of given road section will contribute to the development of infrastructure, the increase of accessibility of the border region for investors, increase of life standard of citizens and its touristic and economic attractiveness. At the same time it will improve the safety of road's users and natural environment's state.</p> <p>The improvement of technical condition of infrastructure will encourage citizens to social and economical activities on the borders (Polish, Ukrainian and Belarusian), which will facilitate support for cross-border development processes. The road will facilitate the transport accessibility of the region which will eventually lead to the strengthening of cross-border economic, tourist, social and scientific contacts. The project will increase the mobility of people and their activities. Thanks to the improvement of road infrastructure will be easier for entrepreneurs from all three program countries to make new business contacts. Łosice County is known for the good quality of agricultural production (livestock farming, fruit growing, cultivation of mushrooms). Thanks to restructuring the damaged road will be much easier to increase exports to the east, as well as imports from Belarus and Ukraine.</p> <p>Provincial road No. 698 is an alternative way for international road No. 2 (Berlin-Moscow) in case of an emergency situations. Repair of the bridge is necessary to ensure the safe car movement to the state border in Terespol. The road comes also to provincial road 811, which, through provincial roads 812 and 816 leads to the border with Ukraine (Volyn Oblast) in Dorohusk.</p> <p>On the both sides of the border will be organized common soft actions to promote aims of the projects. beneficiaries will also exchange their experiences in the field of construction of transport routes and traffic safety. Joint activities in the project will deepen the cooperation between the beneficiaries which will eventually lead to implementation of other joint projects in such fields as culture, national heritage, tourism, scientific cooperation and entrepreneurship.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>The project will contribute significantly to the ease of travel to national borders Poland-Belarus (Terespol-Brest) and Poland-Ukraine (Dorohusk-Jagodzin). Thanks to improvement of accessibility to region there will be growth in trade exchange, personal contacts and possibilities to take part in different forms of international cooperation. Friendly and safe routes create conditions for the development of tourism, and trade. This contributes to the development of entrepreneurship residents on three sides of the border. High-quality road infrastructure is also an important argument for visitors from Belarus and Ukraine to participate in all sorts of contacts with the local community on the other side of the border. The project will also help to improve the quality of life of local communities, including people with disabilities - the construction and reconstruction of new sidewalks, construction traffic lights. By improving the performance of the road project will diminish the emissions and traffic noise. The development of the activity of the population, institutions and enterprises from the border regions in the eastern part of Mazowsze will provide a boost to the improvement of living conditions. Thanks to foreign visits will improve the economic situation in the eastern part of the border. Project will facilitate the generation and strengthening of cooperation between Polish, Belarusian and Ukrainian organizations and local government units in the creation and implementation of joint projects. The project will create the conditions for cross-border co-operation for beneficiaries in the long term. The knowledge acquired by the beneficiaries about the latest techniques of construction of roads and traffic safety will allow participants to develop further this type of investment.</p>			

2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action.

**Lead Beneficiary - Mazowieckie Voivodeship (Mazowieckie Provincial Road Management)**

The project in its infrastructural part concerns the reconstruction of the provincial road in the Mazowieckie Voivodeship. Board of voivodeship is the only unit that can manage provincial roads. This is due to the art. 19 of the Act of 21 March 1985 about Public Roads. Board of Mazowieckie Voivodeship does it with the help its subordinate unit Mazowieckie Provincial Roads Management (MZDW). This unit has the best competence, high degree of specialisation and administration power to do works provided in project in the best way. MZDW deals with the maintenance of provincial roads in the Mazowieckie Voivodeship, and in particular:

- Draft plans for the development of the road network;
- Plans to finance of the construction, maintenance and protection of roads;
- Perform the function of the investor;
- Keeps the surface of sidewalks, engineering structures and other equipment associated with the road;
- Performs tasks in the field of traffic engineering;
- Keep a record of roads and road bridges, tunnels, culverts and ferries;
- Carry out periodic inspections of the condition of roads and bridges and ferries;
- Performs an inventory;
- Performs measurements of traffic;
- Manages land and property;

Mazowsze provincial road network managed by the MZDW has a length of more than 2820.421 km (including 285 engineering structures).

**Project Beneficiary 1 - Volyn Regional State Administration**

All infrastructure activities will be implemented only in the Mazowieckie Voivodeship. The Ukrainian beneficiary will be responsible only for soft outputs of the project such as: exchange of experience in the construction of roads and traffic safety (organization of an international conference) and promotional activities of the project. Volyn Regional State Administration is the only unit responsible for security matters on local roads. It is an institution that has a lot of experience regarding the techniques of construction of roads and traffic safety. The choice of this partner will cause that scope of impact of soft elements of the project will be the broadest and will cover the entire region of Volyn and Mazowsze regions.



<b>6. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Sokołów County
<b>1. General information on the LIP proposal</b>	
<b>1.1 Programme thematic objectives</b>	
TO 7 – Improving accessibility to the border region	
<b>1.2 Justification of the choice of the objective:</b>	
<p>Geographically, the Project is in the Main Support Region (ostrołęcko-siedlecki region). The improvement of the technical parameters of the objective stretch of the road will contribute to the development of infrastructure, increase the accessibility of the border region for investors, raise the standard of living of the citizens as well as the interest and economic attractiveness of this region. It is particularly important as far as low level of development of ostrołęcko-siedlecki region is concerned. At the same time, the safety of the road users and the state of the natural environment will be improved.</p> <p>The improvement of the technical condition of the infrastructure will encourage to increase both the social and economic activeness on sides of the borders (Polish, Ukrainian and Belarusian), which will enable the support of cross-border developmental processes.</p>	
<b>1.3. Project title:</b>	
The increase of accessibility of Sokołów County and Siedlce County by the integration of activities within the scope of transport infrastructure	
<b>1.4. Lead Beneficiary:</b>	
Sokołów County	
<b>1.5. Potential Project Beneficiary:</b>	
Siedlce County Lviv Regional Council	
<b>1.6. General description of the project concept:</b>	
<p>The subject of the proposal, as far as Poland is concerned, is the reconstruction of the country roads within Sokołów County and Siedlce County of total length of 26,665 kilometres:</p> <ul style="list-style-type: none"> <li>- the county road number 3929W Sokołów Podlaski – Paprotnia of about 17,715 kilometres long</li> <li>- the county road number 3617W Siedlce – Korczew of about 250 meters long including the building of a roundabout in Paprotnia</li> <li>- the county road number 3664W Paprotnia – Zakrze of about 8,700 kilometres long.</li> </ul> <p>The reconstruction will include the most destroyed stretches of the above mentioned traffic routes connecting both counties as well as facilitating the access to the national road network.</p> <p>The planned scope of investments:</p> <ul style="list-style-type: none"> <li>- Broadening the road surface together with strengthening or exchanging the present construction;</li> <li>- Concrete cobbled pavements with a transverse wastewater;</li> <li>- Hybrid system warning light;</li> <li>- Bus bays;</li> <li>- Bus platforms next to the bus bays;</li> <li>- Reconstructing and building individual and economic exit roads;</li> <li>- Redevelopment of the crossroad in Paprotnia into a roundabout;</li> <li>- Redevelopment of crossroads together with roads of lower category;</li> <li>- Reconstructing and building engineering objects (e.g. culverts);</li> <li>- Construction of traffic signs;</li> <li>- Construction of road signs;</li> <li>- Removal of trees and bushes endangering the safety of traffic;</li> <li>- Cleaning ditches from silt as well as shaping the bottom and banks.</li> </ul> <p>The range of the proposal, as far as Ukraine is concerned, includes the purchase of six cars - snow clearing equipment for roads from Lviv to the controlled Polish-Ukrainian border crossings: Ugryniv - Dolgobychiv , Smilnytsia- Krościenka , Rawa Ruska - Hrebenne , Karkivets - Korchawa , Shegyni – Medyka, Grushiv – Budomiez. There will be conferences together with the Ukrainian Beneficiary concerning innovative technologies used in road building according to the EU standards for the borderlands.</p> <p>Promotional activities concerning the aims of the project will be conducted both in Poland and Ukraine.</p>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

The aim of the project, due to the improvement of the accessibility and the quality of the transport infrastructure, is the increase the accessibility of the borderland for investors, the growth of social and economic development, the raise of the living standard of the citizens as well as safe and fluid movement of vehicles on the road to Lviv leading to the border crossings in Poland during the winter time.

The result of the project will be the creation of a new road being the alternative diversion for national roads number 62 and 63 towards the A2 highway and the maintenance of the driving conditions from Lviv toward the border crossings with Poland during the winter time.

1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (MEUR)</b>	<b>EU grant amount (MEUR)</b>
infrastructure component total:	5,95	5,355
other costs:	0,55	0,495
<b>total project:</b>	<b>6.50</b>	<b>5,85</b>

1.8. Indicative start date and end date of the project implementation (construction works):

Indicative start date	2016	Indicative end date	2018
-----------------------	------	---------------------	------

## 2. Description of the LIP proposal's relevance:

### 2.1. Description of the cross-border impact of the proposed project:

The project implementation will enable the increase of social and economic activeness both in Poland and Ukraine.

The improvement of technical parameters of the stretches of roads will contribute to the development of infrastructure, increase of the accessibility of the borderland for investors, the raise of the standards of living of the citizens and the economic attractiveness of our region.

The planned scope of reconstruction of the county roads in Sokołów County and Siedlce County (number 3929W Sokołów Podlaski- Paprotnia, number 3617W in Paprotnia and number 3664W Paprotnia-Przesmyki) of total length of 26,665 kilometres is one traffic route. Through the county road number 3622W rebuilt in 2007 – 2010 from the European Regional Development Fund (ERDF) as a part of Regional Operational Programme of the Mazovian Voivodeship (ROP MV), the designed traffic route in Mordy is connected with the voivodeship road number 698 Siedlce-Terespol. The stretch of the voivodeship road number 698 in Łosice was included as the key project for implementation in the new 2014-2020 funding period as a part of Cross Border Cooperation Programme.

Just before the Polish-Belarusian border, the voivodeship road number 698 connects with the planned A2 highway running attitudinally through the central regions of the country, being part of the international road number E30.

Additionally, the planned scope of the reconstruction of the stretch of the county road number 3929W will lower the increase of traffic on the national roads number 62 and 63. It will be an alternative in case of lack of suitability for driving, e.g., because of some land disaster.

For the development of the north- east part of the siedlecki subregion the implementation of the project, contributing to shorten the road toward Terespol, has got an enormous impact not only from the economic point of view. There are a few big food processing companies on the territory of Sokołów County, e.g., SOKOŁÓW S.A. or the freezing Plant in Morszków – the biggest in Europe fruit and vegetable processing company, therefore the reconstruction of the traffic route would be useful to transport the produced goods to the eastern border for these companies too.

Creating the traffic route, shortening the road toward Terespol, of Sokołów County and Siedlce County will contribute to better communication in Poland, Belarus and Ukraine. Due to the improvement of road infrastructure, the economic centres being in the siedlecko-ostrołęcki subregion will be able to develop its economic activity on the territory of the neighbourhood countries. The cross-border cooperation will improve within the economic, social and cultural scope.

The purchased, as part of the project, snow clearing equipment for the access road from Lviv to Polish-Ukrainian controlled border crossings: Ugryniv - Dolgobychiv , Smilnytsia- Krościenka , Rawa Ruska - Hrebennie , Karkivets - Korchawa , Shegyni – Medyka, Grushiv – Budomiezh will contribute to the maintenance of driving conditions during the winter time. The cross-border traffic will be fluid and safe for the drivers not only from Ukraine and but also from Poland and the European Union. Two border crossings – Grushiv – Budomiezh and Ugryniv – Dolgobychiv - have been built from the European Union funds. The cross-border traffic will be also smoother during the winter time. As a part of the project, the conferences with the Ukrainian beneficiary will be organised. They will concern the innovative technologies used in road building according the EU standards for the borderlands. The information gained during the conferences is particularly important for the Ukrainian beneficiary that will be able to introduce the innovative solutions as far as road building in concerned on its territory. The project will also have positive influence on the relationships between the citizens from the

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

borderland.

### 2.2. Description of the strategic importance of the project for the cross-border area:

Due to the improvement of the accessibility of the region, the trade will increase, personal contacts will be started, there will be a possibility of taking part in various forms of international cooperation. Delegation from Ukraine will participate in the conference concerning the exchange of experiences within the scope of the technology of road building and safety on the roads.

Improved technical parameters of the stretches of the roads will contribute to the increase of the accessibility of the borderlands for investors, the improvement of the standard of living of the citizens and will have an influence on the interest and economic attractiveness of the region.

One knows that both the Polish and Ukrainian cross-border area belongs to the less economically developed regions of their countries. It is confirmed by relatively smaller, as far as the area and the number of citizens are concerned, participation of these regions in employment, the value of fixed assets and the production of Poland and Ukraine. Therefore, the economic development in these regions is so important.

There will be promotion of the project within the Poland-Belarus-Ukraine program, including the promotion of the European Union on both sides of the border.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action. Project beneficiaries have the best expertise, high level of specialization, extensive experience and administrative power to conduct the works foreseen in the project in a proper way. Beneficiaries of the project are the units of the local government having both legal and organizational capacity as well as capacity to assume obligation, having also guaranteed share of their own funds for financing the deductible in the implementation of the project. Bankruptcy is impossible, which makes that there is no necessity to prove its capacity of maintenance and exploitation. Since there is a low cost of the investment during its realization period, there is no lack of funds risk covering current expenses after the implementation

#### **Lead Beneficiary - Sokołów County and Project Beneficiary 1 - Siedlce County**

According to the law (Act about Public Roads as of 21 March 1985), Sokołów County and Siedlce County are the only units managing the county roads on their own territory. These units have the best expertise, high level of specialization, extensive experience and administrative power to conduct the works foreseen in the project in a proper way. There is no risk to implement the project from the legal standpoint. The legal status of the Counties is clear and without any reservations. Therefore, it gives a full guarantee for an efficient realization of the investment.

#### **Project Beneficiary 2 - Lviv Regional Council**

Ukrainian partner is the body of local self-government in the Lviv region, representing the interests of smaller local governments - regional councils, municipal, residential and rural areas. It has a specific expertise, high level of specialization and extensive experience to conduct the works foreseen in the project in a proper way either itself or with involvement of relevant supervised bodies.

7. Large Infrastructure Project (LIP) 2014-2020 proposal		
Proposal submitted by:	Lubelskie Voivodship	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO 7 – Improving accessibility to the border region		
1.2 Justification of the choice of the objective:		
<p>The Project execution will contribute to the improvement of:</p> <ul style="list-style-type: none"> <li>(i) accessibility of the region borderlands,</li> <li>(ii) traffic conditions within the regions and</li> <li>(iii) road safety.</li> </ul> <p>Road no 812 is one of the most <i>heavily trafficked roads</i>, where the Average Daily Traffic is 3,730 vehicles per day (from 1,434 to 6,452 vehicles per day); this is also the road on which the highest number of accidents was recorded (in 2011), that is 6.7% of accidents that happened on all regional roads. The effects of the Project will include stimulating economic development of neighbouring areas and increasing competitiveness and entrepreneurship by enabling smooth traffic between border crossing points along bypass route. The investment will also affect the accessibility of the planned border crossing in Zbereże - Adamczuki. Will provide faster and more comfortable access to tourist areas thanks to better quality of the road leading to the Łęczyńsko - Włodawskie Lake District from Belarus through border crossing in Sławatycze.</p>		
1.3. Project title:		
Expansion of the Korolówka - Włodawa road in the section from 70 + 550 km to 75 + 550 km of approx. 5,00 km in length in total forming a part of regional road no 812 Biała Podlaska - Wisznice - Włodawa – Chełm		
1.4. Lead Beneficiary:		
Lubelskie Voivodship		
1.5. Potential Project Beneficiary:		
Volyn Regional State Administration		
1.6. General description of the Project concept:		
<p>The main objective of the project is to improve the accessibility of social and economic infrastructure which would increase the touristic and entrepreneurial attractiveness of the region and raise the living standard of its inhabitants. The implementation of the project would bring a connection between Zbereże – Adamczuki border-crossing and the TEN-T (DK 17) network and would also increase the safety of the road traffic.</p> <p>The investment will result in:</p> <ol style="list-style-type: none"> <li>1. Wider, supported and replaced surface structure of the existing roads.</li> <li>2. New and refurbished conjunctions with other roads.</li> <li>3. New bus stops.</li> <li>4. New individual and public exits as well as new pavements.</li> <li>5. New road signs and markings.</li> <li>6. Traffic safety equipment.</li> <li>7. New rain water sewage system.</li> <li>8. New street lighting.</li> </ol> <p>Resolution of electricity infrastructure conflicts.</p> <p>The Ukrainian partner will be involved in soft activities .This will include the transfer to the Ukrainian beneficiary of Polish experience on the use of new technologies in the field of transport infrastructure. It is also planned to organize meetings dedicated to the exchange of experiences regarding transport infrastructure issues.</p>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>	6,3	5,76
<i>other costs:</i>	0,50	0,0
<i>total project:</i>	6,80	5,76

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date:	3 <sup>rd</sup> quarter of 2015	Indicative end date:	4 <sup>th</sup> quarter of 2017
<b>2. Description of the LIP proposal relevance:</b>			
2.1. Description of the cross-border impact of the proposed Project:			
<p>Increased volume of the border traffic boosts the social and economic activity in the border region. The greatest intensity of the border traffic-related phenomena is concentrated in the 50 km-wide strip of land stretching alongside the border. The main problem there is low accessibility of the border areas due to the lack of integrated network of transport systems which would redirect the traffic to the border crossing points. The communication infrastructure in the cross-border areas plays an important role in the regional and international transportation system.</p> <p>The Project is focused on creating trans-border conditions for development processes. This initiative is aimed at making border areas available for investors; it is also to improve (i) the standard of living of their inhabitants, (ii) tourist and economic attractiveness of border areas and (iii) road safety. The Project will positively affect traffic conditions of the communication system of Lubelskie Voivodship and will provide faster and more comfortable access to tourist areas located on both sides of the border: in the Łęczyńsko - Włodawskie Lake District (Poland) and in Szacki National Park (Ukraine).</p>			
2.2. Description of the strategic importance of the Project for the cross-border area:			
<p>The strategic objective of the Project is to strengthen economic and social cohesion and to create conditions for sustainable development of the Polish – Belarusian - Ukrainian borderland by increasing the level of transport infrastructure and improving the quality and availability of intra-regional connections. The plans also include building the border crossing in Zbereże-Adamczuki between Poland and Ukraine. For quite some time the local authorities have been taking some steps to open another border crossing in Włodawa – Tomaszówka and railway border crossing in Orchówek-Tomaszówka, both linking Poland and Belarus. That would increase the volume of traffic, raise the need of greater safety on the roads and improve the accessibility of communication network thanks to better road infrastructure. Regional road no 812 is a part of the planned road system including the roads numbered: 74, 17, 811, 844, 850 and 865; the system is to form the strategic border bypass route.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary - Lubelskie Voivodship:</b></p> <p>Lubelskie Voivodship is responsible for maintenance and operation of the automobile roads on its territory with the help of its subordinate unit Lubelskie Regional Road Management. This unit is responsible for construction, modernization, maintenance and management of regional roads on the territory of Lubelskie Voivodship.</p> <p>In accordance with the Art. 21. paragraph 1 of the Act of 21 March 1985. about public roads (Journal of Laws of 2013, item. 260, with the later amendments) the Regional Road Management in Lublin functions as a statutory management board, executing duties of provincial roads manager on the territory of Lubelskie Voivodship and carries out other tasks arising from assigned authorizations and powers of attorney of the Regional Board or the Marshall of Lublin.</p> <p>The responsibilities of the Regional Road Management in Lublin in accordance with the Organizational Regulations are:</p> <ul style="list-style-type: none"> <li>- § 5 paragraph 1 point 2, development of the projects of financing plans for the construction, reconstruction, repair, maintenance and protection of road structures</li> <li>- § 5 paragraph 1 point 3, execution of the investor duties on regional roads.</li> </ul> <p>The investment does not have any other sources of financing secured. It fits the programme assumptions and priorities of the Cross – border Cooperation Programme Poland – Belarus – Ukraine 2014 – 2020.</p> <p><b>Project Beneficiary 1 - Volyn Regional State Administration</b></p> <p>All infrastructure activities will be implemented only in the Lubelskie Voivodship. Following the Law of Ukraine “On local state administrations” as of April 9, 1999 № 586-XIV, Volyn Regional State Administration performs the executive authority in the region. In addition, In accordance with the Regulation of the Cabinet of Ministers of Ukraine dated 15.02.2002 № 153 "On the creation of uniform system of involvement, use and monitoring of the international technical assistance" Volyn Regional State Administration is responsible for accomplishing monitoring and supervision of all activities financed by the International Technical Assistance, including activities envisaged in the project, on the territory of Volyn region. Volyn Regional State Administration as regional authority will coordinate and prepare recommendations together with state institution "Ukravtodor" on the questions of road investments financed within the project by EU funds.</p>			

<b>8. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by:	Lubelskie Voivodship
<b>1. General information on the LIP proposal</b>	
1.1 Programme thematic objectives	
TO 7 – Improving accessibility to the border region	
1.2 Justification of the choice of the objective:	
<p>Regional road No. 844 connects the Lubelskie Voivodeship with implemented border crossing with Ukraine. It is a combination of the strategic importance for the development of transport and communication between Poland and Ukraine.</p> <p>The present section of the provincial road No. 844 from km 75 +250 to km 80 + 250 length. 5.00 km is the continuation of the tasks carried out in 2014. (Within the ROP 2007 -2013) in the section DW 844 from km 80 +250 to km 88 + 705.50.</p> <p>The mentioned - above will contribute to the improvement of (i) accessibility of the region, (ii) traffic conditions within the neighbouring regions and (iii) road safety and reducing the negative impact of the road on the surrounding environment.</p> <p>The Project results will include: stimulating economic development of neighbouring areas, increasing competitiveness and entrepreneurship and reducing the peripherality of the regions, which will result in acceleration of economic and social integration of the region.</p> <p>Good quality of roads will contribute to more efficient transport accessibility of the region, resulting in a growth of investment attractiveness. High quality transport connections enable the establishment of cross-border cooperation that results in economic recovery, improvement in access of inhabitants to both regional administrative, scientific and cultural as well as local centers, and also to the main centers of Ukraine. High quality roads can be also an incentive to increase the mobility of residents and facilitation for people who want to study and work outside their home.</p> <p>The Project execution will contribute to the improvement of traffic conditions on the road leading to the border crossing in Dołhobyczów-Uhrynów (the Project will be implemented as part of the key Cross-Border Cooperation Programme Poland - Belarus - Ukraine 2007) and will relieve congestion and distribute traffic from the border crossing in Zosin.</p>	
1.3. Project title:	
Expansion of the Mircze - Witków road in the section from 75 + 250 km to 80 + 250 km of approx. 5 km in length in total forming a part of regional road no 844 Chełm - Hrubieszów - Witków - Dołhobyczów - state border	
1.4. Lead Beneficiary:	
Lubelskie Voivodship	
1.5. Potential Project Beneficiary:	
Ukrainian beneficiary - <b>Volyn Regional State Administration</b>	
1.6. General description of the Project concept:	
<p>The Project will constitute the next stage of expansion and modernization of roads numbered 811, 812, 844 forming the strategic border bypass route. The investment involves the expansion of regional road no 844 Chełm - Hrubieszów - Witków - Dołhobyczów - state border in Lubelskie Voivodship, district Hrubieszów, in the section from 75 + 250 km to 80 + 250 km (Witków), 5,00 km long in total. The estimated costs of the Project include the costs of drawing up the Feasibility Study, the costs of drafting the application for, and the costs related to land acquisition.</p> <p>The main objectives of the project aim to improve the accessibility of social and economic infrastructure as well as increase the touristic and entrepreneurial attractiveness of the region and raise the living standard of inhabitants. The implementation of the project would bring an alternative way of border crossing in Dołhobyczów and Zosin on the Polish side (complementary to the border traffic) and a connection to the TEN-T (DK 17) network through the roads No. 846 and No. 844. That would lead to a shorter travel time and increased safety and comfort on these roads. The future benefits of the investment:</p> <ul style="list-style-type: none"> <li>- A wider road as well as new and refurbished conjunctions with other roads.</li> <li>- Supported and replaced surface structure of the existing roads.</li> <li>- New bus stops, individual and public exits as well as pavements.</li> <li>- New road signs, markings and traffic safety equipment.</li> </ul>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<p>- New rain water sewage system and street lighting. Reconstruction of electricity infrastructure collision. The Ukrainian partner will be involved in soft activities .This will include the transfer to the Ukrainian beneficiary of Polish experience on the use of new technologies in the field of transport infrastructure. It is also planned to organize meetings dedicated to the exchange of experiences regarding transport infrastructure issues.</p>			
1.7. Indicative <b>total costs</b> of the Project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		6,3	5,67
<i>other costs:</i>		1,00	0,00
<i>total:</i>		7,30	5,67
1.8. Indicative start date and end date of the Project implementation (construction works):			
Indicative start date:	3 <sup>rd</sup> quarter 2015	Indicative end date:	4 <sup>th</sup> quarter 2017
<b>2. Description of the LIP proposal relevance:</b>			
2.1. Description of the cross-border impact of the proposed Project:			
<p>Poland's accession to Schengen area secured the free movement of persons across the border between Poland and EU member states. At the same time, it has risen some difficulties for the visitors from the countries behind the Eastern border (visas required) while entering the Polish territory. With a view to making Polish-Ukrainian border crossing easier, there was an agreement about the local border traffic regime signed with Ukraine, Russia and Belarus. Thus, the inhabitants of the border region make use of this facilitated access. As far as the Polish-Ukrainian border is concerned, the local border traffic (LBT) is more important to the Ukrainian citizens than to the Polish citizens because Poles can travel to and stay in Ukraine up to 90 days without a visa. The project implementation will greatly improve the cross-border infrastructure and will make the access to the LBT zone easier.</p> <p>The main objective of the Project, executed with financial support within the Cross-border Cooperation Programme Poland - Belarus - Ukraine 2007-2013 (current edition), is to improve transport accessibility to the Dołhobyczów-Uhrynów border crossing. Better access to the border will increase traffic intensity at this border crossing, which will contribute to</p> <ul style="list-style-type: none"> <li>(i) the socio-economic integration of the neighbouring regions (supporting cross-border development processes) and</li> <li>(ii) the creation of better conditions for investments to be made in areas adjacent to the road (improvement of infrastructure supporting economic and social development). Potential investors, regardless of the type of business activity they conduct, take into account the level of development of infrastructure in a given area when deciding on the location of investment (the level of development and road network are one of the most important elements that affect the choice of investment location). In addition to improving access to the border crossing, the road extension will also positively contribute to the improvement of traffic safety.</li> </ul>			
2.2. Description of the strategic importance of the Project for the cross-border area:			
<p>In the border region of the Lubelskie Voivodship there are 987 localities spread in 54 communes within 11 administrative districts such as Chełm, Tomaszów Lubelski, Hrubieszów, Włodawa. Communes of the border region on the Polish side cover the total area of 13 400 km<sup>2</sup> and are inhabited by 0,8 mln people. In the Ukrainian border region there are 1107 localities spread in 23 regions which cover the total area of 24 000 km<sup>2</sup> inhabited by 1,2 mln people. In 2013r. there were over 7,5 mln observed crossings of the Polish-Ukrainian border in the local border traffic. The data reflects the strategic importance of the border region for Ukraine. As a result, the project implementation is a chance for the economic growth, enhanced and intensified trade and international cooperation with Ukraine.</p> <p>The strategic objective of the Project is to strengthen economic and social cohesion and to create conditions for sustainable development of the Polish - Ukrainian borderland by improving the transport infrastructure in addition to enhancing quality and availability of intra-regional connections. The Project is complementary to previous edition of the CBC Programme Poland - Belarus - Ukraine 2007-2013, as part of which the construction of the border crossing in Dołhobyczów was financed (strategic project). Improving access to the newly constructed border crossing will relieve congestion at the border crossing in Zosin, thereby allowing smooth ride from the national road no 74 to the border crossing in Dołhobyczów. The execution of the Project will provide good connection between the border crossing and the border area with the entire transport network of Lubelskie Voivodship.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

All beneficiaries comply with the requirements for that nature of the action.

### **Lead Beneficiary - Lubelskie Voivodship:**

Lubelskie Voivodship is responsible for maintenance and operation of the automobile roads on its territory with the help of its subordinate unit Lubelskie Regional Road Management. This unit is responsible for construction, modernization, maintenance and management of regional roads on the territory of Lubelskie Voivodship.

In accordance with the Art. 21. paragraph 1 of the Act of 21 March 1985. about public roads (Journal of Laws of 2013, item. 260, with the later amendments) the Regional Road Management in Lublin functions as a statutory management board, executing duties of provincial roads manager on the territory of Lubelskie Voivodship and carries out other tasks arising from assigned authorizations and powers of attorney of the Regional Board or the Marshall of Lublin.

The responsibilities of the Regional Road Management in Lublin in accordance with the Organizational Regulations are:

- § 5 paragraph 1 point 2, development of the projects of financing plans for the construction, reconstruction, repair, maintenance and protection of road structures
- § 5 paragraph 1 point 3, execution of the investor duties on regional roads.

The investment does not have any other sources of financing secured. It fits the programme assumptions and priorities of the Cross – border Cooperation Programme Poland – Belarus – Ukraine 2014 – 2020.

### **Project Beneficiary 1 - Volyn Regional State Administration**

All infrastructure activities will be implemented only in the Lubelskie Voivodship. Following the Law of Ukraine "On local state administrations" as of April 9, 1999 № 586-XIV, Volyn Regional State Administration performs the executive authority in the region. In addition, In accordance with the Regulation of the Cabinet of Ministers of Ukraine dated 15.02.2002 № 153 "On the creation of uniform system of involvement, use and monitoring of the international technical assistance" Volyn Regional State Administration is responsible for accomplishing monitoring and supervision of all activities financed by the International Technical Assistance, including activities envisaged in the project, on the territory of Volyn region. Volyn Regional State Administration as regional authority will coordinate and prepare recommendations together with state institution "Ukravtodor" on the questions of road investments financed within the project by EU funds.



<b>9. Large Infrastructure Project (LIP) 2014-2020 proposal</b>		
Proposal submitted by	Grodno Regional Executive Committee	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO 10 – Promotion of border management and border security, mobility and migration management.		
1.2 Justification of the choice of the objective:		
<p>Implementation of the project will lead to improvement of relations between the bordering regions of the Republic of Belarus and the Republic of Poland which in its turn will lead to increasing of sustainable trade, socio-economic and cultural relations between the countries, as well as optimization of tourist exchanges between Belarus and Poland.</p> <p>Construction of an additional road bridge in the mentioned area will lead to increasing the crossing capacity and reducing the waiting time at the border, as well as carriers' expenditures connected with transport down time.</p>		
1.3. Project title:		
The construction of an additional road bridge across the Svisloch river between border checkpoints "Berestovitsa" (Republic of Belarus) and "Bobrowniki" (Republic of Poland)		
1.4. Lead Beneficiary:		
Grodno Regional Executive Committee		
1.5. Potential Project Beneficiary:		
Voivode of Podlaskie State Customs Committee of the Republic of Belarus		
1.6. General description of the project concept:		
<p>Given the necessity to extend the road and the organize additional motor vehicle traffic through the border checkpoints "Berestovitsa" – "Bobrovniki", the project aims to construct the additional bridge and part of the road section with the length of 300 meters from the Belarusian side of the border.</p> <p>The existing infrastructure checkpoint does not allow full use of the opportunities and potential of the region. The constructed additional bridge will help to increase the exchange of cargo, inbound and outbound tourism. Also it will accelerate time of crossing the border, which in turn will positively impact on the ecological condition of the regions.</p> <p>Main objective of the project is the construction of an additional new bridge that will operate in parallel with the existing bridge, as well as construction of the road section with the total length of 300 m from the Belarusian part of the border.</p> <p>Main activities within the project will include:</p> <ul style="list-style-type: none"> <li>- Construction of new accesses in the flood plain of Svisloch river of 70 m length</li> <li>- Arrangement of connection between these accesses with the existing driveways at the Polish side</li> <li>- Reconstruction of driveways at the Belarusian side of 100 m length including the corresponding shifting of networks and fences</li> <li>- Allotment of storm water from existing and new bridges to the local waste treatment facilities</li> <li>- Arrangement of parallel traffic flow (entry and exit)</li> </ul> <p>In the result of the project implementation it is foreseen to preserve the existing driveway with the arrangement there of one-direction movement with two lanes towards the bordering country. At the same time the new driveway with two lanes will be constructed together with the bridge from the upstream side at a distance of 34 m (along the centers of the constructions) from the side of the Republic of Poland towards the Republic of Belarus. Besides it is proposed to arrange two pathways 3 m wide on both sides of the new driveway for pedestrians and cyclists passing across the State border by separate flows in both directions.</p>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>	3,45	3
<i>other costs:</i>	1	1

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<i>total project:</i>		4,45	4
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	2016	Indicative end date	2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>The border checkpoint „Berestovitsa” is the main crossing point in the direction of Bialystok from central and eastern regions of the Republic of Belarus.</p> <p>This project implementation will allow for strengthening international tourism development, tourism services exports development in both countries, increasing of the border areas availability, increasing region prestige value for the tourists.</p> <p>The project will also allow for interconnection of regional cultures, including training, business contacts between regional business structures and territorial authorities.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>Construction of the additional road bridge will help to increase the flow of tourists and to develop additional cooperation in the sphere of experience exchange in various fields, including cooperation between local governments and contacts between the residents of neighboring regions.</p> <p>Extended bridge will provide an opportunity for the economic development of border regions and countries as a whole.</p> <p>Increased capacity of the border crossing point will contribute to the development of closer ties between the organizations and the people themselves living in the surrounding areas, the development of relations in trade, business, ethnic and cultural, humanitarian, scientific and other spheres.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary - Grodno Regional Executive Committee:</b>  In accordance with the Law of the Republic of Belarus No 108-3 dated January 4, 2010 “On Local Governance and Self-Governance in the Republic of Belarus”, the functions of Regional Executive Committees, amongst others, include:</p> <ul style="list-style-type: none"> <li>- addressing issues of locating construction objects at the corresponding territory;</li> <li>- organizing construction, reconstruction, repairing and maintenance of the local automobile roads.</li> </ul> <p>The regional unitary enterprise "Institute Grodnograzhdanproekt", founded by the Grodno Regional Executive Committee will act as the building owner and organization responsible for the implementation of the construction of the road bridge across the Svisloch river between border checkpoints “Berestovitsa” (Republic of Belarus) and “Bobrowniki” (Republic of Poland).</p> <p><b>Project Beneficiary 1 - Voivode of Podlaskie:</b>  In accordance to the State Border Protection Act as of October 12, 1990, Voivodes are obliged to constantly maintain border crossings in conditions allowing performance of effective and efficient security, customs, sanitary, veterinary, phytosanitary, chemical and radiometric checks. The Voivode of Podlaskie is responsible for maintenance and operation of the border checkpoints on its territory. All activities planned for implementation within the project result from the statutory duty of the Voivode to provide border services with proper work conditions.</p> <p><b>Project Beneficiary 2 - State Customs Committee of the Republic of Belarus:</b>  In accordance with the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 “On several issues of the customs authorities of the Republic of Belarus” is responsible, amongst others, for:</p> <ul style="list-style-type: none"> <li>- provision within its competence of the economic security of the Republic of Belarus, as well as protection of its economic interests</li> <li>- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;</li> <li>- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.</li> </ul> <p>The project is fully consistent with National programs and strategies of socio-economic development of both regions and the country as a whole.</p> <p>In addition, border management is carried out from the central government authorities and, accordingly, projects related to border management represent national interest across the country.</p> <p>Project affecting national interests (associated with border management) cannot be submitted on a competitive basis, as it initially has a strategic importance for the Republic of Belarus.</p>			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<b>10. Large Infrastructure Project (LIP) 2014-2020 proposal</b>		
Proposal submitted by	State Customs Committee of the Republic of Belarus	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO 10 – Promotion of border management and border security, mobility and migration management.		
1.2 Justification of the choice of the objective:		
<p>Implementation of the project will lead to reduction of border crossing time which in its turn will lead to increased crossing capacity and reduced waiting time at the border, as well as carriers' expenditures connected with transport down time.</p> <p>The project realization will contribute to the protection of economic interests of the Republic of Belarus by way of preventing and fighting against organized crime and contraband.</p> <p>Accomplishment of project activities will lead to the improvement of border management operations.</p>		
1.3. Project title:		
Construction of the relocatable X-ray scanning control system of vehicles at the border checkpoint "Berestovitsa"		
1.4. Lead Beneficiary:		
Grodno Regional Custom House		
1.5. Potential Project Beneficiary:		
State Customs Committee of the Republic of Belarus Voivode of Podlaskie Minsk Central Custom House		
1.6. General description of the project concept:		
<p>The general objective of the project is improvement of the safety of Belarusian-Polish border by way of introducing the technology of non-intrusive customs inspection.</p> <p>Specific objectives of the project:</p> <ol style="list-style-type: none"> <li>1. Improving border crossing procedures.</li> <li>2. Strengthening border security.</li> </ol> <p>Implementation of the planned activities will allow to carry out cross-border development by way of introducing new technology of non-intrusive customs inspection of vehicles at the border checkpoint "Berestovitsa". The project provides for installation of X-ray scanning complex, including X-ray scanning system, protection building for it and the building for the personnel, utility systems, experts' preparation for operation with the scanning equipment, organization of the accelerated inspection of vehicles.</p> <p>In the result of the project the inspection and scanning set will be constructed. It will include:</p> <ol style="list-style-type: none"> <li>1. Hardware (source of ionizing radiation - electron linear accelerator with energy 6 MeV, the detection system, radiation safety, video surveillance, party-line communication, local-area network, workstations for staff to analyze the images and management system and other systems).</li> <li>2. Two buildings: 1 protective building (an area of 400 sq.m., will be built with the use of special concrete and metal and will look like a closed one-story building) and 1 separate building for the staff (an area of around 75 sq.m, which can guarantee the requirements of radiation safety. Key features of building are: preventing the penetration of moisture and dust in the room, X-ray treatment of people inside and outside the building).</li> </ol> <p>All this will allow to achieve the specific objectives of the project (improving border crossing procedures; strengthening border security) which will also have a positive effect on social and economic integration in the region.</p> <p>Border crossing time will be reduced, modern customs control technologies will be introduced, effective solutions to common problems in preventing and fighting against organized crime and contraband will be found by way of introducing the non-intrusive control system.</p> <p>Implementation of the planned activities will allow to achieve the main objective of the Programme – support for cross-border development processes.</p>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>	4,05	4,05

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<i>other costs:</i>		0,45	0
<i>total project:</i>		4,5	4,05
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	05.2015	Indicative end date	06.2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>Project implementation will have a positive impact on the level of socio-economic integration in the region, will increase its safety, will facilitate cross-border development by way of introduction of the new non-intrusive inspection technology for the vehicles at the border checkpoint "Berestovitsa".</p> <p>Transfer from non-effective and labor-consuming processes of vehicles' customs inspection with unloading and further loading of cargoes to modern technologies of containers and vehicles' inspection without opening will increase the crossing capacity of the border checkpoint "Berestovitsa", will increase transparency and effectiveness of customs control procedures. The increased crossing capacity and reduced waiting time will lower the risks of transport queues, carriers' expenditures connected with transport down time, will increase cargo flows which, in its turn, will reduce environmental damage in the region. Reduction of cross-border criminal activities, as well as enhancement of border security is also expected. It is expected that the quantity of detected goods involved in illicit trafficking will be increased which will obstruct contraband groups functioning, will improve criminal situation in the whole border territory.</p> <p>The mentioned factors will contribute to increasing the transit attractiveness of the region, contribute to the development of cross-border mobility of business-community, entrepreneurship and agricultural tourism, further the development of foreign economic relations and increase the competitiveness of the region.</p> <p>Increase of traffic flows through this region will create new possibilities for transport services, roadside business which, in its turn, will contribute to creation of new working positions.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>The level of economic development of the region where the project will be implemented is insufficient; the part of agriculture in the employment structure is high and the innovative level of small and medium business is relatively low. As such, the abovementioned factors impede the development of cross-border business-to-business mobility, entrepreneurship and agricultural tourism. Transit location of the territory allows to develop and increase traffic flow which will further the development of foreign economic relations and increase the competitiveness of the region. Geographical location of the territory of the project possesses advantages and potential for the development of traffic flow and can provide unobstructed transport passing and promote business and tourist inflows, but this requires an increase in transparency and efficiency of the customs control procedures strengthening border security, especially in such areas as prevention of illegal migration and trade of forbidden goods and the fight against organized crime.</p>			
2.3. Justification for direct award:			
<p>All beneficiaries comply with the requirements for that nature of the action. The project is fully consistent with National programs and strategies of socio-economic development of both regions and the country as a whole. In addition, border management is carried out from the central government authorities and, accordingly, projects related to border management represent national interest across the country.</p> <p>Project affecting national interests (associated with border management) cannot be submitted on a competitive basis, as it initially has a strategic importance for the Republic of Belarus.</p> <p><b>Lead Beneficiary - Grodno Regional Custom House:</b></p> <p>In accordance with the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On Several issues of the Customs Authorities of the Republic of Belarus" the State Customs Committee of the Republic of Belarus and the custom houses, amongst others, are responsible for:</p> <ul style="list-style-type: none"> <li>- provision within its competence of the economic security of the Republic of Belarus, as well as protection of its economic interests;</li> <li>- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;</li> <li>- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.</li> </ul> <p>The installed equipment will be located in the operational area of Grodno Regional Custom House which makes the mentioned custom house the only institution that may implement the project under the Belarusian law.</p> <p><b>Project Beneficiary 1 - State Customs Committee of the Republic of Belarus</b></p> <p>According to the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On several</p>			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

issues of the customs authorities of the Republic of Belarus” is responsible, amongst others, for:

- provision within its competence of the economic security of the Republic of Belarus, as well as protection of its economic interests
- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;
- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.

### **Project Beneficiary 2 - Voivode of Podlaskie**

In accordance to the State Border Protection Act as of October 12, 1990, Voivodes are obliged to constantly maintain border crossings in conditions allowing performance of effective and efficient security, customs, sanitary, veterinary, phytosanitary, chemical and radiometric checks. The Voivode of Podlaskie is responsible for maintenance and operation of the border checkpoints on its territory. All activities planned for implementation within the project result from the statutory duty of the Voivode to provide border services with proper work conditions.

### **Project Beneficiary 3 - Minsk Central Custom House**

According to the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 “On several issues of the customs authorities of the Republic of Belarus” the project beneficiary is responsible for accomplishing day-today management and supervision of the activities envisaged in the project. In accordance with the Order of the Head of Minsk Central Custom House #159-ОД dated 18.05.2015 the tasks of the International Technical Assistance Programs Monitoring Division include, amongst others:

- organization of ITA application forms preparing and approval;
- coordination of the departments of the State Customs Committee and custom houses in the course of ITA projects’ implementation;
- organization of control over the course of ITA projects’ implementation.

The same order foresees the following functions of the division:

- carrying out preparation of the documents within ITA programs’ implementation- Preparation of documents needed for the State Customs Committee for approval and state registration of ITA programs and their further exemption from taxes, duties and other fees;
- organization of international information exchange when implementing ITA programs;
- providing information on ITA programs’ implementation to ITA donors, Ministry of Economy of the Republic of Belarus, as well as to the other interested bodies.

Tasks will be performed by the International Technical Assistance Programs Monitoring Division founded in Minsk Central Custom House.

<b>11. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Brest Regional Department of the Ministry of Emergency Situations of the Republic of Belarus
<b>1. General information on the LIP proposal</b>	
<b>1.1 Programme thematic objectives</b>	
TO 8 – Common challenges in the field of safety and security	
<b>1.2 Justification of the choice of the objective:</b>	
<p>There is a system for monitoring and forecasting of natural and man-made emergencies in the Republic of Belarus. The functioning of that system is regulated by a number of legal instruments. A similar system operates in Poland. There are problematic issues in terms of coordination within the system as well as the timeliness of information to the public and neighboring states. Established in the cross-border region pilot joint monitoring system will not only protect the environment in the region but it can become a model for the development of transnational system of early detection and control of the emergencies, the rapid exchange of information in order to provide mutual assistance in case of cross-border emergencies. There is also necessity to strengthen fire and rescue system that reacts strictly for natural and manmade emergencies. Building the thorough system that of emergency protection and its annihilation on is strictly necessary on the whole Polish and Belarusian cross-border area.</p>	
<b>1.3. Project title:</b>	
Polish-Belarusian Cross-Border Safety. Strengthen of fire and rescue services' potential	
<b>1.4. Lead Beneficiary:</b>	
Brest Regional Department of the Ministry of Emergency Situations of the Republic of Belarus	
<b>1.5. Potential Project Beneficiary:</b>	
<ol style="list-style-type: none"> <li>1. Grodno Regional Department of the Ministry of Emergency Situations of the Republic of Belarus</li> <li>2. Regional Headquarter of the State Fire Service in Bialystok</li> <li>3. Municipal Headquarter of the State Fire Service in Biala Podlaska</li> </ol>	
<b>1.6. General description of the project concept:</b>	
<p><b>Project goal:</b> Increasing the level of the population's security and protection of the social sector and the environment by the means of creating the efficient joint system of monitoring and prompt response to various emergency situations in the cross-border territories of Belarus and Poland.</p> <p><b>Project tasks:</b></p> <ol style="list-style-type: none"> <li>1 (A). To prepare recommendations for optimization and convergence of environmental monitoring systems in the cross-border regions of Poland and Belarus and create technical and legal basis for the use of environmental monitoring data in real time on both sides of the border.</li> <li>2 (B). To raise the qualification potential of the cross-border departments of the Belarusian and Polish rescue services in the fields of monitoring the situation in connection with emergency, prevention and elimination of emergency situations, including by joint efforts.</li> <li>3 (C). To increase technical and professional capacities of rescue services departments for resource saving, minimization of the consequences of emergency situations and reduction of risk factors.</li> <li>4 (D). To carry out a broad awareness-raising campaign among the population of the cross-border territories, intended for the increase of the knowledge and skills level in the field of life safety basics.</li> </ol> <p>The Project has integrated character and includes the following activities:</p> <ul style="list-style-type: none"> <li>- Maintenance of high level of operational protection of the protected area of the following provinces: Podlaskie and Lubelskie (in Poland), and Grodno and Brest (in Belarus), by building a cohesive system of protection of population and the environment in the cross-border area.</li> <li>- Building of the Fire Station in Kameneč (Brest).</li> <li>- Reconstruction and modernization Fire Training Centre in Brest and Grodno.</li> <li>- Identification and mapping of emergencies in cross-border protected area.</li> <li>- Joint rescue exercises aimed at verification of rescue procedures.</li> <li>- Specialist training necessary to realize statutory tasks by rescue services.</li> <li>- Exchange of experience (through organization of workshops, symposiums and international rescue seminars) with participation of other services and local governments.</li> </ul>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

- Equipment for units: specialist vehicles and equipment, personal protection measures.
- Promotional actions.

Establishment of the Project Group for the Project implementation will assure joint preparation and implementation of the Project.

1.7. Indicative <b>total costs</b> of the project including:	Total budget (EU grant + co-financing) (MEUR)	EU grant amount (MEUR)
<i>infrastructure component total:</i>	4	3,6
<i>other costs:</i>	0,51	0,46
<i>total project:</i>	4,51	4,06

1.8. Indicative start date and end date of the project implementation (construction works):

Indicative start date	01.01.2016	Indicative end date	30.06.2018
-----------------------	------------	---------------------	------------

### 2. Description of the LIP proposal's relevance:

#### 2.1. Description of the cross-border impact of the proposed project:

The Project impact is extensive. As a result of the Project there will be strengthening of cooperation between local communities of the Polish-Belarusian borderland, not merely in the scope of fire protection, but also as regards crisis management and internal security. This will contribute to overall quality of life in the trans-border area and improved protection of the EU borders.

In the period 1990-2000 a wide system of transport communications was created at the Belarusian-Polish border area: border checkpoints, cargo terminals, bridges and motorways, resulting in the increase of border capacity. More than half of cargo and passenger turnover between the EU and CIS-countries passes through this segment. In its turn, it sets the task to create an effective security system of traffic flows, prevention of the emergencies of different character (fires, accidents, ecological and man-made disasters, floods and other crisis situations on both sides of the border), that may cause a grave damage to the environment and result in economical and image-making damage.

The Project is aimed at creating a unified mechanism of forecasting and monitoring of the situation, rapid exchange of information on the current situation and elaborating mutual decisions for prevention and elimination of cross-border emergency situations. It can be achieved by optimizing the actions of corresponding services on both sides of the border with the help of modern technology and accurate and rapid coordination of actions depending on the situation development.

Emergency situations have no borders, and their prevention and elimination becomes more effective only if done by mutual efforts of the beneficiaries on both sides of the border.

Taking into account the foregoing, the project implementation has a big cross-border effect. The products and results received as a result of the project will strengthen the international and interregional development.

#### 2.2. Description of the strategic importance of the project for the cross-border area:

Economic and social development of the regions: Podlaskie and Lubelskie in Poland as well as Grodno and Brest in Belarus shall contribute to greater hazards of serious threats to life, property and the natural environment. Until recently fire was the major hazard in those areas which required an organised operation by large teams that used specialist equipment. Technological and civilisation advances in industry, building, transportation, the use and transport of hazardous materials caused new hazards to life and health of people, their property and the environment. The aftermath of the progress is greater threats from new types of hazards, disasters or failures.

The greater hazards also result from the economic reality, namely: lack of funds for proper protection of technological processes, profit maximisation, and disregard for safety rules.

The main areas of hazards are predominantly connected with fire and other local hazards, as:

- focal (connected with storing of toxic industrial substances in stationary grids and containers),
- lineal (connected with industrial pipelines for flammable media), transport (connected with transportation of hazardous materials),
- flooding (connected with submerging),
- radiation,
- disasters, e.g. connected with building infrastructure.

In order to prepare rescue services to contain hazards in cross-border areas it is necessary to seek new techniques of protection from dangers, to conduct international cooperation between rescue services, to develop new and adjust current rescue procedures, to improve the level of technical equipment of Belarusian and Polish rescue services units, and properly train staff to react to crisis situations. The most important is also efficient location of Fire and Rescue Units ensuring rapid and professional reaction for emergencies.

Implementation of this Project is necessary due to the currently insufficient effectiveness of rescue operations

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

undertaken by Polish and Belarusian beneficiaries' services. An additional element which is to facilitate rescue operations will be a jointly. Vital element of building the Polish-Belarusian cross-border safety system will be elimination of deficiencies in terms of training of fire fighters who work in units subordinate to commanding officers. Transfer of knowledge is a vital element of realisation of the Project, therefore apart from specialist trainings the Project assumes realisation of joint rescue conferences, seminars and workshops combined with exercises participated by other services apart from fire service.

The Project accurately conforms in all matters to the legislation in the field of security and the national security strategies of Poland and Belarus, ensuring the maintenance of the tendencies in economic growth and development, advancement of technical and social infrastructure, improvement the quality of life of the population, development of tourism at the countries' border territories.

The creation of transnational contacts, allowing exchanging information and experience, best practice and knowledge, will contribute to the increase of common economic activity in the border area and the widening of cooperation in other fields. Further cooperation will focus on mutual maintenance of the created joint system, elaboration and development of the unified cross-border fire-safety system of environmental protection.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action.

#### **Lead Beneficiary – Brest Regional Department of the Ministry of Emergency Situations of the Republic of Belarus**

In accordance with the Decree of the President of the Republic of Belarus No756 dated December 29, 2006 "On Several Issues of the Ministry of Emergency of the Republic of Belarus" the Ministry of Emergency of the Republic of Belarus, amongst others, is responsible for:

- Implementation of the state policy in the sphere of prevention and liquidation of emergency situations of natural and man-made disasters and civil defense, securing fire, industrial, nuclear and radiation safety, liquidation of the Chernobyl disaster consequences, creation and preservation of state and mobilization material reserves;
- Organization of activities for liquidation of natural and man-made emergency situations;
- Carrying out international cooperation in the sphere of prevention and liquidation of emergency situations of natural and man-made disasters and civil defense, securing fire, industrial, nuclear and radiation safety, liquidation of the Chernobyl disaster consequences

In accordance with the Law of the Republic of Belarus No. 45-3 dated July 16, 2009 "About the bodies and departments of emergencies of the Republic of Belarus" the Lead beneficiary – Brest Regional Board of the Ministry of Emergency Situations – is a competent authority in the matters, covered by the Project on the territory of Brest region. Brest Regional Board is fully responsible for monitoring, prevention and elimination of emergency situations in Brest region. It has an experience in implementation of 2 cross-border projects as an applicant and 4 projects as a beneficiary. All of the projects were related to the ensuring of the population's safety and prevention of emergency situations.

beneficiaries, that represent rescue services, are also fully competent in the matters of ensuring the population's security and prevention of emergency situations.

#### **Project Beneficiary 1 - Grodno Regional Department of the Ministry of Emergency Situations of the Republic of Belarus**

According to the Law of the Republic of Belarus No. 45-3 dated July 16, 2009 "About the bodies and departments of emergencies of the Republic of Belarus" Grodno Regional Department of the Ministry of Emergency Situations of the Republic of Belarus is a competent authority in the matters, covered by the Project on the territory of Grodno region. It is fully responsible for monitoring, prevention and elimination of emergency situations (activities covered by the Project) in Grodno region.

#### **Project Beneficiary 2 - Regional Headquarter of the State Fire Service in Bialystok**

In accordance with the Decision no 28/2013 dated September 12, 2013 of the Podlaski Voivodship Commandant of the State Fire Service regarding the determination of the organizational rules of the Voivodship Headquarter of the State Fire Service in Bialystok the Regional Headquarter of the State Fire Service in Bialystok is fully competent in the matters of ensuring the population's security and prevention of emergency situations (activities covered by the Project) on its territory.

#### **Project Beneficiary 3 - Municipal Headquarter of the State Fire Service in Biala Podlaska**

According to the Organizational Regulation of the Municipal Headquarter the State Fire Service in Biala Podlaska approved by the Voivodship Commandant of the State Fire Service in Lublin by the Decree No. 1/06 as of December 18, 2006, the beneficiary is fully competent in the matters of ensuring the population's security and prevention of emergency situations (activities covered by the Project) on its territory.



12. Large Infrastructure Project (LIP) 2014-2020 proposal			
Proposal submitted by		Public Unitary Enterprise of Motorway Roads "Brestautodor"	
<b>1. General information on the LIP proposal</b>			
1.1 Programme thematic objectives			
TO 7 – Improvement of accessibility to the regions, development of sustainable and climate-proof transport and communication networks and systems			
1.2 Justification of the choice of the objective:			
<p>Implementation of the project will greatly influence accessibility of the border region. Together with the reconstruction of border crossing „Peschatka-Polovtsy” and change of its status from interstate to international, the border crossing will be able to accept all kinds of transport vehicles (busses, cargo vehicles and cars), its designed capacity is up to 1200 vehicles/per day. The border crossing can be accessed by road P-16 which has a connection with motorway M-1 (E-40).</p> <p>The actual technical state of the road P-16 (road leading to the border crossing „Peschatka-Polovtsy”) does not comply with international requirements for the international bus and cargo vehicles movement. The road from 20+000 km to 47+000 km has IV category (crushed rock road) and it is 6 meters wide. The road was repaired in far 1960.</p> <p>At the moment the border crossing capacity is 400 cars but after the reconstruction the capacity will be increased by 3 times up to 1200 vehicles a day (1130 cars, 20 busses, 50 cargo vehicles), the capacity of the road P-16 has to be increased adequately as it is an infrastructural system.</p> <p>There is a vital necessity to make the road P-16 able to take the increased load of international bus and cargo transport. It will increase the accessibility of the border region and will ensure designed capacity of the border crossing „Peschatka-Polovtsy” reconstructed within the Programme Poland-Belarus-Ukraine 2007-2013.</p>			
1.3. Project title:			
Improvement of border region road infrastructure ensuring sustainable access to the border region (modernization and construction of road P-16).			
1.4. Lead Beneficiary:			
Public Unitary Enterprise of Motorway Roads "Brestautodor"			
1.5. Potential Project Beneficiary:			
Podlaskie Voivodeship			
1.6. General description of the project concept:			
<p>Following the implementation of the Large Scale Project PBU/LSP/09/005 "Construction and Instrumentation of the Road Border Checkpoint "Peschatka" - Stage III" there is a necessity to modernize and construct road P-16 at the distance 31+000 km – 41+000 km (all together 10 km) with construction of bridge over the river Pulva. The implementation of the project will improve access to the border region and ensure functioning of the border crossing „Peschatka” at its designed capacity.</p> <p>Thanks to the implementation of the project the road P-16 will acquire 3rd technical status and will be 8 meters wide with asphalt surface and will ensure movement of international busses and cargo transport directly to the border crossing without passing through the settlements. Hence the construction of the road will positively influence ecological situation in the settlements in the border area.</p> <p>The tasks of the Polish beneficiary will be of soft nature and will include:</p> <ul style="list-style-type: none"> <li>- participation in the project events</li> <li>- promotion of project results in the Polish media and among Polish and EU citizens</li> </ul>			
1.7. Indicative <b>total costs</b> of the project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		5,00	4,48
<i>other costs:</i>		0,16	0,16
<i>total project:</i>		5,16	4,64
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	3 <sup>rd</sup> quarter 2016	Indicative end date	3 <sup>rd</sup> quarter 2018

<b>2. Description of the LIP proposal's relevance:</b>
<b>2.1. Description of the cross-border impact of the proposed project:</b>
The implementation of the project and its results influence the access of the border region and ensures access to the border crossing „Peschatka-Polovtsy” which is important for Poland and Belarus. The implementation of the project will make the region more attractive for tourists, investors and intrapersonal contacts ensuring sustainable social-economic development of Polish-Belarusian border region. Modernization and construction of the road P-16 will improve border movement, development of entrepreneurship in the Polish-Belarusian area.
<b>2.2. Description of the strategic importance of the project for the cross-border area:</b>
The strategic aim of the Project is strengthening of the socio-economic situation and creation of conditions for sustainable development of Polish-Belarusian borderland movement through increasing of level of road infrastructure and increase of quality and accessibility of regional connections. The construction and modernization of road P-16 will help to increase the flow of tourists and to develop additional cooperation in the sphere of experience exchange in various fields, including cooperation between local governments and contacts between the residents of neighbouring regions.
<b>2.3. Justification for a selection of the project in the direct award procedure:</b>
All beneficiaries comply with the requirements for that nature of the action. <b>Lead Beneficiary – Public Unitary Enterprise of Motorway Roads “Brestautodor”</b> The scope of project modernization and construction of road can be implemented only by the Applicant according to an Order of the Committee for Motorways at the Ministry of Transport and Communications of the Republic of Belarus No. 44 dd. 30.04.1998 (point 3, paragraph 8) : “Regional enterprises are the only entities authorised to: ...act as a contractor for construction, modernization and maintenance of motorways.” In accordance with Belarusian legislation, tasks of the Public Unitary Enterprise of Motorway Roads “Brestautodor”, amongst others, include: <ul style="list-style-type: none"> <li>– carrying out the functions of the Contracting Authority in the sphere of constructing and repairing republican automobile roads and road infrastructure objects;</li> <li>– systematic improvement of the automobile roads and road buildings condition in accordance with the traffic demands taking into account its’ increase in the long perspective.</li> </ul> <b>Project Beneficiary 1 - Podlaskie Voivodeship</b> Podlaskie Voivodeship is responsible for maintenance and operation of the automobile roads on its territory with the help of its subordinate unit Podlaskie Provincial Roads Management. This unit has administration power to do works provided in project in the best way. The project is fully consistent with National programs and strategies of socio-economic development of both regions and the country as a whole. Project affecting national interests cannot be submitted on a competitive basis, as it initially has a strategic importance for the Republic of Belarus.

13. Large Infrastructure Project (LIP) 2014-2020 proposal		
Proposal submitted by	State Customs Committee of the Republic of Belarus	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO 10 – Promotion of border management and border security, mobility and migration management.		
1.2 Justification of the choice of the objective:		
<p>Implementation of the project will lead to reduction of border crossing time which in its turn will lead to increased crossing capacity and reduced waiting time at the border, as well as carriers' expenditures connected with transport down time.</p> <p>The project realization will contribute to the protection of economic interests of the Republic of Belarus by way of preventing and fighting against organized crime and contraband.</p> <p>Accomplishment of project activities will lead to the improvement of border management operations.</p>		
1.3. Project title:		
Construction of the X-ray scanning control system of vehicles at the border checkpoint "Peschatka" of Brest Custom House		
1.4. Lead Beneficiary:		
Brest Custom House		
1.5. Potential Project Beneficiary:		
State Customs Committee of the Republic of Belarus Voivode of Podlaskie Minsk Central Custom House		
1.6. General description of the project concept:		
<p>The general objective of the project is improvement of the safety of Belarusian-Polish border by way of introducing the technology of non-intrusive customs inspection.</p> <p>Specific objectives of the project:</p> <ol style="list-style-type: none"> <li>1. Improving border crossing procedures.</li> <li>2. Strengthening border security.</li> </ol> <p>Currently full-scale reconstruction of the border checkpoint is being carried out within the international technical assistance project in order to increase the crossing capacity up to 1200 vehicles per day. Putting the border checkpoint into operation is planned for 2015 which will lead to increase of cargo and traffic flows.</p> <p>Simultaneously with cargo flow increase, increase of administrative violations cases is also possible. The applied procedures of contraband detection (visual examination, intrusive inspection with cargoes' unloading) are outdated, bulky and non-effective which may also lead to queuing and may become obstacle for transit through the region.</p> <p>One of the main objectives of the project is the protection of economic interests of the Republic of Belarus. Implementation of the planned activities will allow to carry out cross-border development by way of introducing new technology of non-intrusive customs inspection of vehicles at the border checkpoint "Peschatka". The project provides for creation of X-ray scanning complex, including X-ray scanning system, protection building for it and the building for the personnel, utility systems, experts' preparation for operation with the scanning equipment, organization of the accelerated inspection of vehicles. As well it is planned to hold study activities (workshops, trainings) for the officers of the customs authorities of the Republic of Belarus and of the Republic of Poland.</p> <p>This will allow to achieve the specific objectives of the project (improving border crossing procedures; strengthening border security) which will also have a positive effect on social and economic integration in the region.</p> <p>Border crossing time will be reduced, modern customs control technologies will be introduced, effective solutions to common problems in preventing and fighting against organized crime and contraband will be found.</p>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>	4,05	4,05
<i>other costs:</i>	0,45	0

Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<i>total project:</i>		4,5	4,05
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	05.2015	Indicative end date	06.2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>Project implementation will have a positive impact on the level of socio-economic integration in the region, will increase its safety, will facilitate cross-border development by way of introduction of the new non-intrusive inspection technology for the vehicles at the border checkpoint "Peschatka".</p> <p>Transfer from non-effective and labor-consuming processes of vehicles' customs inspection with unloading and further loading of cargoes to modern technologies of containers and vehicles' inspection without opening will increase the crossing capacity of the border checkpoint "Peschatka", will increase transparency and effectiveness of customs control procedures. The increased crossing capacity and reduced waiting time will lower the risks of transport queues, carriers' expenditures connected with transport down time, will increase cargo flows which, in its turn, will reduce environmental damage in the region. Reduction of cross-border criminal activities, as well as enhancement of border security is also expected. It is expected that the quantity of detected goods involved in illicit trafficking will be increased which will obstruct contraband groups functioning, will improve criminal situation in the whole border territory.</p> <p>The mentioned factors will contribute to increasing the transit attractiveness of the region, contribute to the development of cross-border mobility of business-community, entrepreneurship and agricultural tourism, further the development of foreign economic relations and increase the competitiveness of the region.</p> <p>Increase of traffic flows through this region will create new possibilities for transport services, roadside business which, in its turn, will contribute to creation of new working positions.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>The level of economic development of the region where the project will be implemented is insufficient; the part of agriculture in the employment structure is high and the innovative level of small and medium business is relatively low. As such, the abovementioned factors impede the development of cross-border business-to-business mobility, entrepreneurship and agricultural tourism. Transit location of the territory allows to develop and increase traffic flow which will further the development of foreign economic relations and increase the competitiveness of the region. Geographical location of the territory of the project possesses advantages and potential for the development of traffic flow and can provide unobstructed transport passing and promote business and tourist inflows, but this requires an increase in transparency and efficiency of the customs control procedures strengthening border security, especially in such areas as prevention of illegal migration and trade of forbidden goods and the fight against organized crime.</p>			
2.3. Justification for direct award:			
<p>All beneficiaries comply with the requirements for that nature of the action. The project is fully consistent with National programs and strategies of socio-economic development of both regions and the country as a whole. In addition, border management is carried out from the central government authorities and, accordingly, projects related to border management represent national interest across the country.</p> <p>Project affecting national interests (associated with border management) cannot be submitted on a competitive basis, as it initially has a strategic importance for the Republic of Belarus.</p> <p><b>Lead Beneficiary – Brest Custom House</b></p> <p>In accordance with the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On Several issues of the Customs Authorities of the Republic of Belarus" the State Customs Committee of the Republic of Belarus and the custom houses, amongst others, are responsible for:</p> <ul style="list-style-type: none"> <li>- provision within its competence of the economic security of the Republic of Belarus, as well as protection of its economic interests;</li> <li>- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;</li> <li>- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.</li> </ul> <p>The installed equipment will be located in the operational area of Brest Custom House which makes the mentioned custom house the only institution that may implement the project under the Belarusian law.</p> <p><b>Project Beneficiary 1 - State Customs Committee of the Republic of Belarus</b></p> <p>According to the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On several issues of the customs authorities of the Republic of Belarus" is responsible, amongst others, for:</p> <ul style="list-style-type: none"> <li>- provision within its competence of the economic security of the Republic of Belarus, as well as</li> </ul>			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

protection of its economic interests

- creation of conditions contributing to the acceleration of turnover when importing goods into the Republic of Belarus and the export of goods from the Republic of Belarus through the customs border of the Customs Union in Belarus;
- determining the technical policy in terms of development, equipping and introducing of technical means of customs control in the customs authorities.

### **Project Beneficiary 2 - Voivode of Podlaskie**

In accordance to the State Border Protection Act as of October 12, 1990, Voivodes are obliged to constantly maintain border crossings in conditions allowing performance of effective and efficient security, customs, sanitary, veterinary, phytosanitary, chemical and radiometric checks. The Voivode of Podlaskie is responsible for maintenance and operation of the border checkpoints on its territory. All activities planned for implementation within the project result from the statutory duty of the Voivode to provide border services with proper work conditions.

### **Project Beneficiary 3 - Minsk Central Custom House**

According to the Decree of the President of the Republic of Belarus No 228 dated April 21, 2008 "On several issues of the customs authorities of the Republic of Belarus" the project beneficiary is responsible for accomplishing day-today management and supervision of the activities envisaged in the project. In accordance with the Order of the Head of Minsk Central Custom House #159-ОД dated 18.05.2015 the tasks of the International Technical Assistance Programs Monitoring Division include, amongst others:

- organization of ITA application forms preparing and approval;
- coordination of the departments of the State Customs Committee and custom houses in the course of ITA projects' implementation;
- organization of control over the course of ITA projects' implementation.

The same order foresees the following functions of the division:

- carrying out preparation of the documents within ITA programs' implementation- Preparation of documents needed for the State Customs Committee for approval and state registration of ITA programs and their further exemption from taxes, duties and other fees;
- organization of international information exchange when implementing ITA programs;
- providing information on ITA programs' implementation to ITA donors, Ministry of Economy of the Republic of Belarus, as well as to the other interested bodies.

Tasks will be performed by the International Technical Assistance Programs Monitoring Division founded in Minsk Central Custom House.

<b>14. Large Infrastructure Project (LIP) 2014-2020 proposal</b>		
Proposal submitted by	Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region	
<b>1. General information on the LIP proposal</b>		
1.1 Programme thematic objectives		
TO 8 – Common challenges in the field of safety and security		
1.2 Justification of the choice of the thematic objective:		
<p>Implementation of the quick response system will facilitate coordinated cooperation of different emergency services in order to respond common challenges in the field of safety and security. This will enable Lviv law-enforcements officers to ensure permanent and comprehensive surveillance of the crime rate in Lviv, to significantly improve the process of establishing identities of peoples that have caused a crime. The project implementation will result in possibility to ensure operative and comprehensive control of the situation in Lviv, to keep video and audio archive, this will bring in an opportunity of self-sufficient alert for responsible services and entities in case of emergency, to provide visual information from video cameras' places, integration of video information and information from the other automated systems of the city infrastructures. Modernization of equipment support, creation of the mechanism of operative24/7 surveillance of situation of the city, possibility of reconstruction of the course of events according to records videotaped by the cameras will make the level of crimes solving and prevention thereof closer to that of the developed countries, this will significantly decrease the number of crimes in public places.</p>		
1.3. Project title:		
Establishment of the system of dynamic response to information of crimes and other events in Lviv		
1.4. Lead Beneficiary:		
Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region		
1.5. Potential Project Beneficiary(s):		
Police Headquarters in Rzeszow		
1.6. General description of the project concept:		
<p>Infrastructure of the modern metropolis is so complex and diverse that the matter of the individual security in the city is of grate relevance. Every city visitor, just like the citizen, needs to feel safe and realize that he/she is in protected environment. The issue of the functioning of the center of dynamic response to the information of crimes and other events where experienced personnel with foreign language skills able to provide assistance would work is extremely relevant. The center's primary objective will be the coordinated cooperation of the emergency services and bodies, and provision of requested help in a timely manner.</p> <p>List of activities to be carried out in order to establish the system of dynamic response to information of crimes and other events in Lviv:</p> <ul style="list-style-type: none"> <li>• Completion of the second phase of construction of a new administrative building for the Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region and reconstruction of buildings of its territorial police departments.</li> <li>• Equipment of the a new administrative building for the Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region with systems of «smart office» and GPS navigation.</li> <li>• Providing police departments with well – equipped operative cars .</li> <li>• Equipment police patrols with body worn cameras.</li> <li>• involvement of international experts, professionals and advisors in order to set system of dynamic response to information of crimes and other events in Lviv in the city</li> <li>• education and advance training of personnel that will maintain the system</li> <li>• creation crime-mapping program for police officials to identify hotspots and at-risk places</li> <li>• disposition of the CCTV cameras in Lviv</li> </ul> <p>The system will be located on the base of the Lviv city police department. Ministry of Internal Affairs of Ukraine is investing in the construction and equipment of a new administrative building.</p>		
1.7. Indicative <b>total costs</b> of the project including:	<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<i>infrastructure component total:</i>		4	3.6
<i>other costs:</i>		2	1.8
<i>total project:</i>		6	5.4
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	2016	Indicative end date	2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>Considering the peculiarities of geo-economic and geopolitical location of the Lviv region it can be regarded as a region, internal stability and security of which is a condition for the security of neighbouring states. Taking into account strategic importance of national and international security, escalation of global security challenges, the need for implementation of the project of Establishment of the system of dynamic response to information of crimes and other events in Lviv becomes a question of great relevance. The existence of the center will provide an opportunity to reduce crime rate and improve the level of crime solving. Besides, The importance of the project implementation determined by the need of the interests of Ukraine's national security in a changing geopolitical situation and European integration.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>Creation of system of militia dynamic response to information of crimes and other events will stabilize the safety not only in Lviv but in the whole cross-border area. Lviv region, which directly borders with the European Union is a transit point for foreigners and Ukrainian following to the EU from eastern regions. The system of militia dynamic response to information of crimes and other events prescribes disposition of the CCTV cameras in Lviv, utilization of existing CCTV cameras that belong to business entities irrespective of the ownership type, of the governing authorities and local executive bodies led into the single dynamic response centre based on LMU GUMVS of Ukraine for Lviv region. This will affect development of the region, significantly reduce the number of crimes committed in public places and create conditions for prevention thereof, increase the tourist flow and allow Lviv citizens and visitors seeking help to get that as soon as possible.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary – Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region</b>  The Ministry of Internal Affairs of Ukraine and the Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region as its unit execute state policy for the protection of rights and liberties of citizens, investigates unlawful acts against the interest of society and state, fights crime, provides civil order, ensures civil security, traffic safety, and protects the security and protection of important individuals. So, establishment of the system of dynamic response to information of crimes and other events in Lviv on the base of Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region refers to actions with specific characteristics that require a particular type of body based on its administrative power.</p> <p><b>Project Beneficiary 1 - Police Headquarters in Rzeszow</b>  Concerning Poland, a set of police acts, that came into force on 10 May 1990 - on the day of their publishing, identified the internal affairs department as a new central body of the executive branch built to serve the needs of a democratic country. According to the statutory instructions, the Ministry of Internal Affairs became: "...the principal office of the state administration carrying out the country's policy in the area of protecting the state security and the public order as well as the protection against illegal attempts on human life and health, cultural achievements, social properties and on particular citizens..." . Thus, the Ministry of Internal Affairs of Poland in the whole and Police Headquarters in Rzeszow as its unit as well as the Ministry of internal affairs of Ukraine and Lviv City Board of Administration of the Interior Ministry of Ukraine for Lviv region are de jure monopoly.</p>			

<b>15. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	State Historical and Architectural Reserve of Zhovkva City
<b>1. General information on the LIP proposal</b>	
1.1 Programme thematic objectives	
TO 3 – Promotion of local culture and preservation of historical heritage	
1.2 Justification of the choice of the thematic objective:	
<p>Cultural development for the Polish-Ukrainian border is a key element of both countries regional development. The cross-border region has got perfect natural conditions where local traditions, rituals, songs, architecture, etc. have developed. This is a multicultural region, for the two main cultural branches - the Polish and Ukrainian – have functioned there. On both sides of the border there are material and spiritual traces of this multiculturalism. The project aims to support and underline different, as well as common features of the local cultures.</p> <p>Polish-Ukrainian cross-border zone is rich in cultural heritage. Such heritage sites as the Castle and Palace in Zhovkva, other palaces, sacred compounds, wooden architecture, or archaeological sites constitute important centres, which attract tourists and pilgrims from all over the world.</p> <p>Within this project the most important element of promotion is to bring several objects of cultural heritage in a proper state and to develop other cultural activities on their basis - museum and exhibition, concert, travel, performance and other activities. Demonstration through events, life and work of prominent historical and religious figures, traditions of the local population will contribute to the promotion of the region both in and outside the countries.</p> <p>Referring to Zhovkva, in particular, the Castle’s development strategy foresees its transformation into a cultural tourist compound not only of local, but also of international significance. In the Synagogue it is planned to create the Galician Cultural Center that has been already agreed on, and an agreement with the Ethnology Institute of the National Academy of Sciences of Ukraine has been already signed.</p> <p>The project will promote active communication between artists in different directions, intellectual growth of local communities and encourage them to renew individual local crafts and traditions.</p> <p>All the objects affected by the project are monuments of national importance and carry a lot of historical memory. Cultural heritage sites are also a great platform for the development of modern culture, introduction of new forms of communication, primarily among young people. However, all these monuments require a great deal of costs on their restoration and regulation.</p>	
1.3. Project title:	
Trans-Border Treasures – Preservation, Development and Promotion of Cultural Heritage	
1.4. Lead Beneficiary:	
State Historical And Architectural Reserve Of Zhovkva City	
1.5. Potential Project Beneficiary(s):	
Podkarpackie Voivodeship Conservator of Monuments in Przemyśl	
1.6. General description of the project concept:	
<p>The project falls within the objectives of the Cross-Border Cooperation Program PL-BY-UA for the years 2014-2020, as well as of planning documents on the level of the European Union, the two countries, regions, poviats and municipalities of the two beneficiary areas, where project tasks have been planned. Therefore it is <b>coherent with the development policy implemented in these areas</b>.</p> <p>The project is aimed at promoting the cultural heritage of both regions through landscaping, reconstruction and restoration, overall revitalization of two historical architectural complex in Zhovkva – the Castle and Synagogue - and an appropriate popularization of cultural heritage on the Polish side.</p> <p><b>Problems that both sides face are the following</b></p> <ol style="list-style-type: none"> <li>1. The architecture monuments of Zhovkva are in bad technical condition, in particular, the Castle and Synagogue. Part of the Castle is in bad need of repairing (the roofs over the two towers and the kitchen building), part of the premises require restoration. Some elements of the complex, including the portico with the galleries in front of the Palace building and fortifications in front of the Castle, require reconstruction. The rooms of the Castle, which are to be adopted to the museum exhibition in accordance with the concept, require thorough decorating. Engineering infrastructure of the Castle is not developed and is to be completed. In particular, it is necessary to connect the Castle to the city water supply and drainage, heating</li> </ol>	



## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

and electricity. Adjacent infrastructure is not provided (restaurant, park, etc).

2. The synagogue is also in bad condition. The works started in the 90s have not been completed yet, in particular, works on the roof are still uncompleted (the part is not covered with copper plates, drainage constructions are not fitted); for a long time, excavation of the Southern extension remains open, the roof over the Southern extension is in emergency condition. The main scope of the synagogue and other premises is not fitted with new windows and doors. The external facades are not regulated. This object's state unables to utilize it normally and fully conduct cultural activities.
3. The project's objective is impossible without a serious strengthening of promotion and information campaign. Residents of both regions known less about each other, organization of tourist exchanges has been not provided yet. Cultural and religious activities, organized by both sides, are not advertised properly, and beneficiaries do not participate in them.

### **Project's objectives on achieving certain goals can be focused on the following:**

- **Implementation of works on revitalization and adaptation of the compound in Zhovkva to cultural and tourism - related objectives**, including:

**The CASTLE in Zhovkva** – completion of the restoration of the Western tower with adjoining galleries; implementation of the repair works on the roof of the Kitchen building, Northern and Southern towers; reconstruction of the portico with two-storey galleries of the Palace building; implementation of emergency works on the interiors of the Palace building (windows, doors, floors, engineering utilities); reconstruction of fortifications next to Vicheva Square; installation of a transformer substations with cable glands; partial restoration of the front building and some other works;

**The SYNAGOGUE in Zhovkva** – completion of the works on the roof; installation of windows and doors of the main building; reconstruction of the Southern extension; restoration of the Western extension; restoration of facades. Adaptation of the Synagogue to the Galician Centre of Jewish culture will require urgent works in the main building.

- **Researches, information and promotion campaign.**

It is envisaged by the project to carry out a wide promotion of the borderland's monuments, highlighting the two compounds of cultural heritage. A number of materials will be printed – albums and booklets, postcard sets and so on. WEB-pages of the beneficiaries and local authorities will be involved. It is envisaged to make a film and a range of television series. Among the promotion events there will be several specialized conferences on the protection of cultural heritage.

- **Mutual exchange** of the public from Zhovkva with residents of Podkarpacie, organization of joint, religious and cultural events;

- Organization of a **range of meetings**, conferences on issues relating protection of cultural heritage.

- Development of the activity of the International Center for Cultural Heritage Protection in Zhovkva City, whose co-founder is the National Heritage Institute.

- The Project will increase **the attractiveness of the tourism** and cultural offer of Podkarpackie Region and Lviv Region.

1.7. Indicative <b>total costs</b> of the project including:	Total budget (EU grant + co-financing) (MEUR)	EU grant amount (MEUR)
<i>infrastructure component total:</i>	5,52	4,96
<i>other costs:</i>	0,3	0,27
<i>total project:</i>	5,82	5,23

### 1.8. Indicative start date and end date of the project implementation (construction works):

Indicative start date	2017	Indicative end date	2019
-----------------------	------	---------------------	------

## **2. Description of the LIP proposal's relevance:**

### 2.1. Description of the cross-border impact of the proposed project:

The project has a strong impact and cross-border effect is high, as both beneficiaries participate in the preparations as well as the actual project implementation. There is joint financing, and joint implementation of promotional activities to promote trans-border areas.

The trans-border impact of this project is obvious from the view point that heritage of the Polish-Ukrainian borderland, which developed over the centuries in the common state – the Commonwealth of Poland and where economic, cultural and religious „threads” were well established, is favourable to renew these relationships. Apart from the compound of the very project, the territories of both Zhovkva and the Podkarpackie Region are rich in a great number of various monuments, including religious ones (in particular, Catholic churches in Ukraine, churches of the eastern traditions in Poland, as well as monuments inscribed in the UNESCO World Heritage List).

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

This is another positive thread to „blur the boundaries” and mutual development.

The project will contribute to achieving overall Programme objectives, and it will further the removal of barriers in the contacts between cross-border communities; it will increase mutual knowledge between the beneficiaries (on the other beneficiary’s culture, tradition, language), and it addresses education centred upon the respect towards the natural environment and towards the joint cultural heritage.

The project will contribute to the improvement of the monuments’ state of the borderland and increase of their attractiveness for visitors. It will convey a sustainable message to the young generations on the heritage and tradition, which in turn shall make it possible to further the impact of that heritage and tradition in the future. Throughout the project’s implementation period, the project will be managed jointly by the beneficiaries, which shall increase the quality and the effectiveness of the activities. Joint promotional campaign will be organised (including publications; shared cultural events, etc.). The joint endeavour will bring about new, well considered, and very much needed tourism products as well as ideas for further, new products and joint cultural events.

Each side will feel the impact of the project on its territory. For Ukraine it is another step on its way to the European Union, additional opportunities to implement some events (fairs), to enter new markets with their product as well. The Ukrainian side will gain invaluable experience of attracting European funds under the European procedures and a powerful impetus to the growth of local business.

The border area becomes more attractive, and the Ukrainian side is much closer to the Poles. The general picture of the border area will be improved in the eyes of European guests and tourists from other parts of the world.

### 2.2. Description of the strategic importance of the project for the cross-border area:

- The Funds invested in the “monuments of historical heritage” enjoy the longest possible exposure time, and have a long-term impact, and they undoubtedly have a **high strategic significance** for both our partnership areas on local and national levels. Investment projects and works upon historical monuments are protected by the State, which has created legal basis for such protection. These kinds of projects are very complex and they cannot be implemented without the input from the Monument Conservation authorities, from experts in monument conservation field etc. Thanks to project’s implementation, historical knowledge is passed on to the next generation, character of a historical era is conveyed as well as basic cultural content from the past.
- These values are passed down from generation to generation, however, each renovated heritage site continues the passing of tradition, while often absorbing and including features of contemporary culture, style, and needs. To some extent, the knowledge thus gained will be transmitted into society, which shall again pass on these values to the next generations. This kind of continuity ensures the development of the society, the region, and the country.
- Location near the state borders represents **another strategic aspect**, since both regions are noticeable objects for any tourist who travels from Europe or Poland to Ukraine or vice versa. In future well-developed tourist centres a visitor will be able to get information about Poland and Ukraine, as well as about other attractions of the very area and the entire country. Tourists will be able to stay here for sightseeing or for business.
- The project’s implementation period is three years (2017-2019), as it is complex, and the preservation of monuments requires not only considerable financial costs, but also the appropriate time to be implemented properly. By nature the project is integrated.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action.

#### **Lead Beneficiary – State Historical And Architectural Reserve Of Zhovkva City**

According to the Constitution of Ukraine, a function of heritage protection is a function of the state. The Ministry of Culture of Ukraine is a monopoly institution of the central executive body in the field of heritage protection (Article 3 of the Law of Ukraine on “Protection of Cultural Heritage”). The Ministry manages a part of monuments of national significance in the country. The State Historical and Architectural Reserve in Zhovkva is an institution of the Ministry of Culture of Ukraine, financed from the state budget and has in possession of seven objects-monuments of architecture of national significance and manages them efficiently. In compliance with the Regulation on the State Historical and Architectural Reserve in Zhovkva approved by the Order of the Minister of Culture of Ukraine from May 7, 2012 No. 451 (Point 2.2.1), kinds of the Reserve’s activity are as follows:

*“the implementation of a range of scientifically well-founded measures towards rehabilitation, restoration, conservation, museumification, as well as adaptation and repair of the objects of cultural heritage, revealing of their features, reconstruction of their lost or damaged elements”.*

#### **Project Beneficiary 1 - Podkarpackie Voivodeship Conservator of Monuments in Przemyśl**

The project’s beneficiary - the Voivodeship Conservator of Monuments in Przemyśl is a juridical monopoly in the territory of Podkarpackie Voivodeship. Its competence also includes providing help with investments in monuments. The Voivodeship Conservator of Monuments in Przemyśl will be involved in project soft activities

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

(e.g. seminars about conservatory issues in the Carpathian region, carrying out of conservatory researches, preparation of publications etc.)

-

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

16. Large Infrastructure Project (LIP) 2014-2020 proposal			
Proposal submitted by		Road Service in Volyn region, Ukraine's State Agency for Roads "Ukravtodor"	
<b>1. General information on the LIP proposal</b>			
1.1 Programme thematic objectives			
TO 7 – Improving accessibility to the border region			
1.2 Justification of the choice of the thematic objective:			
Volyn region is conveniently located at crossroads of significant transport routes which favours development of international economic cooperation. Still, the border region is unable to take full advantage of its favourable location because of poor quality of existing communication links. This refers, first of all, to Ukraine's state motorway M-07, the shortest way from Kyiv to Warsaw, which is at the same time a part of the European road E373. Bringing technical and surface characteristics of this road closer to the European standards will contribute into improving the accessibility to the border region.			
1.3. Project title:			
Better access to the Ukrainian-Polish border region through reconstruction of Ukraine's state road M-07 "Kyiv-Kovel-Yahodyn" at the section 487 + 500-496 + 500, km 496 + 500-505 + 286			
1.4. Lead Beneficiary:			
Road Service in Volyn region, Ukraine's State Agency for Roads "Ukravtodor"			
1.5. Potential Project Beneficiary(s):			
Volyn Regional State Administration, Ukraine Marshal's Office of Lubelskie Voivodeship, Poland			
1.6. General description of the project concept:			
The Ukraine's state motorway M-07 is 487 km long and connects the Ukrainian capital city Kyiv with the border crossing point "Yahodyn" at the Ukrainian-Polish border. A part of the road running through the Volyn region, which is 69 km long, was under rebuilding from 2002 to 2011. The repairing works at the section 487 + 500-496 + 500, km 496 + 500-505 + 286 took place at early 2000s and since then no more activities were carried out. As a result, technical state of this part of the road considerably worsened because of chuckholes and cracks. The project envisages reconstruction of 17.8 km road section between a settlement Lyuboml and a border crossing "Yahodyn". The damaged road surface is to be repaired; two additional layers of asphalt concrete are to be installed as it is required for the road of category I (under Ukrainian classification).			
1.7. Indicative <b>total costs</b> of the project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		6.1	5.5
<i>other costs:</i>		0.35	0.3
<i>total project:</i>		6.45	5.8
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	01.01.2017	Indicative end date	01.07.2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
The road M-07 is a part of a transport corridor "Baltic Sea - Black Sea". In accordance with the European Agreement on Main International Traffic Arteries it is also integrated to E-373 main roads international network. The strategic impact of the project is harmonising road and transport infrastructure both on the Ukrainian and Polish sides of the border. The project implementation will facilitate both international and bilateral trade and will contribute into better use of the Ukrainian-Polish border region as a transit territory. A considerable project outcome is improvement of the mobility of people and goods. The other benefits of the project are increased road safety and reduced traffic accidents.			
2.2. Description of the strategic importance of the project for the cross-border area:			
The project is to improve the competitiveness of the socio-economic cross-border area at European, national,			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

regional and local levels, through mitigation of the limitations arising from the functioning of the EU external border. Its realization will promote sustainable regional trade and socio-economic integration and development. The project is significant with a view of increasing investment attractiveness and bringing more dynamics to the tourist industry of the area. Improvement of safety, security, reliability, quality and efficiency in cross-border road transport is another crucial factor.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action.

#### **Lead Beneficiary – Road Service in Volyn region, Ukraine’s State Agency for Roads “Ukravtodor”**

Road Service in Volyn region is a territorial division of the State Road Agency of Ukraine, which bears responsibility for managing roads and financial resources at the regional level.

Its activities are targeted to provide operational maintenance of roads, bridges and engineering utilities; carrying on their capital and preventive maintenance; construction of new and reconstruction of existing roads; ensuring continuous and safe traffic.

Road Service in Volyn region maintains a network of roads, which is 6.203,8 km long.

It is both a de jure and de facto monopoly body in a field of managing international, national and regional roads running through Volyn region. It is the only organization in the region, which possesses technical competence and administrative power required for implementing infrastructural activities of this kind.

#### **Project Beneficiary 1 - Volyn Regional State Administration**

Following the Law of Ukraine “On local state administrations” as of April 9, 1999 № 586-XIV, Volyn Regional State Administration performs the executive authority in the region. In addition, In accordance with the Regulation of the Cabinet of Ministers of Ukraine dated 15.02.2002 № 153 "On the creation of uniform system of involvement, use and monitoring of the international technical assistance" Volyn Regional State Administration is responsible for accomplishing monitoring and supervision of all activities financed by the International Technical Assistance, including activities envisaged in the project, on the territory of Volyn region. Volyn Regional State Administration as regional authority will coordinate and prepare recommendations together with state institution "Ukravtodor" on the questions of road investments financed within the project by EU funds

#### **Project Beneficiary 2 - Marshal’s Office of Lubelskie Voivodeship**

All infrastructure activities will be implemented only in the Volyn region (Ukraine). The Polish beneficiary will be responsible only for soft contribution to the project. Lubelskie Voivodeship is responsible for maintenance and operation of the automobile roads on its territory with the help of its subordinate unit Lubelskie Regional Road Management. This unit is responsible for construction, modernization, maintenance and management of regional roads on the territory of Lubelskie Voivodeship. In accordance with the Art. 21. paragraph 1 of the Act of 21 March 1985. about public roads (Journal of Laws of 2013, item. 260, with the later amendments) the Regional Road Management in Lublin functions as a statutory management board, executing duties of provincial roads manager on the territory of lubelskie voivodeship and carries out other tasks arising from assigned authorizations and powers of attorney of the Regional Board or the Marshall of Lublin. The responsibilities of the Regional Road Management in Lublin in accordance with the Organizational Regulations are:

- § 5 paragraph 1 point 2, development of the projects of financing plans for the construction, reconstruction, repair, maintenance and protection of road structures;
- § 5 paragraph 1 point 3, execution of the investor duties on regional roads.

<b>17. Large Infrastructure Project (LIP) 2014-2020 proposal</b>	
Proposal submitted by	Volyn Regional State Administration, Ukraine
<b>1. General information on the LIP proposal</b>	
<b>1.1 Programme thematic objectives</b>	
TO 8 – Common challenges in the field of safety and security	
<b>1.2 Justification of the choice of the thematic objective:</b>	
<p>The project is coherent with TO 8 objectives (Priority: Addressing common security challenges) as it foresees joint initiatives on prevention of natural and man-made disasters on cross-border area.</p> <p>The project implementation will contribute to the prevention of ecological disaster that might occur in the territory of transboundary biosphere reserve “Western Polesie”, caused by absence of sewerage and wastewater treatment systems and make good conditions for further activities regarding protection of precious ecological systems of Polish-Belorussian-Ukrainian Polesie.</p> <p>The problem with above-mentioned systems is becoming more important as the number of domestic and foreign tourists attending Shatsk National Natural Park and Lake Svityaz for recreation and leisure purposes increases from year to year. Still, they suffer from unsanitary conditions caused by absence of sewerage and wastewater treatment. This imposes great risks for their health and safety because of infectious diseases hazard.</p>	
<b>1.3. Project title:</b>	
Improvement of the environment within the Shatsk National Natural Park by building sewer systems in rural settlements around Lake Svityaz	
<b>1.4. Lead Beneficiary:</b>	
Shatsk District State Administration of Volyn Region	
<b>1.5. Potential Project Beneficiary(s):</b>	
Administration of Gmina Wlodawa, Lubelskie Province, Poland	
<b>1.6. General description of the project concept:</b>	
<p>Shatsk district is located in the north-western part of Volyn region and shares a common border with Poland and Belarus. The population of the district is about 17 thousand people, the area – 750 km<sup>2</sup>. In the district territory there are 3 rivers (including the Western Bug) and 24 lakes. In 1983 Shatsk National Natural Park (49 thousand hectares) was created to preserve the unique landscapes and recreational resources. The main water body of the park and the district is Svityaz – the deepest lake in Ukraine (depth 58.4 m), which is situated in the area between the Prypiat and the Western Bug rivers.</p> <p>The lake line is about 35 km, about 14 km (40%) of which is occupied by villages of Shatsk, Svityaz, Pulmo and public recreation areas – Hryada Tract, Hushove, Stupa. Around 9000 people constantly live in these settlements. In the tourist season the number of people increases by 15-30 thousand.</p> <p>At the same time, almost in the entire shore line, except Hryada Tract, Stupa and partly Hushove, there are no water supply, drainage and sewage treatment. Most of the people living near the lake line use its own wells for drinking water. Private homes are not connected to the sewerage network and use separate containers that do not provide complete isolation. Individual leaking tanks cause the secondary contamination of drinking water and are likely the source of epidemiological and biological hazards that is especially dangerous in the tourist season.</p> <p>There is an urgent need in expansion and modernization of the entire drainage system to cover the largest possible number of farms in Shatsk area surrounding Lake Svityaz, and make the territory more environmentally friendly. Building sewers will lead to a reduction of pollutants discharged into the environment.</p> <p>According to the Agreement between the governments of Ukraine, Belarus and Poland Shatsk Natural Park, as well as biosphere reserves "Pribuzhskoye Polesie" (Belarus) and "West Polesie" (Poland) constitute a transboundary biosphere reserve "Western Polesie".</p> <p>The general objective of the project is reducing the volume of waste water that fall into the water bodies of Shatsk National Natural Park.</p> <p>The target group of the project is Shatsk area residents, farms who will be connected to the sewerage system and other community members, whose quality of life will improve.</p> <p>Project activities envisage:</p> <ol style="list-style-type: none"> <li>1. Construction of 10 km sewerage network and upgrading sewage treatment facilities in the western part of the village of Shatsk covering 1000 people, increasing the capacity of existing treatment facilities for 200 m<sup>3</sup> per day.</li> <li>2. Construction of 21 km sewerage network and treatment facilities in villages of Svityaz, Shatsk district covering</li> </ol>	

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

2000 people and sewage treatment facilities with capacity of 900 m <sup>3</sup> per day.			
3. Construction of 17 km of sewers and wastewater treatment facilities in the village of Pulmo, Shatsk district covering 1500 people and treatment facilities with capacity of 300 m <sup>3</sup> per day.			
All construction activities will be carried out in accordance with project estimates.			
1.7. Indicative <b>total costs</b> of the project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		6.1	5.5
<i>other costs:</i>		0.35	0.3
<i>total project:</i>		6.45	5.8
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	01.01.2017	Indicative end date	31.12.2018
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
<p>A network of sewer systems and wastewater treatment facilities being constructed will result in reduced penetration of wastes to groundwater, diminished risks of hazardous diseases spread within a transboundary biosphere reserve "Western Polesie". The project implementation will improve the ecological situation in the transboundary biosphere reserve, contribute into purification of surface waters of the Western Bug and the Prypiat rivers, enhance cross-border contacts in the field of environment and make good conditions for further activities regarding protection of precious ecological systems of Polissia. The project realization will also increase the tourist attractiveness of the cross-border area.</p>			
2.2. Description of the strategic importance of the project for the cross-border area:			
<p>In the long term perspective the project implementation will lead to reducing water pollution in the basin of the Western Bug River, improving living conditions, as well as the capacity building for the development of agro-tourism and active tourism in the border areas.</p> <p>The project will have a positive impact on rising of living standards. The growth of tourism business will favour the incomes of local people. Lessons learned from the project implementation will be used for the development of joint projects aimed at sustainable socio-economic development of cross-border area.</p> <p>The project fully complies with "Strategic Directions of Polesie cross-border cooperation". This strategic document was signed in 2011 by Brest district (Belarus), Shatsk district (Ukraine) and Włodawa County (Poland). The main focus of cooperation in accordance with the adopted document is improving the quality of life, based on managing environmental threats and actions that promote the sustainable use of natural resources, implementation of renewable energy sources and energy efficiency. As a priority the increase of infrastructure efficiency and improving the border security is recognized.</p>			
2.3. Justification for a selection of the project in the direct award procedure:			
<p>All beneficiaries comply with the requirements for that nature of the action.</p> <p><b>Lead Beneficiary – Shatsk District State Administration of Volyn Region</b></p> <p>Shatsk District State Administration is a local executive authority in Volyn region. According to the Law of Ukraine "On Local State Administrations" № 586-XIV as of April 9, 1999 and within its competences it executes power in the territory. It is authorized to pursue Ukraine's policy in the field of environmental protection throughout the whole district, including the construction of sewer networks.</p> <p>Shatsk District State Administration has the administrative power to serve as a customer of designing works and monitor their performance.</p> <p>It is de facto a monopoly body for construction of sewer systems and wastewater treatment facilities in rural areas of the district.</p> <p><b>Project Beneficiary 1 - Administration of Gmina Wlodawa</b></p> <p>All infrastructure activities will be implemented only in the Volyn region (Ukraine). The Polish beneficiary will be responsible only for soft contribution to the project. The Administration of Gmina Wlodawa is responsible for activities in the field of environmental protection in Gmina territory, including for instance the construction of sewer networks and their maintenance.</p>			

## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

<b>18. Large Infrastructure Project (LIP) 2014-2020 proposal</b>			
Proposal submitted by		Transcarpathian Regional State Administration	
<b>1. General information on the LIP proposal</b>			
1.1 Programme thematic objectives			
TO8 – Common challenges in the field of safety and security			
1.2 Justification of the choice of the thematic objective:			
<p>The overall objective of the project (reducing of the risk of tuberculosis epidemiology in bordering regions) fully corresponds to the Programme TO8. The project aims at:</p> <ul style="list-style-type: none"> <li>• Improvement of material and technical basis for lung diseases treatment (construction of TB hospital for 60 beds in Vynogradiv district);</li> <li>• Implementation of effective screening methods of tuberculosis (TB) and providing innovative therapies basing on the experience of Polish treatment of lung diseases.</li> </ul>			
1.3. Project title:			
Reducing of the risk of TB epidemiology in the border areas of Ukraine and Poland through the construction of tuberculous hospital for 60 beds in Vynogradiv district and introduction of innovative methods of tuberculous monitoring, prevention and treatment			
1.4. Lead Beneficiary:			
Health Department of the Transcarpathian Regional State Administration			
1.5. Potential Project Beneficiary(s):			
Podkarpackie Center for Lung Diseases Treatment in Rzeszow (Podkarpackie Centrum Chorób Płuc w Rzeszowie)			
1.6. General description of the project concept:			
<p>One of the common problems for Polish-Ukrainian cross-border regions is the tuberculosis epidemic situation. Incidence of the disease in these regions has been growing and over the past ten years it reached the highest level on its Ukrainian part – Transcarpathian region – inhabited by the TB high-risk group:</p> <ul style="list-style-type: none"> <li>- Roma people: the largest number of Roma minority of Ukraine lives in Transcarpathian region living in Ukraine. Number of TB patients among Roma is 15%.</li> <li>- illegal migrants trying to get to the EU through the Transcarpathian region: among them a lot of TB patients;</li> <li>- population with poor access to TB diagnostics and treatment.</li> </ul> <p>The lack of an effective system of preventing, identifying and fighting the TB disease make it impossible to identify the solution of this problem. The project aims to unite the efforts of Poland and Ukraine to minimize the risk of disease spreading through such project activities as:</p> <ol style="list-style-type: none"> <li>1. Construction of the tuberculosis hospital in Vynogradiv district for 60 beds;</li> <li>2. Delivery of medical equipment and supplies for the tuberculosis hospital operation;</li> <li>3. Creation and implementation of pilot models of detection and treatment of tuberculosis;</li> <li>4. Professional training of medical personnel (including trainings to share Polish experience on TB prevention);</li> <li>5. Carrying out of researches and development of guidelines on TB treatment.</li> </ol>			
1.7. Indicative <b>total costs</b> of the project including:		<b>Total budget (EU grant + co-financing) (MEUR)</b>	<b>EU grant amount (MEUR)</b>
<i>infrastructure component total:</i>		5,72	5,15
<i>other costs:</i>		0,68	0,61
<i>total project:</i>		6,4	5,76
1.8. Indicative start date and end date of the project implementation (construction works):			
Indicative start date	01.2017	Indicative end date	12.2019
<b>2. Description of the LIP proposal's relevance:</b>			
2.1. Description of the cross-border impact of the proposed project:			
The tuberculosis epidemic situation is a common challenge for both Podkarpackie and Transcarpathian regions.			



## Annex 1 to the Joint Operational Programme Poland-Belarus-Ukraine 2014-2020 – List of LIPs

The main argument to fight the TB with joint efforts of both regions is the fact that there is a high level of migration (both short and long term) between these regions, which creates a threat of disease transfer from one country to another, thus influencing the increase in probability of TB infection. That is why activities, aiming at minimizing of the risk of TB disease spreading, even implemented mainly on the Ukrainian side will have a strong positive CBC impact on the Polish border region. What is more, there is planned a series of joint project activities such as transfer of Polish experience in TB treatment to Ukraine, carrying out of joint researches and development of guidelines on TB treatment using the experience of Polish hospital fully specializing in lung diseases. These soft activities will further strengthen the project CBC impact.

### 2.2. Description of the strategic importance of the project for the cross-border area:

The project has a strategic importance because as a result of its implementation, modern methods of TB effective treatment will be worked out in the border areas of the EU (including treatment of the resistant TB). The introduction of new models of outpatient treatment is envisaged in the project and creation of a common database of micro bacteria of multidrug resistance, which will allow quick identification and treatment of patients. A common approach ensures the efficiency of activities.

### 2.3. Justification for a selection of the project in the direct award procedure:

All beneficiaries comply with the requirements for that nature of the action.

#### **Lead Beneficiary – Health Department of the Transcarpathian Regional Administration**

Regional health care policy and management in Transcarpathian region is carried out by the *Health Department of the Transcarpathian Regional State Administration* - regional governmental body responsible for health care, the only body in region having exclusive competence in the field of health care following the Law of Ukraine “On local state administrations” as of April 9, 1999 № 586-XIV.

#### **Project Beneficiary 1 - Podkarpackie Center for Lung Diseases Treatment in Rzeszow**

Project Polish beneficiary - *Podkarpackie Center for Lung Diseases Treatment in Rzeszow (Podkarpackie Centrum Chorób Płuc w Rzeszowie* – is the only state hospital in Podkarpackie region specialising fully in lung diseases treatment. This is the only hospital from Podkarpackie region, which could ensure the expertise needed for successful implementation of project activities focusing purely on medical aspects of TB, its prevention, monitoring and treatment methods.