ROAD AND WATER & SEWERAGE INFRASTRUCTURE DEVELOPMENT

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INTRODUCTION

The European Neighbourhood and Partnership Instrument (ENPI) is the European Commission initiative, which aims at developing cooperation between the EU and the partner countries outside the EU by providing an integrated and sustainable regional development. The Cross – Border Cooperation Programme Poland-Belarus-Ukraine 2007-2013 (hereinafter referred to as: the Programme) was approved by the European Commission on 6 November 2008. The main purpose of the Programme is to support cross-border development processes. The objective of the Programme will be achieved through non-commercial projects based on three priorities:
1. Increasing the competitiveness of the border area,
2. Improving the quality of life,
3. Networking cooperation and initiatives of local communities.

The total budget of the Programme for 2007-2013 is EUR 202.9 million, including EU funding EUR 186.2 million.

Priority 1. The Increase of competitiveness of the border area is focused on the actions promoting and supporting better conditions for entrepreneurship, development of tourism and transport links. As part of Measure 1.3., the initiatives aiming at improving the availability and quality of social and economic infrastructure will be supported, with emphasis on transport, energy, logistic systems, transport safety and water supply. The development of Infrastructure will increase the availability of the border area for investors, raise the standard of living and improve its tourist and economic attractiveness.

As part of the Programme, the projects related to municipal infrastructure, such as the development of roads, sewerage systems and wastewater treatment infrastructure as well as the implementation of modern systems for the collection, storage and recycling of waste,

Renovation of road in Poland performed within the project IPBU.01.03.00-06-318/11 'Improvement of the accessibility and quality of cross-border road infrastructure Phase II – reconstruction of the 2nd part of County Road No. 3432L Hrubieszów-Kryłów-Dołhobyczów-State Border and road repair in Uhryniv'.
were financed. The main problem of the border region that remains is low attractiveness of these areas for investors and a relatively low standard of living. These constraints to economic development and the unused opportunities represented by tourist attractions are a consequence of the existing barriers to the availability of communication and under-investment in municipal infrastructure at the local level.

The condition of transport infrastructure in the area covered by the Programme is rated as unsatisfactory in terms of density and quality. This assessment applies to road infrastructure in particular. The base data of the Programme of 2004 report that the highest road density is in the Polish sub-regions (from 40 to 78 km per 100 km²). In Ukraine, this ratio varies between 25 and 38 km per 100 km² and, in Belarus, from 27 to 47 km per 100 km². In the border areas, the value of ratios is significantly lower. The technical condition of the main road routes for international traffic may be evaluated more positively. The question that needs to be answered is the construction of city bypasses and the wider use of modern traffic management solutions to increase traffic safety. The underinvested road infrastructure servicing the connections at the local level is by far in the worst condition.

The condition of municipal infrastructure (water supply, sanitary sewerage and rain systems, landfills and sewage treatment plants) is widely considered unsatisfactory. This justifies the need for urgent investments in the expansion and modernisation of the infrastructure segment. The base data of the Programme of 2004 indicate that the density of water supply system was from 5.8 km per 100 km² in the Rivne Oblast up to 375 km per 100 km² in Minsk. The density of sewerage system varies between 0.3 km per 100 km² in the Minsk region to 185.4 km per 100 km² in Minsk. In the Ukrainian part covered by the programme, it is between 2.5 km and 10 km per 100 km². In the Polish subregions, it varies between 4.0 and 54.7 km per 100 km². The ratio between the densities of water system and sewerage system is unsustainable. Many smaller towns and villages are not equipped with sewerage and wastewater treatment systems. Obsolete water supply network in a poor state affects the poor quality of drinking water. Frequent failures of water and sewage system increase the risk of secondary contamination of tap water. Such failures are a serious health threat to the inhabitants.
Also, there is a lack of modern systems for the collection, storage and recycling of waste. Environmental infrastructure needs additional investment, expansion and modernisation. Environmental awareness of border residents requires significant improvement. Due to geographical characteristics and location of cross-border forest complexes, courses of rivers and areas of high nature value, the implementation of effective actions in the field of nature conservation requires developed cross-border cooperation. Infrastructure modernisation efforts taken in the border regions give hope for the civilisational advancement of the areas underinvested for decades.

Increasing residents, investors and tourists’ access to the region

The issue of accessibility represents an important prerequisite for spatial planning, which has a significant impact on the local socio-economic development. The improvement of accessibility depends on the smooth functioning of transport system and development of road infrastructure. Daily commuting to work, schools, services and cultural venues, time spent on these trips, as well as the quality of travel and safety of public transport determine the standard of living to a large extent. The availability of communication and municipal infrastructure are the factors that determine the quality of living conditions on greenfield sites.

For investors, the availability of land means a good possibility of efficient delivery of goods and contracting of services, daily commuting of workers and, finally, a quick transportation of finished products to customers. In a global economy where profitability is a determinant of success in business, every entrepreneur before deciding on the location of a new compa-
ny carefully examines the determinants of such a location. Good communication link between the area and a modern municipal infrastructure are essential in this regard. It concerns the time of travel to major transport nodes and communication with the nearest airport. Local raw material resources and competencies of local workers play an important role in the location of business. Also, labour costs are taken into account. They are lower in the peripheral areas than in other parts of the country. However, in this respect, communication and infrastructure are important for the decisions regarding location.

Foreign investors see Poland as the most attractive location for new projects in Central and Eastern Europe. The results show that this view is shared by 31% of the surveyed respondents. Then the Czech Republic (11%) follows. Next, there was Romania, Hungary, Ukraine and Turkey. According to this report, Poland is on the 3rd place in Europe in terms of the number of new jobs created by the Foreign Direct Investments (FDI).

The factors attracting investors to Poland is its stable economic and political situation, the size of the internal market and geographical location. The analysts point to the high ratings of Ukraine (7%) and Turkey (6%), which strengthened their position as compared with the study of 2013. However, recent developments in these two countries may affect their future place in the rankings. Belarus is not demonstrated in these statements because they focused on the evaluation of 15 most dynamic European economies.

In 2013, Poland attracted 107 new investments and ranked tenth in Europe. In terms of the number of new jobs, we ranked third behind the United Kingdom and France. In 2013, in Poland, 13 862 people were employed – 6% more than a year before thanks to FDI.

Political stability and transparency as well as the scale of the internal market play a growing important role in the decisions regarding the choice of location of FDIs. Logistics and transport infrastructure were placed on a high fifth position among the key factors influencing the FDI location decisions. This confirms the opinion that the availability of communication is crucial in creating the socio-economic development at the local and regional levels.

Source: 12 ‘The Investment Attractiveness of Europe 2014’, prepared by experts at Ernst & Young
INTRODUCTION

Accessibility of the region for tourism

The access to tourist attractions is dependent on developed and efficient road infrastructure. The customers’ most important expectations regarding the tourism sector related to transport include: security, availability of means of transport, immediacy of connection and comfort. Consequently, the efforts aimed at improving the quality of roads for tourism development are essential. Without road investments, the influx of tourists is hardly possible also because of the creation of new jobs related to their service.

One of the basic conditions for the development of not only tourism but also most areas of the economy is the development of transport infrastructure and adequate availability of space. Transport accessibility is also, apart from tourist values, the primary factor explaining the basis for economic success based on tourism. The problem is poor cross-border transport accessibility as a consequence of uncoordinated tourist routes, lack of border sections of roads and their poor technical quality, as well as lack of a network of cycle paths associated with planned location of new border crossings. The conclusions of the report prove a significant influence of motorway investments on the improvement of accessibility of areas adjacent to the border zone.

The impact of road and water & sewerage projects on the growth of competitiveness of the border regions

There are many indications that the availability of spatial border areas can be significantly improved as a consequence of the creation of effective cross-border motorway networks. Therefore, it is essential for the development of tourism in these areas to improve transport accessibility and convenient connection of interchanges with efficient network of national and regional roads. In parallel to the central investments, numerous investment projects, aiming at better sharing of local tourist attractions through additional investments in municipal roads, must be implemented at the local level. That is why road investments and improvement of the quality of transport services of the border region are the key determinants of development of tourism.

Modernisation of roads, construction of urban ring roads and improvement of road traffic safety play an important role in the activities at the regional and sub-regional level. Simultaneous activities at the local level providing for additional investments in the road infrastructure are necessary within the areas of expected concentration of tourist traffic. Due to the predominance of agriculture, the future of the border area will be based on the development of tourism. This sector gives hope for the creation of new permanent jobs and reduction of the migration of inhabitants, thus stopping further depopulation of these areas.
ome important initial assumptions should be made to assess the impact of the Programme on solving problems in the border regions. It concerns the equivalence of technical competence and the level of knowledge and engineering skills. Namely, no significant technological breakthrough has been recorded in the field of road construction techniques and implementation of water and sewage infrastructure in the last decades. For these reasons, it can be concluded that the knowledge and engineering skills of technical administrative staff on both sides of the border are rather similar. There are some new and better building materials, and the elements of IT are more widely used in the field of control. Still, the methods of building of roads, installation of water and sewer pipes, design of pumping station and technical equipment installed there have not changed significantly over the last years. Therefore, it can be said that the level of technical knowledge in the field of civil engineering among engineers on both sides of the border is similar.

The investment process management issues look differently in the municipal sector, programming, financing and settlement of public tasks. Lengthy administrative procedures, design phase, sourcing of arrangements, environmental permits, as well as demanding public procurement procedures make that the material effects of the project are visible outside only after several years. Effective project management requires specialized knowledge and management skills. Cross-border cooperation makes it possible to acquire and consolidate this knowledge among the senior staff of partner institutions. Such projects benefiting from the support of EU funds require a certain percentage of own contribution to the budget of self-government. Municipal authorities make the choice of investments, and implementation is conditioned by the availability of budgetary resources. Financial limitations make that the effective implementation of each project contributes to the common success of involved individuals and partner institutions.

The projects implemented under the Programme have contributed significantly to the transfer of knowledge in the field of investment processes management. As part of application documentation, pre-feasibility studies were made for specific investments. It contains the economic and financial analysis, coordination of the process of implementation and logic of the project, allowing policy makers to note previously overlooked functional aspects and occurring economic dependence. Feasibility studies facilitate good planning of the investment process, adjusting it to current conditions, prospective expectations of customers and financial resources available. Therefore, long-term cooperation of the partners, starting from the stage of preparation of documentation, implementation of investment, clearance of financial settlements and ending on final monitoring of the project, is of significant importance.

Cross-border cooperation between public entities should involve the transfer of management knowledge in the scope of preparation and implementation of investment projects. Furthermore, the task of expansion of environmental awareness of the residents is of equal importance. This is often connected with the support of non-governmental organizations. Cross-border cooperation is largely based on close and direct working relationships that create a conducive environment for the effective transfer of knowledge and skills between partners.
Pumping station in Zagórz constructed within the project IPBU.02.01.00-18-563/11 ‘Development of partnerships to improve cross-border water supply infrastructure in Poraż and Zagórz in Poland and Horodok in Ukraine’.
The aim of the group of projects implemented under the Programme was to make additional investments in the local road network. The scope of construction works is directed to the improvement of functional solutions and spatial processes correction as well as the increased carrying capacity of the roads and the use of modern means improving road safety. Implementation phases of the project included the formalization of the partnership, the development of application documentation, followed by the organization of tenders for construction works, their contracting and execution, technical acceptance and settlement of the project.

In Poland, the county and municipal road administrations are the administrators of roads on the municipal level. In Ukraine and Belarus, there is a more centralised system of road management, coordinated by the government administration. Cross-border cooperation is aimed at fostering the flow of knowledge on the effective ways of implementation of investments, using institutional relations at the level of public entities as well as direct relationships and knowledge between key decision makers in partner institutions. In the case of parts of projects, they are a continuation of previous cooperation carried out between the same institutions.

In some implemented projects, the construction of separate bicycle lanes is envisaged as part of the investment task. This reflects a modern and balanced approach to the planning of road infrastructure, focused on traffic safety. Bicycle paths are important. However, they are still an overlooked component of a communication system, which also supports the development of local tourism. This aspect is of considerable economic importance in rural areas, because cycling traffic increasing in a holiday season can be treated as a lever for wider economic development of rural tourism services and better sharing of existing tourist attractions.

Profile development in relation to the road network

Quality and standard of housing are closely dependent on environmental conditions and available municipal infrastructure, including sewerage system and the assurance of supply of healthy drinking water. Also, good conditions for the operation of economic entities (including maintenance of job vacancies) are directly dependent on the state of service of municipal utilities. The modernisation of water system, expansion of sewage treatment plant and an organisation of waste collection represent public tasks for which the municipality bears legal responsibility.

Development profile in relation to water and sewerage infrastructure
Now, in many cases, untreated sewage is spilt into the water and soil environment in an uncontrolled way as it is collected in leaky septic tanks. This sanitary contamination lowers the quality of surface water and groundwater. Owing to the construction of sewage system, effluents are directed to the treatment plant. Therefore, the status of groundwater, soil and air quality is significantly improved. This causes a positive environmental effect due to the reduction of the amount of pollutants discharged into the natural environment. As a result the inhabitants’ health is significantly improved. Furthermore, the construction of sewage systems prevents degradation of natural resources, which determine the value and investment attractiveness of the area. A measurable benefit for individual users, connected to the sewerage system, is a reduction in fees for the disposal of waste, as compared to traditional waste disposal with septic tanker.

Effluents are carried through gravity channels and pressure pipes arranged along the roads and existing buildings. Because of the topography, a pressure – gravity piping system is used and coupled with sewage pumping station. Owing to this, it is possible to discharge sewage from large areas, even in hilly areas. Sewage system is a linear object that does not have a negative impact on land development, as it does not cause any changes in the landscape. The only
permanent element visible on the ground is manholes used for drains and pumping stations. The activities in the field of environmental protection are among the most important tasks of public entities. The investments related to the development of sanitary sewer system aim at organising a wastewater management system in the municipality. The implementation of construction projects of sewerage systems contributes to the prevention of the process of social and economic marginalization of rural areas as well as reduces differences in the level of access to technical infrastructure, as compared to urban areas. Making sewerage networks accessible means a noticeable improvement of the standard of living. For farmers, this opens up new business opportunities for agritourism in addition to modern agricultural production. Furthermore, wastewater regulation increases the attractiveness of the area for potential investors because of the possibility of purchasing a fully armed plot. Currently, the entrepreneurs base their decision on equipping the area with the sewage system when choosing a location for new investments. Also, the investors pay attention to the environmental conditions when locating new houses. Therefore, favourable conditions for socio-economic development, increase of the number of enterprises and employment growth in the local labour market, are due to the construction of sewage systems.

Improvement of road in Poland within the project IPBU.01.03.00-20-626/11 ‘Making accessible the areas attractive in terms of tourism and economy – improvement of the quality of the roads of Poland-Belarus borderland’.
Project No. IPBU.01.03.00-06-161/10 ‘Pure Water in Pobuże- Cross-border Water Supply System for Hrubieszów and Volodymyr-Volynskyi – PHASE I’. The leader of the project is the Municipality of Hrubieszów in Poland, and the partner is Volodymyr-Volynskyi in Ukraine. The overall objective of the project is to increase the accessibility of Lower Pobuże region for investors, improvement of the quality of life and increase of local tourist and economic attractiveness. The project is of technical and pipe-line type and includes recognition of the state of water supply network in Volodymyr-Volynskyi (37 thousand inhabitants) and in Hrubieszów (18.5 thousand inhabitants), as well as preparation of technical documentation for the sections that require the most urgent modernisation. Planning documentation is prepared (diagnosis, long-term investment plan) and technical projects with an investment schedule indicating the scope and phasing of the works. The works are coordinated by the Joint Office for Water Supply Management, where the documents are prepared: ‘The analysis of the investment needs of Hrubieszów and Volodymyr-Volynskyi cities in the scope of water supply’, ‘Joint Long-term Investment Plan for Hrubieszów and Volodymyr-Volynskyi cities in the scope of water supply’. Furthermore, the subject of the project is technical documentation for urban water supply infrastructure for Hrubieszów and Volodymyr-Volynskyi cities.

Project No. IPBU.01.03.00-06-648/11 ‘Pure Water in Pobuże-Cross-border Water Supply System for Hrubieszów and Volodymyr-Volynskyi – PHASE II’. The scope of the project includes construction works related to the modernisation of specific fragments of water supply infrastructure, which were identified in perennial investment plans during the implementation of the first phase of the project.

Synthetic imaging of water and sewage projects implemented under the Programme
previous phase of the project. In total, as part of the project, 17 km of water supply systems will be built in Hrubieszów, and 2.86 km of water supply systems will be built in Ukraine. Also, the water purification plant will be modernised in the city of Volodymyr-Volynskyi.

Project No. IPBU.02.01.00-20-412 / 11 ‘Improvement of cross-border environmental protection system of Czeremcha and Vysokaje through the development of sewerage infrastructure’. The project leader is the Municipality of Czeremcha from Poland, and the partners include: The town of Vysokaje in Belarus and the Association of Self-Governments of the Euroregion Białowieża Forest. The project of a symmetric type involves the construction of sewage system as part of the common environmental policy for water and sewage management. The scope of the project concerns the development of design concept, complete technical documentation and execution of construction works of the sewer system. The expected outcome is to improve the state of the natural environment in Białowieża National Park buffer zone. A new sanitary sewer network measuring 8172m in the Municipality of Czeremcha and 17500m in Vysokaje, as well as 10 pumping stations, were built. More than 3,000 residents were connected to the sewerage system. Two conferences on good environmental practices were organised in Białowieża National Park buffer zone.

Project No. IPBU.01.03.00-18-550/11 ‘Development of partnerships to improve cross-border water supply infrastructure in Glinne and Jankowce in Poland and Khust in Ukraine’. The project leader is the Municipality of Lesko, and the partner is the Town of Khust in Ukraine. The project concerns the expansion and modernisation of water supply infrastructure. 18,948km of water pipes and modernisation of 6,913km of networks were planned. It is stated in the project that the number of new users, connected to the modernised water supply system will be 9079. 23 companies are covered by network service, and the area of investment areas supported by water purification plant modernized as a result of implementation of the project is 14ha.

Project No. IPBU.02.01.00-18-563/11 ‘Development of partnerships to improve cross-border water supply infrastructure in Poraż and Zagórz in Poland and Horodok in Ukraine’. The project leader is the Municipality of Zagórz and the partner is the Town of Horodok in Ukraine. The scope of the project includes the modernisation and construction of sewage pumping stations along with the elements of technical infrastructure. The built sewage system is of 37 km in length in the Municipality of Zagórz and 6.126 km in Horodok. Furthermore, storm water drainage network with a length of 4,495 km was built in Horodok, and sewage network with a length of 0,803 km was modernised in the Municipality of Zagórz. 32 pumping stations and 959 households were connected under the project. Owing to the project, 3626 people use the sewage system on both sides of the border, and 24 companies are supported by the new sewage infrastructure. 38.98ha of investment areas were developed on both sides of the border.

Project No. IPBU.02.01.00-20-616/11 ‘The development of cross-border sewage treatment system in the Bug River basin (Western)’. The project leader is the Municipality of Hajnówka in Poland, and the partners in Belarus are: Unitary Multi-Sector Housing and Municipal Economy Production Company, and Polesie Institute of Ecological Agriculture
of the National Academy of Sciences of Belarus. As part of the project, construction and assembly works are carried out. They include wastewater treatment plant with elements of technical infrastructure. It was planned to modernize the wastewater treatment plant in Hajnówka and build a new wastewater treatment plant in Kamianec with a capacity of 2500 m³ / per day in Belarus. As a result, the area covered by the effects of upgraded wastewater treatment plants includes 2143.6 hectares.

Water Purification Plant in Volodymyr Volyns’kyi reconstructed within the project IPBU.01.02.00-06-648/11 ‘Pure Water In Polish-Ukrainian Cross-border Water Supply System for Hrubieszów and Volodymyr-Volynskyi – PHASE II’.
Roads

10,24 km section of County Road No. 3432L
Hrubieszów - Kryłów - Dolhobyczów - State Border
with 7,89 km of bicycle paths,
4,72 km of pavements, rebuilding of 38 crossings

11,95 km
Hrubieszów - Kryłów - Dołhobyczów - State Border
with 7,89 km of bicycle paths,
4,72 km of pavements, rebuilding of 38 crossings

11 km part of road from Hrodna to Sapockin

Elaboration of feasibility study
and scenario for restoration
of the Dnieper-Vistula waterway within the
E-40 transport corridor

11,4 km
Road No. 2089 R - 11,4 km

5,5 km
Road 1838B Strękowa Góra - Laskowiec - Gugny - Osowiec – 33 km

0,31 km
11 km part of road from Hrodna to Sapockin

11 km part of road from Hrodna to Sapockin

2 km
11 km part of road from Hrodna to Sapockin

5,2 km
11 km part of road from Hrodna to Sapockin

5,1 km
11 km part of road from Hrodna to Sapockin

2 km
11 km part of road from Hrodna to Sapockin

5,1 km
11 km part of road from Hrodna to Sapockin

11 km part of road from Hrodna to Sapockin

Modernisation/construction of roads/streets
Reconstruction/repair
Elaboration of feasibility study
1. Water supply systems
   - 17 km of water supply system constructed
   - 253 buildings connected

2. Sewage systems
   - 37 km of sewage system constructed
   - 562 buildings connected

3. Storm water collection network
   - 0.5 km of storm water collection system constructed

4. Water purification plants
   - 1 water purification plant constructed
   - 233 buildings connected

5. Wastewater treatment plants
   - 1 wastewater treatment plant constructed
   - 551 people connected
   - 8 km of sewage system constructed
   - 76 buildings connected
   - 17.5 km of sewage system constructed
   - 2500 people connected

6. Other constructions
   - 19 km of water-pipe network constructed
   - 1 water purification plant reconstructed
   - 4.8 km of water-pipe network system constructed
   - 601 buildings connected
   - 4.5 km of storm water collection network constructed
   - 6,1 km of sewage system constructed
   - 453 buildings connected
   - 1 wastewater treatment plant renovated
   - 10 km of sewage system constructed
   - 2000 people connected
   - 7 km of sewage system constructed
   - 76 buildings connected
   - 1 wastewater treatment plant renovated
   - 2,8 km of water supply system constructed
   - 228 buildings connected
   - 10 km of sewage system constructed
   - 2000 people connected
   - 1 water purification plant reconstructed
Synthetic illustration of road projects implemented under the Programme

Project No. IPBU.01.03.00-20-008/10 ‘Development of transport infrastructure around Augustow Canal’. The project leader is the Municipality of Płaska from Poland, and the partners from Belarus are: District Executive Committee in Grodno and ‘Grodnoobłdorstroj’ Unitary Design – Renovation – Construction Municipal Enterprise in Grodno. The subject of the project is making additional investments in border crossing planned in Safijova/Lipszczany. Improving the quality of roads is essential for the development of cross-border tourism and improvement of conditions for economic exchange. The reconstruction of the H-6049 Racičy – Hinavičy – Polνyja Bahatyry road (the length of 7.267 km elevated to the 4th technical grade) and the alteration of the surface of 12 local roads in the Municipality of Płaska, adjusting the design of the road to KR – 1 traffic category (road works with a total length of 11.95 km), are planned.

Project No. IPBU.01.03.00-06-318/11 ‘Improvement of the accessibility and quality of cross-border road infrastructure Phase II – reconstruction of the 2nd part of County Road No. 3432L Hrubieszów-Kryłów-Dothobyczów-State Border and road repair in Uhryniv’. The leader of the project is the County of Hrubieszów in Poland. Polish partners are the Municipalities of Dothobyczów and Mircze as well as Chrobriwska Municipal Council and Sokal District Council in Sokal. The project provides for the reconstruction of the border section of County Road No. 3432L Hrubieszów – Kryłów – Dothobyczów – State Border of 10.24 km in length, building of 7.89 km of bicycle paths, rebuilding of 38 crossings, construction of 4.72 km of pavements and 1.91 km of pedestrian. On the Ukrainian side, the refurbishment of the road section in Uhryniv with a length of 0.31 km was planned.
Road constructed in Poland within the project IPBU.01.03.00-20-009/10 'Development of transport infrastructure around Augustow Canal'.

PHOTOGRAPH: COMMUNE OF PŁASKA
FUNCTIONAL RELATIONSHIPS

Project No. IPBU.01.03.00-06-439/11 ‘Improving access to the tourist area ‘Zielawa Valley’ and the partner municipalities on the border of Poland, Belarus and Ukraine’.
The leader of the project is the Municipality of Rossosz, and the partners are: The Municipalities of Jabłoń, Podedwórze, Sosnówka and Wisznice in Poland, Znamienka Rural Executive Committee in Belarus and Zabrody Rural Council in Ukraine. The main objective of the project is to improve the quality of road infrastructure, communication of the municipalities of ‘Zielawa Valley’ tourist area and the partner municipalities, as well as to increase the number of joint partner ventures for socio-economic development. As part of the project, the modernisation of road surfaces – 12.3 km of roads is planned in the following places: Jabłoń, Posedwórze, Lipinki, Horodyszcz, Rossosz in Biała Podlaska and Parczew povias of Poland, Stradzień in Brest raion of Belarus, Luchychi, Yakushiv and Zabrody in Ratne raion of Ukraine.

Project No. IPBU.01.03.00-20-626/11 ‘Making accessible the areas attractive in terms of tourism and economy - improvement of the quality of the roads of Poland-Belarus borderland’. The project leader is the County of Monki in Poland, and the partners from Belarus are: District Executive Committee in Grodno and ‘Grodnoobłdorstroj’ Unitary Design - Renovation -Construction Municipal Enterprise in Grodno. The repair of County Road No. 1838B Strękowa Góra – Laskowiec – Guigny – Osowiec to the national road No. 65 (Tsar Route) with a length of 33 km, passing through the Biebrza National Park, was planned. The reconstruction of the part of road (11km) leading from Hrodna to the town of Sapockin, which lies near the Augustów Canal, is planned in Belarus.

Project No. IPBU.01.03.00-18-721/11 ‘Increasing the accessibility of the County of Bieszczady and Staryi Sambir Raion through integrated activities in the field of transport infrastructure’. The project leader is the County of Bieszczady, and the partners from Ukraine are: Staryi Sambir District Council and Staryi Sambir Town Council. The subject of the project is the reconstruction of the County Road No. 2089 R Jureczkowa - Kwaszenina – Arlamow in the Municipality of Ustrzyki Dolne and reconstruction of selected streets in the town of Staryi Sambor in Ukraine. The modernisation of 11.395 km of roads in Poland and the construction of 5.461 km of modernised surface of roads on the Ukrainian side.

Project No. IPBU.01.03.00-60-809/11 ‘Restoration of E-40 waterway on Dnieper-Vistula section: from strategy to planning’. The leader of the project is “Dnepro-Bug Waterway” State Enterprise from Belarus, and the partners are: Brest Oblast Executive Committee from Belarus, the Board of Lubelskie Voivodeship from Poland, Volyn Regional Department of Water Resources from Ukraine as well as three non-governmental organisations: Institution for Promotion of International Dialogue and Cooperation ‘Interakcia’ from Belarus, Association for regional and local development ‘Progress’ from Poland and Public Organisation Volyn Association of Scientists and Innovators from Ukraine. The project is to study and analyse the feasibility, i.e. possibility to restore the section of Vistula - Dnieper waterway within the E-40 transport corridor.

Project No. IPBU.01.03.00-06-498/11 ”Improving the safety of transport network users in the Polish-Belarusian-Ukrainian borderland”. The leader of the project is Poviat Road Authority in Włodawa from Poland and the partner is Shatsk Village Council.
from Ukraine. The project’s overall objective has been formulated as “Improving road traffic safety and transport accessibility of border areas in Poland, Ukraine and Belarus by supplying the Włodawa Poviat and the Shatsk Raion with highly specialist road equipment” and main activities include supplying partners with the equipment and machinery necessary for proper road maintenance, preparing an interactive map presenting the road network in Włodawa Poviat and Shatsk Raion as well as workshops for the staff of entities responsible for road management.

Equipment purchased within the project IPBU.01.03.00-06-498/11 “Improving the safety of transport network users in the Polish-Belarusian-Ukrainian borderland”. 
Regularities and dependencies between projects

The investment process begins with a diagnosis of needs in terms of area, including: developing a programme of action – long-term investment plan. The next steps are: preparation of technical documentation, obtaining financing, organising tenders for construction works, signing contracts, execution of works and, after their completion, acceptance of infrastructure elements built along with investment monitoring.

In the presented projects, the transfer of technology and know-how are performed through partnership cooperation including planning documentation, drawn up technical documentation and execution of construction and assembly works. This transfer also occurs in the context of meetings, conferences, business meetings, joint training sessions, which reinforce the cross-border character of the effect of these projects. The catalytic effect of the projects is based on the multiplication of impact through the use of prepared technical documentation. These technical solutions constitute reference material, suitable for further use in other projects. Of valuable importance is also knowledge of the people involved in practical aspects of modern execution of investments and the implementation of transparent tendering procedures and requirements for environmental protection.

The investments carried out on the water and sewage networks relate to specific areas where the built infrastructure is intended for residents and to support new investment areas. Developed patterns of conduct, quality management methods, principles of control, monitoring of the project and risk management issues are a valuable asset of knowledge accumulated by the partners during the execution of the project. It is worth supporting further promotion of the project documentation through available information channels in order to reach a wide audience interested in running modern investments in their countries.

The promotion of implemented investment projects allows to support widely sustainable development in partner countries. This justifies the need to comply with environmental standards that affect the quality of life and living conditions. An important task is also to promote the idea of a broad socialisation of processes of decision-making at the self-government level. Polish experience in this field can be very useful as it contributes to the efficient use of public funds to finance municipal investments.
Ukraine and Belarus have three-tier self-governments. Local administration is hierarchical and functionally dependent on the state apparatus. The competencies of self-governments were not clearly separated in legislative acts between various levels of administration. In particular, self-governments do not have regular sources of financing of its business. They also have no share in personal and corporate income taxes as well as in local fees. System solutions do not apply to the principle of subsidiarity, according to the European Charters of Local Self-Government and Regional Sheets. In practice, municipal investments in the municipality are influenced by every level of administration, including state service in the area.

In Poland, self-governments operate at the level of voivodeships (Marshal Offices), counties and municipalities. State administration operates at the voivodeship level. In selected major cities, there are local representatives of the voivode. The voivodeship state government administration is authorised to supervise self-governments, only in terms of entitlements exercised in compliance with the law, including financial matters, as well as the execution of tenders.

At the local level, all municipal investments are carried out by municipal units. Also, local roads are managed by municipalities. Responsibility for higher category roads (inter-municipal) lies with local county self-governments. Voivodeship roads are subject to self-government regional administration. In contrast, national roads and motorways are managed by the government administration.

Currently, self-government reform is prepared. It will be based on the principles complying with the European Charter of Local and Regional Self-Government. Each self-government unit will have its statutory powers with separation of tasks at various levels of administration. Such clarifications of tasks are prepared so as to customize these solutions to the specifics of the Ukrainian legislation. In the area of public finance, the units will have their funds arising from participation in the PIT and CIT as well as in local fees. Furthermore,
subsidies will be directed from the state budget, including education and road subsidies, and their amount will determine stable algorithm. This will allow self-governments to gain financial independence. Assets related to the execution of public functions are to be the property of self-government, which will manage its property in its sole discretion. These legal changes will accelerate the implementation of municipal investments in Ukraine. The experience gained under the Programme will facilitate the process of modernisation of infrastructure through linking it with the implementation of sustainable development.

When analysing the territorial distribution of projects covered by the Programme, it can be said that they are arranged in an uneven manner. Most of the project partners are in a relatively short distance from one another. The location of projects focuses on the areas close to the Polish border. It should be noted that most of the projects have been prepared by the partners who have already worked together and have specific experience with joint implementation of projects. This highlights the importance of personal contacts of key decision-makers in the process of building a cross-border partnership.

The geographical impact range of individual projects reflects the specificity of municipal infrastructure. Drainage and water supply systems relate to a specific and limited area of the municipality or city. Similarly, the expansion of the road network is a local task. However, in this case, several projects binding several municipalities, through which a modernised road runs, can be specified.

An example is the project No. IPBU.01.03.00-06-318/11, where the reconstruction of a section of the County Road No. 3432 binds the project leader – Hrubieszowski County with Dołhobyczów and Mircze partner municipalities, through which the road runs. Similarly, the project No. IPBU.01.03.00-06-439/11, where the leader of the project – Rossosz Municipality together with four partner municipalities in Poland, Znamienka Rural Executive Committee in Belarus and Zabrody Rural Council in Ukraine, by making ‘Zielawa Valley’ tourist area accessible, carries out the modernisation of the surface of the roads (12.3 km) in the following places: Jabłoń, Podedwórze, Lipinki, Horodyszcze, Rossosz in Biała Podlaska and Parczew poviats of Poland, Stradzieć in Brest raion of Belarus, Luchychi, Yakushiv and Zabrody in Ratne raion of Ukraine. Only one larger project differs in terms of local level – a big project concerning the phase of study works and the analysis of the possibilities of development of Vistula – Dnieper waterway (IPBU.01.03.00-60-809/11).
Partners’ cooperation in the projects was based on joint preparation of the objectives of the project, also through the organisation of workshops. The second step was cooperation in preparation of applications and completion of all the required attachments as well as the formalisation of cooperation by signing relevant agreements. Another important task was to program funds in local budgets to finance own contribution. Preparation of effective applications required a climate of trust in relationships with a partner as well as good personal contacts between key decision-makers. In any case, the decision to implement a project meant to take risks going beyond previous experience. The failure of the project or possible failure to maintain the sustainability of outcomes may be associated with assuming political responsibility. Positive completion of the project is a success achieved by all those involved in its implementation, but specific promotional benefits are brought to key decision-makers.

The leaders of the projects from water & sewerage and road sector are in the vast majority Polish self-governments at the municipal level, and in some cases it is the county administration. The project No. IPBU.01.03.00-60-809/11 was managed by Dnepro-Bug Waterway State Enterprise from Belarus.

The risks associated with the implementation of the partnership project in the format of the cross-border task posed a challenge for all the people involved in their implementation. In the opinion of beneficiaries, more or less troublesome events that require current search for solutions occurred more often than critical situations. Therefore, urgent decisions were made, optimal solutions were chosen, arrangements were made and their coordination was implemented. During such current work situations, partner cooperation was successful in practice.

A valuable enhancement of the impact would be gaining NGOs for wider cooperation in future cross-border projects. These organisations would bring their capital related to infrastructure contacts. Participation of NGOs would strengthen the social context related to the impact of projects. This is important also because of less-developed network of non-governmental organisations in Belarus and Ukraine. In Poland, apart from Local Action Groups (LAG) and local tourist organizations, also operate entrepreneurs’ associations, which may be valuable partners in cross-border projects. In particular, they can effectively participate in promotional activities. The participation of NGOs gives new wider possibilities of socialisation of processes of administration at the local level, which means better results of governance, as well as building of representative democracy in the field.
The location of the area covered by the Programme indicates that the development of transport capacity can significantly result in the economic development of neighbouring regions. However, it requires a considerable improvement of transport infrastructure. For these reasons, the priority of the Programme, as part of assumed actions, is to support the initiatives to improve the availability and quality of local infrastructure, with emphasis on communication, logistic systems, transport safety and water supply. The development of municipal infrastructure will result in greater availability of the border region to new investors, will help to raise the standard of living and strengthen the economic attractiveness of the areas, also thanks to the local tourist attractions.

The results of comparative analysis argue that road and water & sewerage projects, realised in Priority 1 'Increase of competitiveness of the border area' under Measure 1.3 'Improvement of access to the region', significantly contribute to the objectives of Cross-Border Cooperation Programme Poland – Belarus – Ukraine 2007–2013. The conclusions of this analysis are included in the following recommendations.

The programme is an important instrument for the promotion of Acquis Communautaire due to the EU Acquis in the field of investment projects financed from public funds. This applies to modern methods of project management, feasibility studies and conducting transparent procurement procedures, financial programming at the local level as well as socialisation in self-government decision-making processes.

The implemented road and water & sewerage projects are investment tasks, which effectively promote and encourage the creation of better conditions for: business growth, the development of economic activity (including tourism) and improvement of communication links. The described projects can be regarded as significant achievements of a pilot nature. Their extensive promotion, especially in the partner countries, will be a good way of promotion of the European Union’s external actions for achieving the development objectives at the regional and local levels.
The implemented new road investments significantly influence the improvement of transport accessibility in the areas of direct impact. This will have positive consequences stimulating socio-economic development in the areas covered by the Programme.

The transfer of knowledge within the Programme will allow to support the participants from partner institutions who have acquired specialised knowledge and skills owing to the certification of acquired competencies. They will be able to function in the future as experts specialising in the projects at local and regional level in their countries.

It is appropriate to further enhance cooperation at the local level, including simplified administrative procedures during the organisation of exchange of staff, internships and trainings, which to a greater extent should be addressed to the average engineering staff – the employees employed at partner institutions implementing infrastructure projects. The proper course of actions would be the inclusion of non-governmental organisations, so that they could, to a greater extent than before, participate in the implementation of ‘soft’ projects, support decision-making processes and implement broader promotional tasks.

The implementation of the projects may, to a greater extent, support the competitive position of construction companies from Eastern Poland regions, so that they could participate as performers of new infrastructure projects in the partner countries, where they could implement new technologies in the field of municipal economy and environmental protection, also due to the observance of high quality standards.
Projects’ data as of January 2015.

The opinions expressed in this publication are those of the author only and should not be considered as representative of the European Union or the CBC Programme Poland-Belarus-Ukraine 2007-2013 official position.

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