

**INTEGRATED SAFEGUARDS DATA SHEET  
CONCEPT STAGE**

Report No.: AC1091

**Date ISDS Prepared: October 20, 2004**

**I. BASIC INFORMATION**

**A. Basic Project Data**

Country: Poland	Project ID: P088824
Project Name: Second Road Maintenance and Rehabilitation Project (Roads IV)	Task Team Leader: Anca Dumitrescu
Estimated Appraisal Date: Feb. 7, 2005	Estimated Board Date: March 30, 2005
Managing Unit: ECSIE	Lending Instrument: Specific Investment Loan
Sector: Roads and highways (100%)	Theme: Public expenditure, financial management and procurement (P);Regional integration (S)
Safeguard Policies Specialists in the task team: Jan Pakulski, Barbara Letachowicz	
Loan/Credit amount (\$m.): IBRD: 125	
Other financing amounts by source: Government	(\$m) 65

**B. Project Objectives**

The objective of the project is to continue improving the effectiveness of Poland's national road rehabilitation and maintenance systems by (i) further increasing the percentage of national roads in good condition, (ii) establishing reliable and stable funding for the national road maintenance and rehabilitation network, and (iii) improving the capacity within the Road Administration to operate efficiently and effectively.

**C. Project Description**

The preliminary total project cost is USD 190 (EUR 152) million, of which the World Bank would finance USD 125 million, i.e., around 65%, split as follows: (i) continuation of the financial support to the road maintenance and rehabilitation program (about USD160 million) - according to the budget framework prepared by GDDKiA for 2005. The financing scheme and implementation principles will be similar to the ones applied under RM&R project. The component may include a pilot maintenance project in a selected region, to use a three-year performance – based contract; and (ii) implementation of a Management Information System (MIS) within GDDKiA (about USD15 million) – in line with the Strategy for a Comprehensive Information Technology System approved by the GDDKiA in February 2004. In addition, the

project may include a small TA component to support GDDKiA Concessions Department in developing Public-Private Partnerships (PPP) in the road sector.

#### D. Project location

As a repeater project, Roads IV will provide budgetary support to the Road Administration for its FY2005 road maintenance and rehabilitation program. Its location is therefore spread all over Poland's national road network. The works to be financed under the proposed project will be limited to the first nine standards defined in the Technical Annex (attached). Hence the project will not involve any land acquisition, since works will be carried-out within the right of way.

#### E. Borrower's Institutional Capacity for Safeguard Policies

An independent assessment of Borrower's safeguards capacity was carried out during preparation of the RM&R project, and found satisfactory to the World Bank. The existing project Operational Manual (OM) - covering the approach to consultation, expected mitigation measures, and monitoring and evaluation procedures – will be updated and reviewed to ensure that the lessons learned from the RM&R project are included. The content of this section is also based on (1) the background report and discussions held during the public workshop held in Poland in mid January 2004, (2) follow-up consultations and analyses in connection with the SWAp, and (3) the experience gained from the overall environmental management plan and site-specific environmental assessments done for previous World Bank-financed roads projects.

## II. SAFEGUARD POLICIES THAT MIGHT APPLY

Applicable?	Safeguard Policy If Applicable, How Might It Apply?
[x]	<a href="#">Environmental Assessment (OP/BP 4.01)</a>
[ ]	<a href="#">Natural Habitats (OP/BP 4.04)</a>
[ ]	<a href="#">Pest Management (OP 4.09)</a>
[TBD]	<a href="#">Involuntary Resettlement (OP/BP 4.12)</a>
[ ]	<a href="#">Indigenous Peoples (OD 4.20)</a>
[ ]	<a href="#">Forests (OP/BP 4.36)</a>
[ ]	<a href="#">Safety of Dams (OP/BP 4.37)</a>
[ ]	<a href="#">Cultural Property (draft OP 4.11 - OPN 11.03)</a>

[ ]	<a href="#"><u>Projects in Disputed Areas (OP/BP/GP 7.60)*</u></a>
[ ]	<a href="#"><u>Projects on International Waterways (OP/BP/GP 7.50)</u></a>

**Environmental Assessment Category:**

[ ] A [ ] B [ ] C [x] FI [ ] TBD (to be determined)

It is proposed that the project maintain the same category as the RM&R project, i.e Financial Intermediary (FI) with Category B and C sub-projects, since the project design has the same SWAp approach. The recent assessment of the current RM&R project, carried-out in October 2004, shows that the system works.

**III. SAFEGUARD PREPARATION PLAN**

A. Target date for the Quality Enhancement Review (QER), at which time the PAD-stage ISDS would be prepared.

October 28, 2004

B. For simple projects that will not require a QER, the target date for preparing the PAD-stage ISDS

C. Time frame for launching and completing the safeguard-related studies that may be needed. Consultations are expected in January 2005. The specific studies and their timing<sup>1</sup> will be specified in the PAD-stage ISDS.

**IV. APPROVALS**

<i>Signed and submitted by:</i>		
<b>Task Team Leader:</b>	<b>Anca Dumitrescu</b>	<b>11/02/2004</b>
<i>Approved by:</i>		
<b>Regional Safeguards Coordinator:</b>	<b>Ronald Hoffer</b>	
<b>Comments</b>		
<b>Sector Manager:</b>	<b>Motoo Konishi</b>	
<b>Comments</b>		

\* *By supporting the proposed project, the Bank does not intend to prejudice the final determination of the parties' claims on the disputed areas*

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in-country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

Maintenance and Improvement Standards

***DEFINITION OF MAINTENANCE AND IMPROVEMENT STANDARDS***

The Polish computerized road management system (HDM-4) works on the basis of policies for each section whether representative or physical, sub-divided into standards and works. Each policy may contain several maintenance and/or improvement standards. Nine maintenance and five improvement standards have been defined for the existing four road classes in Poland. These have been further subdivided depending on the thickness and type of material used. The new sections or committed projects are defined separately. The table below describe the technical standards and objectives.

**The [nine] first standards are related to maintenance and rehabilitation supported by the present project and which does not require any land acquisition,** whilst the following five are related to road

STD No	Standard	Maintenance Objectives
(1)	Minimum Maintenance	<p>The minimum maintenance standard has been designed to reflect the current practice in the absence of major maintenance works. These include the following items</p> <p><u>Patching:</u> Repair of surface distresses such as potholing, wide structural cracking and ravelling. It is carried out annually.</p> <p><u>Crack Sealing:</u> This technique treats transverse thermal cracking and even wide structural cracking when limited in area. It is carried out annually.</p> <p><u>Routine Works:</u> Routine works include all works, which do not have any effect on pavement performance as modelled in HDM-4. These works include shoulder repairs and routine miscellaneous works such as vegetation control, road sign repairs and replacement, line marking, guardrail repair and replacement, etc... Routine works are carried out annually. An annual cost is specified for each road class.</p> <p><u>Winter Maintenance:</u> Winter maintenance includes all works carried out as part of winter maintenance such as salt spreading; snow removal, etc. An annual cost is specified for each road class. It applies to all roads.</p>
(2/3)	Surface Treatment (Single or Double)	To preserve the integrity of the pavement by sealing the carriageway in order to delay major intervention and renewal of the skid resistance.
(4)	Surface Treatment With Shape Correction	To preserve the integrity of the pavement by sealing the carriageway in order to delay major intervention, improving roughness and renewal of the skid resistance.
(5)	Resurfacing by Overlay	To renew surface characteristics including skid resistance, to improve roughness and to contribute towards the overall pavement strength. Overlay by surfacing included thickness between 30 and 50mm and were applied over a roughness values varying from 3 to 5 IRI and low rutting level.

improvement with significant changes in the geometry of the existing roads.

STD No	Standard	Maintenance Objectives
(6)	Strengthening by Overlay	To strengthen pavements, which have reached or soon to reach the critical stage (poor or fair roughness condition), improve roughness and renew surface characteristics. Strengthening by overlay concerned the application of multi-layer overlays (two or three layers) varying from a thickness of 80 to 270 mm applied over a range of roughness values varying from 4 to 9 IRI.
(7)	Strengthening by Mill and Replace	To strengthen pavements, which have reached or soon to reach the critical stage (poor or fair rutting condition), improve roughness and renew surface characteristics. It is achieved by removing the distressed top asphalt layer (s) and replacing it (them) with a new (or recycled) asphalt of similar thickness but with better structural characteristics. This standard was applied over a range of rutting varying from 10 to 35 mm.
(8)	Strengthening by Reconstruction	To reconstruct pavements <sup>2</sup> , which have reached the failure stage (poor roughness condition). Reconstruction is achieved through removal of the old pavement structure down to the subbase course and replacing it with a new (or recycled) pavement structure with high strength. Pavement structures varied according to road class and were applied over a range of roughness values carrying from 8 to 11 IRI
STD No	Standard	Improvement objectives
(9)	Widening to 7 m	<b>To increase the narrow roads to a minimum standard road width of 7 metres. This standard is applicable to Main roads with 6 metre or less width.</b>
(10)	2 Lanes addition to Single Carriageways	To add two lanes to a single 2-lane carriageway (not dualisation) in order to increase capacity. This improvement standard is applied over a wide range of volume/capacity ratios varying from 0.5 to 1. It is mainly applied to Trunk and Main roads, which are not dual yet.
(11)	1 Lane addition to Dual Carriageways	To add 1 lane to either sides of a dual two-lane carriageway in order to increase capacity. This improvement standard is applied over a wide range of volume/capacity ratios varying from 0.5 to 1. It is mainly applied to Motorways, Expressways, and Trunk Roads with Dual Carriageways.
(12)	2 Lanes addition to Dual Carriageways	To add 2 lane to either sides of a dual two-lane carriageway in order to increase capacity. This improvement standard is applied over a wide range of volume/capacity ratios varying from 0.5 to 1. It is mainly applied to Motorways, Expressways, and Trunk Roads with Dual Carriageways.
(13)	Reconstruct to Expressway Single Carriageway	To upgrade GP roads to Expressway single carriageway standard. This improvement standard is applied over a wide range of volume/capacity ratios varying from 0.5 to 1
(14)	Reconstruct to Expressway Dual Carriageway	To upgrade GP roads to Expressway dual carriageway standard. This improvement standard is applied over a wide range of volume/capacity ratios varying from 0.5 to 1

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<sup>2</sup> Including bridges

