

Annex 3

ESPON-INTERACT Thematic Study on Cross Border Cooperation

Case Study III

Poland

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1 Introduction

The most important elements, which conditioned the development of the local transborder co-operation in Poland were (Szul, 2001) the geographical, economic, socio-cultural, language, institutional as well as political-international factors. The primary barriers to this co-operation were constituted, on the other hand (Ciok, 1998) by: lack of economic equilibrium, cultural and language distance, and institutional incompatibility. In practice, the key element was facilitation of access to external sources of financing for the joint projects. The pre-accession program PHARE CBC, established in 1994 in order to support the sustainable development of the border areas through investments into infrastructure (mainly in the domain of transport – roads and bridges, border crossings – and of environmental protection), played with this respect a special role. PHARE CBC was the biggest, homogeneous and annual program supporting integration of Poland with the European structures. In view of the specific character of the program (transborder co-operation with the members of the European Union) almost all means were invested along the western boundary of Poland (of which half within the territory of the Lubuskie voivodship). Of the total, 57% of the means were invested into transport (owing to which, in particular, 76 km of new roads were constructed, including the ring road around Gubin), further 25% went into environmental protection (including construction of 135 km of gas supply network), and 8% into education (including the buildings of the University Viadrina – Collegium Polonicum in Słubice). Support was also extended to culture (Philharmonic in Zielona Góra). Independently of financing of investment undertakings European funds played also an indirect role within the border areas. They were conducive to the mobilisation of other financial means (according to some estimations, even three times bigger than the funds themselves), and forced upon the self-governmental authorities a true co-operation with the partners across the border (at least in order to jointly fill the application). These funds contributed also to the closer contacts between the local communities owing to the school, cultural and sports events.

Intensification of border crossing at the west is the characteristic feature of the border traffic in Poland during the transformation period. However certain perturbations appear on eastern border.

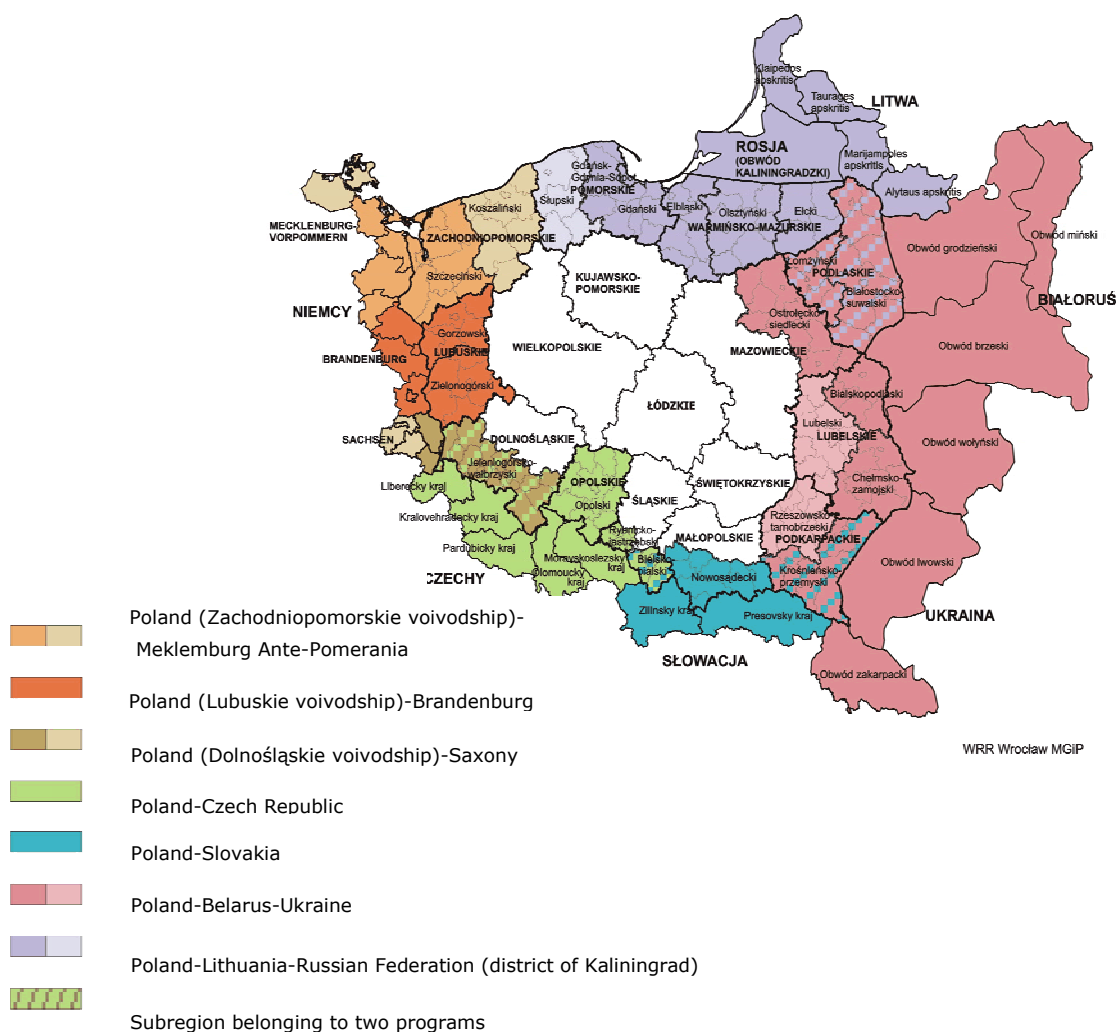
The yearly number of crossings of the Polish-German border increased very fast in the first half of the 1990s, which was associated with an intensive

development of near-the-border trade. In the period of the highest border-adjacent prosperity (1994-1999) the traffic in both directions exceeded 130 million person-crossings a year. This traffic was clearly dominated by the German citizens. The breakdown in the intensity of traffic occurred after 1999 and concerned to a larger extent foreigners than Poles. The traffic increase alone noted in the first months of 2004 corresponded to the seasonal fluctuations of the preceding years. The scale of increase, though, in the category of foreigners (first of all the citizens of Germany), was much bigger after May 1st, 2004. Accession of Poland to the European Union became, therefore, a factor intensifying the travels of the neighbours from across Odra to Poland.

The turn of the 1990s was the period of the extremely dynamic increase of the Polish-Ukrainian border traffic of both persons and vehicles. The traffic of persons reached its first peak in 1991 (that is – yet before the establishment of independent Ukraine), when the border was crossed in both directions by almost 7.4 million persons. The years 1994-1997 were the period of the renewed highly intensive traffic increase, encompassing, however, only foreigners. The direction of cross-border trade changed. Ukrainians started to visit Poland to do shopping. The second breakdown of traffic intensity took place in 1998 owing to the Russian crisis, which encompassed the entire area of the entire former Soviet Union, and partly also owing to the introduction of the Polish Law on Foreigners. Traffic dwindled to the level of 1995. The subsequent wave of development of the cross-border trade took place in the years 1999-2001. Simultaneously, there was a renewed increase of the number of Poles travelling to Ukraine. In 2001 the border was crossed in both directions by the record breaking number of close to 12 million persons. The analysis of the intensity of traffic in the period of 24 months (September 2002 – August 2004) allows for the conclusion that there is a characteristic seasonal cycle with a distinct summer maximum and the drop in the winter months. This cycle was disturbed by the breakdown associated with introduction of visas on October 1st, 2003. The delay, after which the fluctuations of traffic returned to the earlier rhythm was, however, quite short. Already in December 2003 the intensity of border traffic corresponded to the level from the preceding year. This was partly due to the increase of the travels of Polish citizens (occurring exactly just after the introduction of visas – perhaps denoting the temporary takeover of a part of trade activity from the Ukrainians). Starting with March 2004, though, the typical spring increase of mobility of both Ukrainians and Poles was observed. The date of May 1st, 2004, i.e. of the accession of Poland to the European Union, has not exerted any influence on the existing trends in this domain.

Since the instant of Polish accession to the European Union, border areas became the potential beneficiaries of the INTERREG III program, in which the so-called component A (transborder co-operation) accounts for 80% of means. According to the prerequisites adopted, half of the funds is meant for the German borderland, while further 35% - for the eastern borderland.

Poland participates in seven programs of transborder co-operation (INTERREG IIIA). On the western border – with Meklemburg – Ante-Pomerania, Brandenburg and Saxony. Along the southern boundary – with the Czech Republic and Slovakia. Along the eastern and north-eastern boundary Poland participates in realisation of two three-partite programs: with Belarus' and Ukraine, and with Lithuania and Russia (the district of Kaliningrad) (see Map 1):



Map 1 Map Programmes of INTERREG IIIA in Poland

The eastern neighbours of Poland obtain financial means from the Technical Assistance for the Community of Independent States (TACIS) program.

The degree of use of the assistance funds is different for the various programs. The biggest risk of losing the means exists in the programs of Poland-Saxony and Poland-Lithuania-Russia. In the former, problems with mobilisation and quality of applications submitted are observed. The cause of difficulties with the latter program is the lengthy establishing of principles of financial realisation of the program with the Lithuanian side.

2 INTERREG IIIA 2004-2006 Programme Poland (Lubuskie voivodship) - Land of Brandenburg

The detailed projects are realised in the framework of eight main priorities:

1. Economic collaboration and support for the Small and Medium Enterprises (SMEs)
2. Development of infrastructure
3. Natural environment
4. Development of farming and of rural areas
5. Training and employment
6. Collaboration
7. Specific support for the regions bordering upon the countries having joined the EU¹
8. Technical assistance.

The Lubuskie voivodship obtained for the realisation of the Community Initiative INTERREG IIIA the sum of 30.5 million €, of which the largest share was dedicated to priority no. 2 (40.7% of all the means), followed by priority no. 3 (28.7%).

The Lubuskie voivodship had taken advantage of various assistance programs for the candidate countries before Poland joined the European Union. In the years 1994-2002 the largest lump of means from the PHARE CBS program was devoted to environmental protection as well as modernisation and development of transport infrastructure, which was supposed to improve the functioning of the border areas. Thus, for instance, the terminal was constructed for the goods customs clearance in Świecko, the railway border crossing Kunowice-Frankfurt on Oder was modernised, similarly as were the national roads 132 and 133 over the segment Kostrzyń-Gorzów Wielkopolski, and the terminal was built as well as the transport node modernised at the border crossing in Olszyna.

¹ This is the priority only for the German side.

2.1 Socio-economic characteristics

The border-adjacent area of the Lubuskie voivodship border of 144 km between Lubuskie and Brandenburg. The area encompassed by the program includes on the Polish side the entire Lubuskie voivodship, while on the German side – the counties (“Kreise”) of Märkisch-Oderland, Oder-Spree and Spree-Neiße, as well as the administrative towns of Frankfurt on Oder and Cottbus (Map 2).



Map 2 Map 2: Territorial range of Poland-Brandenburg program

Source: www.interreg.gov.pl

The borderland area thus defined is inhabited in the Lubuskie voivodship by approximately 1.02 million people (100% of inhabitants of this province) and in Brandenburg by 723.3 thousand (28% of the total population of the Federal Land of Brandenburg). The German part of the borderland struggles with the serious demographic problems, associated with a fast population outflow. Particularly affected are the larger towns, whose population number decreased in the years 1990-2003 by about 20% (Cottbus, Frankfurt on Oder, Guben). The effects are, in particular, empty apartments and the socio-economic degradation of the urban quarters. The Polish part of the borderland does not display almost any changes in this respect.

When one compares the two areas in economic terms, one can easily see the essential difference in the power of the German and Polish economies, even though the areas on both sides of the border are similarly weak in comparison with the remaining parts of the two countries. The GDP per

capita in Brandenburg is at around 15,000 €, while in Lubuskie – at around 4,000 €, this being in both cases less than the respective national averages. Employment structure in the borderland displays a strong concentration in the sector of service, administration, social work, etc. Economic development on the borderland area has undergone during the recent years a deep structural transformation. This concerns, in a particular manner, the regress in lignite mining, metalworking and fibre production. The significance of a branch of economy can be indirectly determined on the basis of the number of persons employed. According to this criterion processing industries and service are the dominating branches of economy in the region.

2.2 Project entitled “Establishment of tourist marinas on Odra river in the localities of Cigacice (municipality of Sulechów), Nowa Sól and Bytom Odrzański – stage I” (priority no. 2, activity 2.1)

Applicant: municipality of Sulechów

Time and place of realisation: 15 July 2005 – 15 May 2007, Cigacice, Nowa Sól, Bytom Odrzański

Value of the project: approximately 3.566 million €, of which approximately 2.674 million € will be financed from the means of European Regional Development Fund (ERDF).

Partners of the project

The main German partner is the Association of Partnership for Odra (Verein Partnerschaft für Oder), with the seat in Wrocław. Besides, partners on both sides, German and Polish, are the town of Eisenhüttenstadt, the town of Döbern, the town of Senftenberg, the Association “Niederlausitzer Seen”, and the town of Zielona Góra. Each of the partners took the obligation of promoting waterway tourism in Germany and in Poland, of organising and running Polish-German workshops and symposia on the development of transport and tourism on Odra river. The detailed tasks of the particular partners can be said to include:

- Professional assistance in the elaboration of the draft for the tourist concept of development of water sports on Odra,
- Brokerage for the professional consulting concerning construction of a haven on Odra and flood protection,

- Running of the river haven on Odra in Nowa Sól after the undertaking will have been finalised,
- Participation in the continuation of the project, especially in the domain of extension of infrastructure around the marina in Cigacice (camping ground, parking lots, etc.).

Transboundary aspect of the project

The project shall contribute to the development of transboundary transport infrastructure on river Odra, laying the foundations for developing transborder co-operation and for liquidation of barriers in the contacts of border-adjacent communities. After the realisation the facilities constructed will be the property of the self-governmental units, within whose confines they will be built (that is – of the municipality of Sulechów, of the towns of Nowa Sól and Bytom Odrzański).

Details of the project

The general objective of the project is to eliminate the existing barriers in the development of transboundary transport infrastructure and the extension of the water routes on river Odra through creation of a haven for the navigation serving the transborder tourist traffic.

Currently the basic backbone for navigation on the Odra river is constituted by the ports and trans-shipping yards. Along the waterway of Odra eleven public ports are used along with 18 company ports and trans-shipment platforms, featuring highly differentiated technical equipment and degree of actual use. It is, alas, often so that the cargo or tourist vessels do not find places for docking, plugging into the electricity supply, sanitary facilities, waste collection or fuel stations. All these basic elements, necessary for the functioning of a river haven will be secured in the newly constructed marinas in Cigacice, Nowa Sól and Bytom Odrzański.

The company Budownictwo Hydro-Energetyka Dychów Ltd., which built, in particular, the port in Krosno Odrzańskie, became main contractor for the construction works. The biggest port is supposed to be constructed in Nowa Sól, with the cost of more than 5 million Polish zlotys, that is – roughly 45% of the entire project worth of the three communes. The details of the effects from the project are shown in the list below.

The direct benefits resulting from the realisation of the project include:

- Improvement of navigation conditions, which, in turn, will provide the chance of increasing the cargo traffic in domestic and international transport,
- Improvement of tourist accessibility for the passenger vessels,
- Increase of attractiveness of the towns and communities of Sulechów, Nowa Sól and Bytom Odrzański as the locations of development of business activity,
- Activation of tourist traffic in the region,
- Activation of the contacts of border-adjacent communities in the cultural and social domains,
- Establishment of advantageous conditions for the development of the SME sector in the region,
- Decrease of the unemployment rate in the region,
- Improvement and extension of the recreational and tourist infrastructure.

2.3 Project entitled "Construction of the bypass road at Lubsko – stage I" (priority 2, activity 2.1)

Applicant: Provincial Road Management Board in Zielona Góra

Time of realisation: 31 July 2005 – 15 December 2007

Project value: approximately 8.165 million €, of which 75%, i.e. 6.124 million €, will be financed from the ERDF means

Project partners: Provincial Road Management Board in Zielona Góra and the town of Forst

Transboundary aspect of the project

The project will contribute to an essential improvement of the state of the transborder transport route connecting southern part of the Lubuskie voivodship with the town of Cottbus through the border crossing of Zasieki/Forst. In the future, the Lubsko bypass road, along with the Forst ring road, are meant to constitute a part of the supra-regional road connection between the Lubuskie voivodship and the Land of Brandenburg, providing the basis for the development of cross-border co-operation and contributing to the abolition of barriers in the contacts of borderland communities.

Details of the project

The town of Lubsko is located in the south-western part of the Lubuskie voivodship, on river Lubsza, 19 km away from the Polish-German border. Provincial road no. 289, having transboundary character, crosses the town and continues to the West towards the newly opened border crossing Zasieki/Forst. Currently, the transport pattern of the town of Lubsko gives rise to difficulties in the transborder traffic, because crossing of the town cannot be done smoothly. Nowadays, the provincial transborder road no. 298 crosses the centre of the town, with narrow streets having surfaces in bad technical condition. The parameters of streets and crossings differ significantly from the standards corresponding to the current traffic intensity.

The planned undertaking concerns construction of the bypass road along the provincial road no. 289 on the segment Zasieki-Nowogród Bobrzański, together with the outlet towards Krosno Odrzańskie. The bypass road designed circumvents the areas of compactly built-up parts of Lubsko to the north-west and north of them. Within the framework of realisation of the project construction is envisaged of 4.98 km of road, of a bridge and a railway viaduct, reconstruction of the technical infrastructure, as well as repair of the surface of the provincial road no. 287 over the segment Górzyn-Lubsko, constituting a part of connection of the planned ring road in the direction of Krosno Odrzańskie.

Some of the benefits from the realisation of the project to the sides of the project are as follows:

- Improvement of the capacity of the transboundary transport route along the provincial road no. 289 (linking, in particular, two large towns, i.e. Cottbus and Zielona Góra),
- Improvement of the traffic safety on the transboundary transport route along the provincial road no. 289, crossing the town of Lubsko,
- Improvement of conditions of transport economics along the same transboundary route in terms of decreased costs of vehicle exploitation and decreased travel time,
- Activation of tourist traffic in the border region on both sides of the border,
- Implementation of the prerequisites for the regional development of the partner towns Lubsko – Brody – Forst in the domains of transport and infrastructure.

2.4 Project entitled "Euro-entrepreneur – Polish-German Centre of Personnel Training for the Borderland economy / Polish-German Youth Workshop" (priority 5, activity 5.1)

Applicant: Provincial Board of Professional Training in Gorzów Wielkopolski (WZDZ)

Time and place of realisation: 15 June 2005 – 30 September 2006, Słubice

Project value: approximately 365,000 €, of which 75%, i.e. 274,000 € will be financed from the ERDF means

Project partners: WZDZ and Bbw Bildungszentrum in Frankfurt on Oder

Transboundary aspect of the project

Exchange of persons in the framework of training, jointly with the beneficiaries of the twin project realised within INTERREG IIIA by the German partner under the title of "German-Polish Youth Workshop", will enable mutual cognition and contacts, abolition of barriers, and in the future also establishment of the Polish-German companies. German partner is responsible for making available the facilities for carrying out professional practice by the project beneficiaries with the Polish and German entrepreneurs.

Project details

The Lubuskie voivodship, and especially the border-adjacent area, struggles with serious economic and social problems. High unemployment causes constant outflow of the young from the region. Young people, entering the labour market, encounter various barriers, associated first of all with inadequacy of educational background to the expectations of the employers, lack of knowledge of foreign languages, insufficient mobility. At the same time accession of Poland to the European Union creates a particular chance of developing the border area, especially the economic growth in the SME sector on the basis of co-operation and joint economic undertakings. The detailed objectives of the project encompass:

- Training courses for the unemployed young and adults, with secondary education, from the area of the Polish-German borderland, in the

professions of mechatronic, tradesman, communication systems
electronics specialist,

- Exchange of the youth in the framework of the twin project realised by the German partner,
- Teaching of German and English languages,
- Professional practice for the participants of the project on the principle of international exchange,
- Equipping the workshops and educational facilities for the teaching of professions with devices and equipment that will enable a broad scope of education with the use of the most modern technologies in the professions mentioned above.

The doubtless advantage from the realisation of the project will consist in the increase of competitiveness of companies through enhancement of the skills of management and employees. Project participants will be getting prepared to establishing small enterprises in Poland and collaborating with the German companies.

3 Poland-Belarus-Ukraine Neighbourhood Programme INTERREG IIIA TACIS CBC

The Neighbourhood Program Poland-Belarus'-Ukraine was accepted by the European Commission on November 5th, 2004. It encompasses with its reach:

- In Poland: eight areas corresponding to NUTS III: Białystok-Suwałki, Łomża (in the Podlaskie voivodship), Biała Podlaska, Chełm-Zamość, Lublin (Lubelskie voivodship), Rzeszów-Tarnobrzeg, Krosno-Przemyśl (Podkarpackie voivodship), Ostrołęka-Siedlce (a part of the Mazowieckie voivodship);
- In Belarus': the districts of Grodno (Hrodna) and Brest', as well as the western part of the Min'sk district;
- In Ukraine: the districts of Volyn, Lviv and Transcarpathia (see Map 3).



Map 3 Territorial range of Poland-Belarus'-Ukraine Neighbourhood Program

Source: www.interreg.gov.pl

In view of the fact that the ERDF means are for formal and procedural reasons destined uniquely for the countries of the European Union, support in the framework of these programs on the area of the countries from the outside of the Community is extended through, in particular, the TACIS fund, intended in our part of Europe for the Russian Federation, Belarus', Ukraine and Moldavia. In the years 2004-2006 Polish side will disburse for the Neighbourhood Program 37.8 million € from the ERDF means. The joint financing from TACIS CBC for Belarus' and Ukraine will amount in the same period to 8.0 million €.

In distinction from the INTERREG IIIA programs realised along the western boundary, all the projects of the Poland-Belarus'-Ukraine Neighbourhood Program are implemented in the framework of three priorities:

Table 1 Priorities of INTERREG IIIA Poland-Belarus'-Ukraine Programme

Priority 1	Priority 2	Priority 3
Increase of competitiveness of border regions through modernisation and extension of the transborder infrastructure	Development of human capital and the institutional forms of transborder co-operation as well as improvement of safety at the borders of the European Union	Technical assistance
Activity 1.1. Modernisation and extension of the existing transport systems for improvement of regional accessibility	Activity 2.1. Strengthening of institutional transborder co-operation and enhancement of human capital quality	Activity 3.1. Management, implementation and control
Activity 1.2. Development of a joint transborder system of environmental protection	Activity 2.2. Support for the initiatives of local communities (Micro-Projects Fund)	Activity 3.2. Evaluation and promotion of the program
Activity 1.3. Development of the business infrastructure and tourism		

The detailed objectives of the Neighbourhood Program include:

- Improvement of the intra-regional transport systems within the transboundary area (e.g. shortening of travel times between the economic centres in the transboundary area);
- Linking and integration of the European transport systems of the region for the purpose of improvement of accessibility and conditions for transit traffic;
- Increase of economic potential in the border zone through increase of investment and tourist attractiveness;
- Improvement of quality of strategic information making it possible to take investment decisions;
- Improvement of quality of the natural environment within the transboundary area through extension of respective investments or tourist undertakings in the area;
- Protection, minimisation or liquidation of the risk of environmental pollution on the transboundary area;
- Establishment of conditions for the socio-economic development of the transboundary area through the trade and peri-business collaboration;
- Increase of the number and rank of organisations engaged in transborder co-operation, through involvement of organisations that have not collaborated between themselves until now.

3.1 Socio-economic characteristics

The length of the Polish-Ukrainian border is 535 km. The area included in the program on the Polish side has the surface of 75,300 sq. km, while on the Ukrainian side: 54,800 sq. km. The border-adjacent area on the Polish side is inhabited by 6.35 million people, and on the Ukrainian side – by 4.92 million. Population is differentiated ethnically and culturally. The area encompassed by the program on the Polish side displays a positive natural increase (0.7‰), while on the Ukrainian side natural decrease is observed (-2.4‰). The majority of the population encompassed by the program is in productive age (roughly 60%).

The border-adjacent region is economically poorly developed, with the respective economies based mainly on farming and industry. Economic activity concentrates mainly in the agglomerations (Lublin, Rzeszów, Lviv) and in bigger towns (Zamość, Przemyśl, Lutsk, Kovel, Novo-volyn'sk, Vlodymir Volynskii). The dominating industries belong to processing of wood

and food products, mainly dairy industry, distilling, brewing, processing of meat, cereals, fruits and vegetables, sugar, tobacco products, as well as production of electrical and mechanical devices, automotive and chemical industries (the latter producing mineral fertilisers, artificial fibres and plastic materials). On the area of Ukraine hard coal and lignite are extracted, as well as natural gas, oil, iron and magnesium ores, and potash salts. This means that a significant part of the population (58% on the Polish side and 63.6% on the Ukrainian side) work in sectors considered to be the traditional, declining segments of economy.

Ukraine is the beneficiary of the TACIS Transboundary Cooperation Program since 1996. In the years 1996-2003 assistance was extended in the framework of three priorities:

1. Border infrastructure,
2. Environment,
3. Development of border regions.

In the years 2001-2002 a new bridge and the approach roads were constructed near to Yagodin, one of the biggest international border crossings for cars in Ukraine. Modernisation is planned of the following border crossings, to be financed from the National TACIS Program:

- Border crossing Yagodin (phase I) – National Action Program TACIS 2001 (construction work started at the end of 2004);
- Border crossing Rava Russka National Action Program TACIS 2002 (construction work started in 2005).

During the first year of membership of Poland in the European Union the preparations were underway for the setting in motion of the Neighbourhood Program Poland-Belarus'-Ukraine, which was ultimately accepted at the end of 2004. The first call for project submission was launched in 2005. The Steering Committee accepted for realisation 44 projects, of which 17 on the Polish-Ukrainian boundary. In the current year consecutive 43 projects (second call) were selected for realisation.

3.2 Project entitled "Modernisation of the approach road to the transboundary trans-shipment LHS station in Bortatycze" (priority 1, activity 1.1)

Applicant: County Office in Zamość

Time and place of realisation: 4 October 2005 – 27 September 2007, Bortatycze (county of Zamość)

Project value: approximately 535,000 €

Partners of the project: County Office in Zamość and Vlodymir Volynskii administrative unit of the district of Volyn

Details of the project

Work on modernisation of the approach road to the trans-shipment station on the LHS (wide-gauged metallurgic-sulphur railway line) in Bortatycze was divided into three stages. The first stage would consist in modernisation of the road over the segment of 1,530 m, the second – in modernisation of the bridge and the approaches of the total length of 1,000 m, and the third – in modernisation of the segment of the road of the length of 1,293 m. As of now, the first stage of the modernisation work was terminated. The main contractor is Przedsiębiorstwo Robót Drogowych Sp. z o.o. (Road Works Co. Ltd.) from Zamość.

LHS is a goods railway line of the total length of 394.65 km, which was meant to supply the Steelworks "Katowice" in Polish Upper Silesia with the iron ore from the Soviet Union, and to export sulphur from the Tarnobrzeg Sulphur Basin in Poland without the necessity of transshipment at the border.

The primary objective of the project is to create adequate conditions for trade and economic collaboration through improvement of accessibility of the areas within the confines of the county of Zamość in the vicinity of the modernised segment of the road, including the border transshipment station, improvement of quality of functioning of the transport system and decreasing the time of travel for passengers and goods.

The measurable effects of realisation of the project would consist in:

- Improvement of accessibility to 36 businesses located in the county of Zamość, including two companies having key significance for the economy of the region,

- Increase of the carrying capacity of the bridge for the vehicles up to the total weight of 30 tons and of the road up to 10 tons per axis,
- Increase of the intensity of trade in the region of Lublin and in the district of Volyn by approximately 25%,
- Increase of the volume of goods transported from the transshipment station Zamość-Bortatycze by around 40%,
- Increase of the area of land for business purposes,
- Possibility of creating additional jobs for the period of work related to realisation of the project.

3.3 Project entitled "Extension of the transboundary system of natural environment protection and liquidation of the effects of catastrophes and elementary disasters on the area of the province of Lublin and the district of Lviv" (priority 1, activity 1.2)

Applicant: Provincial Fire Brigade Headquarters in Lublin

Project value: 3.7 PLN, of which 75%, i.e. 2.775 PLN (roughly 685,000 €) to be financed from the means of the ERDF

Project partners: Provincial Fire Brigade Headquarters in Lublin and the counterpart in Lviv

Transboundary aspect of the project

Project consists in extension of the system of protection for the natural environment as well as minimisation and liquidation of the risk of polluting the transboundary area. The effect of the project will be to introduce and locate in the crucial points of the province of Lublin the additional specialised emergency equipment. This will be the salvaging and extinguishing vehicles, equipped with the capacity of fighting various kinds of hazards. Thereby the safety of the protected area on both sides of the Polish-Ukrainian boundary will be enhanced.

Details of the project

In the framework of the project six specialised rescue cars will be purchased for the county and town headquarters of the National Fire Brigades from the

area of the province of Lublin, i.e. for those in Biała Podlaska (two cars), Lublin, Kraśnik, Puławy and Włodawa.

Realisation of the project will take place through modernisation of the existing emergency system within the province of Lublin and the improvement of effectiveness of the rescue operations. The effects will consist in the rapid appearance at the location of an event and undertaking of the rescue activities aiming at limitation and liquidation of the contamination, as well as essential lowering of the costs of rescue actions.

The activities undertaken shall enhance the quality of public safety, shall strengthen the resistance to the effects of breakdowns and elementary disasters, and they will improve the state of the environment through decreased emissions to the atmosphere of the toxic products of combustion.

4 Summary

The INTERREG IIIA Program demonstrated relatively high effectiveness in the domains of economic collaboration, extension of border infrastructure, joint undertakings in tourism, as well as skill enhancement and Euro-regional co-operation, especially within the Polish-German borderland. The main element of the Program is constituted by the extension of infrastructure in the border region, to which 60% of means were devoted. This applies equally to tourist and transport infrastructures. Numerous projects of construction and improvement of roads correspond, in particular, to the objective of improving interregional accessibility.

Within the Polish-Ukrainian borderland the majority of applications concerns priority 1, that is – the increase of competitiveness of the border regions through modernisation and extension of the transboundary infrastructure. In reality, these are rather smaller projects, with value rarely exceeding 1 million €, dealing with construction or modernisation of limited segments of roads within the borderland region. Financial means are often disbursed on projects, from whose realisation only one side benefits. The participation of the Ukrainian partner in the projects realised is marginal and frequently reduces to an official appearance in the work conducted. It can therefore be concluded that both sides are just the consumers of the financial means devoted to the INTERREG IIIA program.