



ENI CROSS-BORDER COOPERATION PROGRAMME

POLAND-BELARUS-UKRAINE 2014-2020

CONCEPT NOTE

Call for proposals no 1.

Deadline for submission of concept notes: 31 December 2016

Registration date (filled in by the JTS)	
Project index number (filled in by the JTS)	

Instruction:

1. *The applicants - Lead beneficiaries shall submit their concept notes to the Joint Technical Secretariat **in two ways**:*
 - a) ***.xml and .pdf forms of the concept notes** filled in with the use of the application (available on the Programme website) and recorded on the mover (CD, DVD, pendrive, etc.) along with*
 - b) ***one signed and stamped paper version** The paper version is considered as an official application. Concept notes submitted only in electronic file will be rejected.*
2. *The concept notes shall be **filled in only in English**¹. Concept notes submitted in language(s) other than English will be rejected.*
3. *The concept notes must be **computer-typed** using the concept notes application, published for this call for proposals and available on the Programme website for downloading.*
4. *A properly generated and validated concept notes will be given a unique checksum which shall be displayed on each page of the concept notes. Concept notes validated shall be printed and submitted together with an electronic file to the JTS.*
5. *Hand-written applications or applications filled in using an incorrect concept notes form will be rejected.*
6. *The evaluation will be carried out in accordance with the evaluation grid from the Programme Manual Part I - Applicant and it will be based solely on the information provided by the Lead beneficiary in the concept notes.*
7. *The concept notes will be rejected if the partnership is not in line with point 2.1 of the Programme Manual Part I - Applicant;*
8. *The lead beneficiaries are obliged to submit the concept notes along with the **Partnership statements** signed by the authorized persons of all beneficiaries' institutions in the project (point 6 of the concept notes).*
9. *For economical and ecological reasons, we strongly recommend that you submit your files on paper-based materials (no plastic folder or divider). We also suggest you use double-sided print-outs as much as possible.*
10. *The e-application was verified and accepted for usage. However, some errors may be discovered during its operation and they will be corrected by the JTS. Information on the new-corrected version of the e-application will be published on the Programme website. Please check it regularly, especially before the submission of the concept note to the JTS.*

¹ Does not apply to field where proper names in national languages are requested.

1. Project identification

1.1. Thematic objective	2. Improvement of accessibility to the regions, development of sustainable and climate-proof transport and communication networks and systems (ACCESSIBILITY)			
1.2. Programme priority	2.1 Improvement and development of transport services and infrastructure			
1.3. Project title (English)	Ostrowsko- Grodno bridge road			
1.4. Lead Beneficiary	Name in original language	Miasto Ostrów Mazowiecka		
	Name in English	City Ostrow Mazowiecka		
	Nationality	Polish		
	Registration area	Mazowieckie (Ostrołęcko-siedlecki subregion)		
	Type of organization	local government		
1.5. Project beneficiaries: ²				
Beneficiary 1	Name in original language	КУП "СМЭП Гродненского облисполкома"		
	Name in English	SMEP Grodno		
	Nationality	Belarusian		
	Registration area	Grodno		
	Type of organization	other-specify		
1.6. Project duration	Number of months	24		
1.7. Indicative budget	Costs category	Total budget (EU grant + co-financing), EUR	EU grant amount, EUR	EU co-financing rate, %
	Infrastructure component:	2 499 000,00		
	Costs for the preparation of strong partnership:	5 000,00		
	Other costs: ³	160 000,00		
	Total project costs	2 664 000,00	2 397 600,00	90,00

² Number of rows depends on the number of project beneficiaries.

³ All other eligible costs of the project.

1.8. Location(s) of the project activities

<specify country(ies) that will benefit from the project>	<specify region(s) that will benefit from the project>	<specify powiat/raion, area/town that will benefit from the project>
Poland		
	Mazowieckie voivodeship (Ostrolęcko-siedlecki subregion)	powiat ostrowski
Belarus		
	Grodno Oblast	Grodno

1.9. Project summary

Please give a short overview of the project (in the style of a press release) and describe:

- the common challenge of the Programme area you are jointly tackling in your project;
- the overall objective of the project and the expected change your project will make to the current situation;
- the main outputs you will produce and who will benefit from them;

the approach you plan to take and why is cross-border approach needed.

The "Ostrowsko- Grodno bridge road," relies on the joint implementation of investment in road infrastructure. The aim of the project is to improve the availability of the eastern region of Mazovia and the western part of Belarus through the development of durable and resistant to climate infrastructure in Ostrow Mazowiecka and network information system of road in the city of Grodno. Roads and marking them in the eastern Polish regions and in our eastern sąsiadów- Belarus are still underfunded. This is particularly true of local roads, whose maintenance is the responsibility of local governments. Financial capacity of local governments barely sufficient for maintenance of repairs, remodeling or using modern marking no way. This is reflected in a negative way on the road, on the one hand is the primary means of transport of goods, on the other hand, is an important source of income for operators. A broad-based cooperation so far and growing steadily with cross-border trade in the Polish-Belarusian requires investments in road infrastructure. The project will be rebuilt street Boleslaw Prus (municipal road No. 261261W) and Lubiejewska (No. 261234W) form one sequence of road between the express road S-8, the national road DK-60 and provincial road DW-627. It is for road transport extremely important segment due to the need to use it most of the trucks traveling to factories and plants and their trip to the provincial roads and national highway. Reconstruction of the road is needed due to the current poor state of roads and the need to rebuild two dangerous intersections. In Grodno presented new labeling system, including road signs, information, tourism and marking to indicate the most important institutions, enterprises and facilities. For conducted road project will result in a significant reduction in fuel consumption which will have a positive impact on the environment and the reduction of travel time which will improve the profitability of the business of transport.

2. RELEVANCE OF THE PROJECT

2.1 Provide a brief analysis of the problems and needs justifying the project

- 1) Clearly identify specific problems or challenges in the Programme area to be addressed by the project.
- 2) Refer to target groups and final beneficiaries.
- 3) If possible, support your statements with statistical information and examples.

Please note: information provided under this point cannot be modified in the FAF.

Ostrów Mazowiecka is a town located in the north-eastern part of Poland in Mazovia Province, on an important cross-border communication route Via Baltica, which will be opened in the coming years. The town is situated at the intersection of S8 and 627 routes, and in the nearest future a big intersection connecting these two roads is planned to be built. Out of 1926 business entities registered at present in the town (data from CEiDG of 22.12.2016), 304 entities operate in the road freight transport section. Within the town there are also big production plants: FORTE S.A. - furniture manufacturing plant, Natur Produkt PHARMA Sp. z o.o., Krüger Polska Sp. z o.o., Schneider Sp. z o.o., Ostrowia Sp. z o.o., ROLSTAL Pawłowski Sp. z o.o., ZURAD Sp. z o.o. whose products are not only highly valued in Poland but are also exported abroad, particularly to eastern markets i.e. to Belarus, Ukraine and Russia. Based on the information provided by the above mentioned companies, they are particularly interested in the Belorussian market. The companies' trade relations are focused on major urban centres such as Grodno which is a district city in Belarus, located on the Niemen river, in the

close proximity of the Polish border. Grodno is an industrial centre with a well-functioning railway junction and an airport. The city is especially attractive for our trade relations as Poles constitute 24.8% of the city's population. Thanks to its location, Grodno is also a very attractive tourist destination. However, the trade relations with the city, effected by means of road transport, are subject to certain limitations. The most acute problem is the traffic sign system, or rather the absence thereof. The lack of road signs and object marking has many negative consequences: the increase in fuel consumption, no possibility to estimate the transit time accurately, unexpected manoeuvres of drivers noticing where they should go too late.

2.2 Indicate the relevance of problems and needs identified in point 2.1 to wider strategies/plans

Please refer to the Programme strategy and justify the compliance referring to relevant parts, points etc. of those documents and relevant national/regional strategies.

Please note: information provided under this point cannot be modified in the FAF.

The policy paper for the UE's support for the EIS cross-border cooperation (2014-2020) provides for three strategic objectives for activities within the cross-border cooperation: A. Promoting the economic and social development in regions on both sides of the border; B. Solving common environmental, public health, safety and protection challenges; C. Promoting better conditions and regulations which ensure the mobility of people, goods and capital. The implementation of the "Ostrow- Grodno road bridge" project will be a part of implementing all the three strategic objectives. Improving the quality of the road and the road traffic sign system will have an influence on the economic and social development in regions on both sides of the border by increasing the export of Polish goods, including those manufactured by companies in Ostrów, by means of road transport to Grodno and further to Belarus as well as to the other countries in eastern Poland. Improving the traffic sign system will have a significant influence on reducing fuel consumption and hence reducing the amount of pollutants emitted to the environment. Improving the quality of the road and introducing a clear and effective traffic sign system will contribute to increasing traffic safety as well.

The main goal of the mid-term development strategy of the country by 2020 is to strengthen and exploit the economic, social and institutional potentials which ensure faster and sustainable development of the country and improvement of the quality of life of the citizens. The implementation of the "Ostrow- Grodno road bridge" project is a part of the strategic area II. Competitive economy, Objective II.7. Increasing the effectiveness of transport by improving the quality of roads which connect important communications routes and improving the quality of marking of important industrial and commercial centres.

2.3 Describe the relevance of the project to the Thematic objective/priority selected

Please refer to project's objectives and expected outputs and results

Please note: information provided under this point cannot be modified in the FAF.

Implementation of the project "Ostrowsko-Grodno bridge road" is critical to the attainment of thematic Availability - Improved accessibility of regions, the development of lasting and stable climate for transport and communications networks and systems. Freight connecting Poland with the countries behind its eastern border is a very important sector of the economy. Ostrow Mazowiecka is located on the eastern border province Mazowieckie and in relation to the capital of their voivodeships of Warsaw is much worse socio-economic situation. So far, within the framework of existing EU aid measures could not benefit from cross-border assistance. For the city of Ostrow Mazowiecka road freight transport is an extremely important element of the development. The state of infrastructure directly affects the amount of activity undertaken in this regard by local entrepreneurs. Growth of the economic activity, in turn, translates directly into income of the city, which affects the quality of life of its inhabitants. Streets Boleslaw Prus (municipal road No. 261261W) and Lubiejewska (No. 261234W) form one sequence of road between the express road S-8, the national road DK-60 and provincial road DW-627. It is for road transport extremely important segment due to the need to use it most of the trucks traveling to factories and plants and their trip to the provincial roads and national highway. Reconstruction of the road is needed due to the current poor state of roads and the need to rebuild two dangerous crossroads. Białoruś, including primarily Grodno, is an indispensable element of the development of cross-border transportation and export growth. Cooperation with SMEP Grodno, which is responsible in Grodno for road marking, repair and maintenance of labeling is essential to achieve the indicators and results. The added value of the project will be the development of tourism and therefore passenger transport. Since October 2016, Polish tourists are allowed to enter Belarus in Grodno region without visas.

2.4 Demonstrate the cross-border impact of the project

1) *What advantages will the project bring to both/three sides of the border (project partners, target groups, Programme area)?*

2) *Why it is important to implement the project in the proposed cross-border partnership? Can't the result be achieved without cooperation within the Programme?*

3) *Will the project create a basis to develop the current/future cross-border cooperation?*

Please note: information provided under this point cannot be modified in the FAF.

The implementation of the project "Ostrow- Grodno bridge road" will have a favorable cross-border impact on the following areas: economic cooperation, infrastructure development, the environment and increased safety. Improving the quality of

the rebuilt road system will facilitate the connection of urban roads of the TEN-T network, district roads, DW No. 627 in Ostrow Mazowiecka and Ostrow powiat. This will allow to make an effective use of the opportunities arising from the position of the major transport routes which, in turn, will affect the development of trade cooperation, exchange goods and services between businesses in Poland and Belarus. The modernization of road markings and road information in Grodno and around the city will improve the quality of transport links and thus enhance the performance of transport services. Improving the quality of road surface and reducing the transit time will improve the quality of the environment in both co-operating countries. The joint project of the town of Ostrów Mazowiecka and the Municipal Specialist Construction and Operational Company in Grodno was initiated in order to develop trade relations and economic activity by improving road infrastructure in Poland and Belarus. The implementation of the project will create a basis to establish a permanent partnership between the two countries. It will significantly increase transport safety by improving the condition of roads and their marking. The beneficiaries of the project will be the inhabitants of Ostrów Mazowiecka and Grodno, Polish and Belorussian companies engaged in business activities related to road transport and also manufacturing companies which export their products.

2.5 Project impact on the cross-cutting issues:

Please, tick the adequate field and describe the effects of the project on the following cross-cutting issue.

Please note: information provided under this point cannot be modified in the FAF.

Environmental sustainability	a positive contribution to the policy	Reducing fuel consumption and thus emissions into the atmosphere. Environmentally friendly materials which do not pose an additional threat to the environment will be used to complete the infrastructure works. A human being is also part of the environment. The infrastructure users will be guaranteed a friendly space.
Human rights	a positive contribution to the policy	The implementation of the project will have a positive impact on human rights. During its implementation, no one will be discriminated against. On the contrary, the quality of using roads will improve as a result of their reconstruction and introducing clearly visible signs, which will make them more accessible to e.g. disabled people.
Gender equality	a neutral contribution to the policy	The implementation of the project will have a neutral impact on gender equality. During the project there will be no discrimination against sex.
HIV/AIDS	a neutral contribution to the policy	The implementation of the project will have a neutral impact on the HIV / AIDS policy. During the implementation of the project no activities that affect the above policy will be conducted.
Democracy	a positive contribution to the policy	Democracy policy within the project will be implemented through a strong partnership between the local government entities on the Polish side and those pursuing social objectives on the Belorussian side. The effect of the project is targeted at a wide range of beneficiaries without rationing access to it for anyone.

3. DESIGN OF THE PROJECT

Note: your project shall clearly lead to realization of the Programme objective and TO, as well as the Programme output and result indicators.

3.1 Overall objective of the project

Indicate one overall objective to which the project aims to contribute.

The objective shall clearly link to selected Programme Thematic objective and priority.

Please note: information provided under this point cannot be modified in the FAF.

The main objective of the project "Ostrow- Grodno bridge road" is to improve the accessibility of the eastern region of Mazovia and the western part of Belarus through the development of durable and resistant to climate infrastructure in Ostrów Maz. and the road information system network in Grodno.

3.2 Specific objectives

Indicate max. three specific objectives of the project that will lead to achievement of the overall objective.

Please note: information provided under this point cannot be modified in the FAF.

Improving accessibility for road transport to express road S-8, national road DK-60 and provincial road DW-627 by rebuilding the infrastructure of : Boleslaw Prus street (municipal road No. 261261W) and Lubiejewska street (No. 261234W) forming a string of roads in Ostrów Mazowiecka.

Improving accessibility for road transport by modernizing the system of direction in Grodno and placing road signs around the city.

Enhancing the attractiveness of cross-border contacts for carriers and investors by improving the quality of transport links and introducing solutions to facilitate transport operations.

3.3 Key activities

Outline the planned main activities of the project.

In the description of each activity specify the role of each beneficiary and activities of cross-border character.

If planned, describe the investments/infrastructure activities. If applicable, provide a justification regarding any activity to be implemented outside the Programme area. Activities outside the Programme area shall clearly benefit the Programme area.

Please note: information provided under this point cannot be modified in the FAF.

Max. number of characters is 1000 for description of each activity

#	Name of the activity	Description
1	Preparation of technical documentation	The preparation of the civil engineering design with obtaining all the necessary opinions, permits and approvals as well as making all necessary applications.
2	Construction and expansion of the streets Lubiejewska - Boleslawa Prusa	The task will involve performing road works, along with the sanitary drainage and reconstruction of the collision,telecommunication and electrical engineering works.The project includes reconstructing and developing Lubiejewska and Boleslawa Prusa streets in Ostrów Mazowiecka in the section designed from 0 + 000 to km 856 + OK1.Within the project it is planned to: • reconstruct /construct /the road; • construct two interchanges in the form of roundabouts:- construct a roundabout: the intersection of Prusa,Jagiellońska,Zwycięstwa streets -construct a roundabout: the intersection of Prusa,Pocztowa,Lubiejewska,Sikorskiego,Pocztowa streets • construct /reconstruct pavements; • construct /reconstruct the lighting; • construct/reconstruct the storm sewer; • protect the existing network utilities; • remove the collision with the existing infrastructure; • reconstruct /renovate the existing exits • construct the road safety systems(pedestrian islands); • reconstruct the culvert at km 0 + 605.
3	Investor's supervision	TThe task provides for constant investment supervision over the construction works in accordance with the design documentation and applicable law.
4	The costs related to purchasing land for investment	Redemption plots
5	Drawing up the marking design	Drawing up the marking design including road markings and information signs
6	Implementation of the marking system	Implementation of the marking system in accordance with the design
7	Feasibility study	Drawing up the feasibility study for the project

8	Promotion of the project	Promotion activities related to the project will include placing information boards and making folders and brochures for residents and entities interested in transport services. It is also planned to promote the project in the media and the local press. The intended comprehensive and effective information and promotion activities - focused on providing current information to as many recipients as possible (range: national, regional and local) on the commencement, important implementation stages, the completion of the project and the participation of "external measures" -will be based on the Guidance on information and promotion within the scheme "Poland Belarus Ukraine."
9	Building a strong partnership	Joint activities in the implementation of the project in order to achieve its objectives

3.4 Project results – output and result indicators

Please select pre-defined Programme indicator(s) presented in point 3.1.6 of the JOP or/and add indicators from the full list of indicators (drop down menu).

3.4.1 Output indicators:

1) Choose the adequate pre-defined Programme output indicators. If no indicator is appropriate for your project please put 0 in the target value column.

#	Programme indicator	Target value
1	Total length of newly built roads (ENI/CBC 26) [km]	0
2	Total length of reconstructed or upgraded roads (ENI/CBC 27) [km]	1.86
3	Number of districts benefitting from modernized/created transport services and infrastructure	2
4	Number of partnerships established in order to modernize/create the environmentally friendly transport systems or services	1

2) Add indicators from the suggested list.

#	Suggested indicators	Target value
1	Number of elaborated feasibility studies of transport systems aimed at decrease of travel/transportation time in the regions	1
2	Number of elaborated strategies/policies/measures/tools regarding development of environmentally friendly systems	0
3	Number of elaborated strategies/policies/measures/tools regarding improvement of transport system/region accessibility (environmentally friendly, low-carbon system,)	0
4	Number of awareness-raising campaigns concerning the low-carbon transportation	0

3.4.2 Result indicator:

Pre-defined result indicator for selected priority.

#	Indicator	Baseline value	Target value
1	Decrease of travel/transportation time in the regions [%]	0	10

* Measure the direct products of the chosen activities. They concern the direct beneficiaries (lead beneficiaries, beneficiaries as well as entities, persons and organisations that are actually involved in the project implementation) of the projects and are only affected by what the project actions lead to, being insensitive to any external factors

** Measure the broader societal impact of a project in the short- or medium term. They generally span beyond the direct beneficiaries of the support and cover a wider group of society (such as final beneficiaries or the entire target group). They are affected by external factors that lay beyond the activities of the project.

4. PARTNERSHIP

4.1 Composition of the partnership

Describe the partnership that will implement the project. The project shall involve partners needed to address the territorial challenge specified. All partners shall play a defined role in the partnership and get a benefit from it. Describe the particular experience, capacity, know-how of each of the involved beneficiaries to achieve the expected results.

The project will be effected in partnership by two entities: the Town of Ostrów Mazowiecka (local government unit) on the Polish side and Grodno (the Municipal Specialist Construction and Operational Company (a road service company executing tasks related to marking roads and transport management system) on the Belorussian side. Both entities meet the eligibility requirements. The project has been prepared together. The partnership was first established through the exchange of information, ideas and expectations via e-mail, then telephone. On 7th December there was also a meeting with the direct representative of the Municipal Specialist Construction and Operational Company from Grodno with the local authorities of Ostrów Mazowiecka at the Town Council of Ostrow Mazowiecka. During the meeting it was definitively decided what the common objectives, activities and manner of financing the project were. Further arrangements were made via email and telephone, the content of the concept of the project was agreed between the partners at every stage. The project activities included "building a strong partnership" for meetings in order to make current arrangements for the project. The detailed arrangements for the joint implementation of the project will be included in the partnership agreement, which is being drawn up.

4.2 Budget per budget line

Please, note that the lead beneficiaries invited to submit the FAF will have to present a detailed budget. The EU contribution of the FAF budget cannot be increased from the initial estimate presented in CN by more than 10%, however the requirements regarding the minimum and maximum grant values under the CfPs shall also be observed.

Budget line	Indicative total budget (€) (EU + own financing)
1. Staff costs	50 000,00
2. Travel and subsistence costs ⁴	5 000,00
3. Equipment and supplies ⁵	0,00
4. Services	100 000,00
5. Subtotal direct costs without infrastructure	155 000,00
6. Infrastructure component ⁶	2 499 000,00
7. Total direct eligible costs of the Project (5+6)	2 654 000,00
8. Administrative costs (maximum 7% of 5, subtotal direct costs without infrastructure component) ⁷	10 000,00
9. Total eligible costs (7+8)	2 664 000,00

4.3 Budget per beneficiary

Overall beneficiary's budget (LB, B1, B2) ⁸	Indicative EU co-financing (€) (max. 90% of the total)	Indicative own co-financing (€) (min. 10% of the total) ⁹	Indicative total budget for beneficiary (€) (EU + own financing)
Lead beneficiary	2 037 600,00	226 400,00	2 264 000,00
Beneficiary 1	360 000,00	40 000,00	400 000,00
Total eligible costs	2 397 600,00	266 400,00	2 664 000,00

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- 4 If planned, costs of strong partnership preparation shall be included in line 2. Travel and subsistence costs. In order to allow the preparation of strong partnerships costs incurred before submission of the grant application but after the publication of the call for proposals may be considered as eligible. These costs shall be limited to travel and subsistence costs of staff employed by the beneficiaries.
 - 5 Purchase or rental costs for equipment (new or used) and supplies specifically for the purpose of the project, provided they correspond to market prices.
 - 6 The total costs of works and services related to (re)construction, renovation, installation of infrastructure and its supervision but also other activities like e.g.: costs of preparation of the technical documentation, costs of supplies including purchase of fixed assets. In order to support beneficiaries in financing the preparation of studies and documentation related to infrastructure component, a grant may be awarded retroactively to cover such costs. However, these costs could be considered as eligible where the applicant can demonstrate the need to start the project before the contract is signed. Costs eligible for financing shall however not have been incurred prior to the date of the submission of the Concept Note to the JTS. Only applicants with whom a grant contract is signed, could claim the reimbursement of these costs.
 - 7 Indirect costs may be calculated on a flat-rate of up to 7 % of eligible direct costs, excluding costs incurred in relation to the provision of infrastructure, provided that the rate is calculated on the basis of a fair, equitable and verifiable calculation method. For example, administrative costs may include costs of running the beneficiary's office (or part of the office) that is in his possession and is used for the day-to-day implementation of the project. Administrative costs may not include ineligible costs or costs already declared under another cost item or heading of the budget of the project.
 - 8 Add as many rows as needed.
 - 9 The lead beneficiary and beneficiary(-ies) shall co-finance at least 10% of the project total costs. The 10% co-financing is counted on the project level, not in relation to each of the lead beneficiary/beneficiary(-ies).

5. DECLARATION BY THE LEAD BENEFICIARY (TO THE CONCEPT NOTE)

The lead beneficiary, represented by the undersigned, being the authorised signatory of the lead beneficiary, in the context of the present call for proposals, representing other beneficiaries in the proposed project, hereby declares that:

- it is directly responsible for the management and implementation of the project with other beneficiaries specified above and is not acting as an intermediary;
- it has the sources of financing and professional competence and qualifications necessary to implement the project;
- in case of approval of the concept note, it will develop with the project beneficiaries listed in the concept note and submit to the JTS a full application form in line with the Programme requirements.

Signed on behalf of the lead beneficiary

Name of the person entitled to represent the organisation	
Position	
Signature and stamp	
Date and place	

6. PARTNERSHIP STATEMENT

The beneficiary, represented by the undersigned, being the authorised signatory of the beneficiary, in the context of the present call for proposals, hereby declares that:

- I have read the concept note and understood role of my organization in the project before it is submitted to the JTS;
- organization that I represent has the sources of financing, professional competence and qualifications necessary to implement part of the project that it is responsible for;
- in case of approval of the concept note, I declare my will to further participate and implement the project. I declare to cooperate with the lead beneficiary in development and submission to the JTS a full application form in line with the Programme requirements.

Signed on behalf of the beneficiary

Name of the organisation	SMEP Grodno
Name of the person entitled to represent the organisation	
Position	
Signature and stamp	
Date and place	