

**Phare 2004**  
**STANDARD SUMMARY PROJECT FICHE**

**1. Basic Information**

1.1 Désirée Number: Phare 2004/016-772.03.14

1.2 Title: **ASSISTANCE TO IMPLEMENT THE NEW SAFETY ASPECTS OF THE EU LEGISLATION IN THE FIELD OF ROAD SAFETY AND TO CONSOLIDATE THE RAILWAY RESTRUCTURING**

1.3 Sector: Transport

1.4 Location: Romania

**2. Objectives**

**2.1 Overall Objective(s):**

Efficient and safe transport in Romania in line with the EU harmonised legislation.

**2.2 Project purpose:**

*Twinning*

- Observe and support the implementation of recommendations issued by twinning project RO2001/1B/TR01 – Improvement of Road Safety and Institution Building in the field of Transport;
- Strengthen the administrative capacity of the Ministry of Transport, Construction and Tourism (MTCT) to manage the *acquis communautaire* in road transport and prepare for transposition and implementation of forthcoming road safety acquis.

*Road Safety Measures*

- Improve the traffic safety and living environment in localities crossed by the national roads, with significant volume of traffic and accidents recorded and promote the local awareness and initiative;
- Improve the traffic safety on the road sections outside localities affected by a significant number of serious accidents.

*Consolidation of the Restructuring Process for the Romanian Railways*

- Strengthen financial management of railway companies;
- Elaborate a new strategy for CFR on time table design for passenger trains based on a commercial approach;
- Improve the railway infrastructure accesses fee (TUI) formula.

*Railway stations rehabilitation*

- Improve the quality of the services for passengers in the railway stations

## **2.3 Accession Partnership (AP) and observance of the commitments taken by Romania during the accession negotiations for Chapter 9 – *Transport policy* (and implementing measures envisaged by the Action Plan for AP priorities related to strengthening administrative and judicial capacity)**

Romania was the beneficiary of a twinning project in the field of road safety, with authorities from France and the Netherlands, during June 2002 - December 2003 (twinning project RO 01-TR-01). With the occasion of the first Quarterly report for the twinning project on Road safety, the Romanian Minister of Transport, Constructions and Tourism declared the year 2003 as “the year of road safety”.

According to the commitments taken under Complementary Position Paper II, Romania accepts the community *acquis* in the field of road safety in force on 31 December 2002, and will be able to apply this *acquis* on its accession date to the EU.

NPAA 2002 - short-term priorities: "Improving road safety and institutional building in the transport field"

NPAA 2002 - short and medium-term priorities: "Rehabilitation, modernisation, development of infrastructures, equipment and transport means" (for check areas and areas for road hauliers to respect driving and rest times).

NPAA, Objective 2, Chapter 7 - “ the rehabilitation of the transport services, improvement of services quality, alignment to the European conditions of transport for future integration in the European transport system”

According to Roadmap 2002, the main priority in the field of road transport is as follows – “Further efforts will also be needed to implement the fiscal and social/technical *acquis* in the road sector”.

According to AP 2003, the main priorities in the field of road transport are as follows: (i) reinforce administrative capacity for implementing the fiscal and social/technical *acquis* (...); (iii) continue to implement the action plans to retrofit Romanian lorries with speed limitation devices and recording equipment; (iv) continue to implement rules on driving times and rest periods”.

## **2.4 Contribution to National Development Plan (and/or Structural Funds Development Plan/SDP)**

# **3. Description**

## **3.1 Background and justification:**

The transport sector is recognised as having great importance for the Romanian economy, especially as necessary infrastructure to enable the economy's efficient functioning. Due to poor economic conditions, investment in the transport sector has been low. European integration and strongly

growing traffic flows require a high level of investment for new equipment and infrastructure; for roads, railways and inland waterways. The modal split in Romania, particularly in freight, is still less road-based than in the EU.

## **Road sector**

In 1995, based on the Government Decision no 437/1995, the Inter-ministerial Council for Road Safety was established as a consultative body of the Romanian Government. Its role is to ensure a unitary conception and to co-ordinate, based on an unique Action Plan, the activity of the all bodies involved in the fields, which directly or indirectly, contribute to the road safety.

Steps have been undertaken in order to improve the safety on the Romanian roads.

Measures cover a large area, but mainly legislative measures were taken. Therefore, the main issue at present is the application and the enforcement of the legislation.

The main actions recently implemented that have contributed to a significant improvement of the situation in Romania are:

- The improvement of the legal framework with the adoption of the new legislation:
  - Emergency Government Ordinance no. 195/2002 regarding traffic on public roads and the Government Decision no. 85/2003 (highway code) approving the Regulation for implementing of the Emergency Government Ordinance no. 195/2002,
  - Order of the minister of transports, constructions and tourism no. 597/2003 regarding the professional training for drivers of vehicles of more than 7.5 tonnes or exceeding the maximum admitted weights and dimensions,
  - Order of the minister of transports, constructions and tourism no. 288/2003 – RNTR 8 – technical conditions for tachographs and speed limitation devices.
- The development of a coherent accident analysis methodology meant to provide a cost/benefit analysis with respect to casualties, social costs and economic value,
- The commencement of a black-spot programme, mainly on the European-classified roads.

However, the results remain fragile and partial, and in the context of increasing road traffic, complementary measures need to be undertaken. There is a need to support the Romanian Authorities in further implementing the traffic safety measures in road transport, according to the recommendations and conclusions of the Phare Multi-Country Road Safety Project and according to the recommendations of the recent Phare Twinning Road Safety project, which ended in December 2003.

### Road safety legislation

Transposition of the related acquis is in progress in Romania:

- The rules on driving times and rest periods are transposed through Law 101/1994 on the adhesion to AETR (European Agreement on Road Transport) and Government Ordinance 17/2002 on driving times and rest periods for drivers carrying out national road transport activities, approved by Law 466/2003; effective application still has to be improved and the relevant enforcement system strengthened,
- The rules on road transport of dangerous goods are transposed through Law 31/1994 on Romania's adhesion to the ADR. In addition, the Romanian legal framework for the application of Council Directive 94/55/EC on the approximation of the laws of the Member States with regard to the transport of dangerous goods by road was further completed; however, the enforcement structures also need strengthening,

As regards road safety legislation, **the current needs are mainly:**

- To ensure that the transposed acquis is properly implemented,
- To ensure that the recommendations of the twinning project RO 01-TR-01 – Improvement of Road Safety and Institution Building in the field of Transport are applied. These recommendations make reference to the following areas:
  - *European social regulations*
  - *Technical roadside inspection of the roadworthiness of commercial vehicle*
  - *Transport of dangerous goods*
  - *Roadworthiness tests for motor vehicles and their trailers*
  - *Road vehicles' equipment for road safety (as tachograph, speed limiters)*
  - *Drivers' training*
  - *Access to profession*

The specific topics that need to be addressed within each of these areas are detailed under the point 3.4.A (Description of the activities) below.

### Road safety programme

The Romanian national road network has 15.000 km of national roads, 34.673-km county roads and 29.581 local roads.

At present, the number of the vehicles is around 4 million cars and 228.500 motorcycles. However, this is a small figure for a population of 22 million inhabitants and will grow in the future.

In terms of road safety the situation can be illustrated through the following indicators (reference year 2002):

Number of serious car accidents	6.909
Death rates	59 deaths per 100.000 vehicles <u>42 deaths per 100 injured</u> 1.04 deaths per 10.000 inhabitants
Costs of the accidents (estimation)	3% of GDP.

Since the above situation is worrying, the necessity of taking measures to increase the road traffic safety has been acknowledged, the objective being to reduce the number of the accidents with 50% until 2010.

Amongst the various activities aimed at increasing traffic safety, two ongoing projects financed out of Phare 2001 will provide by the end of November 2004:

- A study on traffic safety improvements in linear villages (including a 'catalogue' of typical safety measures);
- A database for traffic and accidents, including the identification of the black spots on national roads.

The two road safety components included in this project fiche will build on these previous results, implementing the safety measures provided by the mentioned projects from Phare 2001 in the linear villages, and on the black spots outside localities.

Moreover, the "Linear villages" component will promote the local governance, through a decentralised selection mechanism based on local initiative.

The improving of the transport safety is based on two concepts: the infrastructure and the behaviour of the villagers. It is not sufficient to have a modern infrastructure if the users' behaviour is not proper.

In the case of linear villages, the local population has an important role as beneficiary of the safety and promoter of the project. At present the project management capacity and the financial resources at the local level are very limited. Under these conditions, for the period 2004 – 2006, the National Company for Motorways and National Roads in Romania – S.A. will be the management body for the "Linear villages" component.

Given the limits of the annual Phare budget in the perspective of the wide needs for safety measures across the country, the fiche aims at laying down the framework for a multi-annual financing over the period 2004-2006. The 2004-2006 period will be a pilot phase. After 2006, the "Linear villages" and "Blackspots" road safety programme will be extended to the national level and for all the road types. For the future it is expected to be a common branch of road maintenance for all national road network. Indeed, once the mechanism of implementation, the eligibility and the selection criteria are defined, the projects can roll-on with the new budgets made available each year.

### Railway sector

#### Consolidation of the Restructuring Process for the Romanian Railways

Starting with 1994, the Romanian railway system has undergone a continuous process of restructuring. Major steps have already been undertaken, all of them in accordance with the EU Directives, and now is the time to consolidate the changes on new bases, especially from the efficiency point of view.

At present, in Romania there are three state-owned railway companies, which

are independent and are operating on a commercial basis:

- CFR, the national railway infrastructure company (providing the network and ancillary services);
- *CFR-Passengers (CFR Calatori), the national passenger railway operator;*
- *CFR-Freight (CFR Marfa), the national freight railway operator;*

The Romanian State is the single stockholder, which exercises its rights and obligations through the Ministry of Transport, Construction and Tourism (MTCT).

According to the legislative framework created by laws and regulations (see Annex no 6 - List of relevant laws and regulation) the railway companies independently operate based on Performance Contracts signed with MTCT. In line with previous and/or current practice in EU member states, CFR SA and CFR Passengers SA receive subsidies from Government to compensate social tariffs and unprofitable services imposed by it (state compensation for Public Service Obligations), as well as for part of the infrastructure works in certain conditions (State financial support for investments/large works in railway infrastructure).

CFR SA provides the administration of the state-owned public railway infrastructure.

The scope of activity of the National Railway Company is mainly the following:

- Management of the railway infrastructure and making it available to the railway transport operators, under the terms stated by law;
- Development and modernisation of railway infrastructure in Romania in accordance with the European standards, aiming to ensure its adequacy and interoperability (on the major lines) with ETCS – European Train Control System (not yet operational anywhere – to this date, every country has its proprietary systems),
- Organisation, planning, co-ordination and control of activities related to the administration, operation, maintenance and repairs of railway infrastructure.

In order to accomplish the above-mentioned duties, CFR SA is in charge with train timetable design, track capacity selling and train traffic management. CFR SA is obliged to allow in a non-discriminatory manner every licensed railway operator to access the infrastructure. Its relations with railway operators are stated by a contract for infrastructure access annually agreed that establishes an infrastructure access fee to be paid. This infrastructure access fee has the same value for all operators.

The subsidies from the State budget to CFR SA are exclusively given for repairing and modernising the public infrastructure. CFR SA must cover the remaining expenses from its own resources (revenues from infrastructure access fee, rents or other taxes for different services provided to railway operators or other economic agents, apart from those that enter in the infrastructure charge and other revenues obtained further to the valuation of goods, residual products, etc). Still, the amount of state subsidies is far below the level requested by CFR SA; and this leads to numerous sections of track not being adequately maintained and subject to speed restrictions; thus reducing the competitiveness of the entire rail system.

CFR Passengers SA (CFR Calatori) is the national operator for passenger railway transport. It is the owner of a specific rolling stock fleet (locomotives and coaches). CFR Passengers receives State Budget subsidies for passenger's railway transport and it is competing with road passenger transport by buses and minibuses (about 5500 private licensed operators at country level, who benefit from not having fully to pay for the provision of the roads they use).

CFR Freight SA (CFR Marfa) is the freight railway transport operator. It is the owner of a typical rolling stock fleet (locomotives and wagons) and it operates on commercial principles exclusively. CFR Freight SA is competing with other 12 private railway operators and about 5000 road freight transport operators spread all over the country. It has no subsidies from State Budget and has the freedom to establish its own tariffs.

Within the system there is also the Railway Authority (AFER) in charge with regulations elaboration. It is also responsible for granting railway transports license for operators and ensures certifying of products connected to railway safety.

This accelerated restructuring of the railways in the context of a rapidly changing transport market environment in Romania calls for additional support from international donors, in the fields of infrastructure renewal and comprehensive technical assistance. Railways, as an environmentally reasonably beneficial mode of transport, are under threat from a rapid increase in road (and domestic air) transport, along with an inherited image of being uncomfortable and slow. If railways are not properly supported in Romania, the Commission's goal of increasing the modal split in favour of rail risks being turned on its head in this country (where the split is still better than in existing Member States).

A financial/accounting system was developed through the Phare project 9910.03 for the three railway companies: CFR, CFR Passengers and CFR Freight. At present, the three railway companies have an integrated accounting system with complete control of documents and a basis for managing debts, budget, etc. However the system is not complete. There is a need to complement the existing application with additional modules i.e. for the management of the payroll, of the stocks, of the contract management and of the fixed assets. Further financial system implementation shall be made in two directions: new software modules enabling new functions acquisition, as it was specified and new PC systems allowing the insertion of new points for data gathering. The equipment procured within the previous Phare project made possible an IT-based financial/accounting system, at headquarters and regional level, but the base units level data gathering is not ensured.

The efficiency of the financial management in the benefiting railway companies is expected to be thus further improved. The improved system will enable the management to get effective information at all levels of operation and get consolidated financial / accountancy level at profit centres, companies and ministerial level. The management control exercised will be significantly improved.

A system (hardware and software) for train timetable designing was implemented under Phare 1996 (RO96-02-03) for CFR. In the meantime in the European Union, a large number of railway companies (or regions, where these are responsible for the organisation of regional public transport) use the equal (regular interval) frequency path approach. This is designed to ensure a service every hour (or at least every two hours), with guaranteed connections at key stations. This approach was pioneered in Switzerland 20 years ago and leads to increased traffic (up to 90 % in the case of the Rhineland-Palatinate in Germany), while the increase in cost and resources is much lower (20 – 25% on average). The implementation of the proposed project will lead to an improved system for train timetable designing based on successful European models.

An infrastructure access charge (TUI) system was designed under Phare project RO9910.03 based on fixed and variable costs according to EU Directive 14/2001.

However, the access charge (TUI) system designed allows only a 'gross' calculation of the access fee based on average costs without taking into account factors such as: the category of line used (high speed, main line, branch line); potentially factoring in the real cost of maintaining a line – for example much more expensive in rugged terrain with many tunnels and bridges/viaducts, weight of the train, the timing (within the year and within the day). In fact, the system should take account of regular interval passenger traffic (which can reduce the capacity for slower freight trains). Consideration could also be given to rebates for major users of the system.

Under these circumstances, there is a need for an assistance to refine the current methodology as to obtain a practical method of daily computing the infrastructure access fees for each railway operator, taking into account the above-referred factors.

### *Railway stations rehabilitation*

The Romanian railway network encounters a number of approx. 1,100 railway stations spreads all over the country.

The railways stations are part of the transportation infrastructure managed by the railways transportation Companies, but are also part of the areas of public interest of each county (județ) or town of Romania.

The Government Programme for the period 2001-2004, approved by the Parliament Decision no 39/2000, stipulates as a strategic objective of the Government the rehabilitation of the railway stations (chapter III, point 3.3.6).

The proposed works take into account especially the improvement of the operating conditions in stations, and also the necessity of providing improved services for passengers in accordance with European standards and respecting UIC Fleets 413 and 140 provisions regarding Euro-stations. Accordingly, the main objectives of these works are the rehabilitation of



railway station buildings, with a special accent on shops commercial area, entrances-exit zones, and spaces designed for passenger services.

The ultimate objective is to promote the transport by rail particularly against the road (which is consistent with EU policy as per the White Paper) by increasing its attractiveness particularly tackling the quality of the services for the passengers and the inter-connection with the urban transport in the locality. Indeed the current situation of many major stations is very poor (with premises not rehabilitated for a very long time, unheated, without any sort of comfort for the passengers).

The Romanian Government approved a modernization program for the railways stations in the most important 42 cities, in the period 2003 – 2008. Funding has been secured through IFIs loan for 21 stations but at present, no financial resources have been identified for the remaining ones in the short term (Pitesti, Rm Valcea, Braila, Tg Jiu, Targoviste, Giurgiu, Satu Mare, Baia Mare, Calarasi, Resita, Piatra Neamt, Miercurea Ciuc, Zalau, Bistrita, Alexandria, Slatina, Slobozia, Botosani, Sf Gheorghe).

Under the present programme, it is proposed the feasibility studies for some stations. Investments may then be eligible **either under the Economic and Social Cohesion component or under the Special Acquis Facility of the National Programme for Romania.**

### **3.2 Linked activities:**

- Multi – Country Transport Programme 98-0297.00: Road Safety Study-identification of ten short-medium term measures to be implemented in order to improve road safety in Romania;
- Twinning for strengthening the administrative capacities in the transport field (contract signed in November 2003); the objectives of the project are as follows:
  - Develop the competencies in EU accession issues, in particular to implement the *acquis communautaire* in the field of transport and prepare the ministry to modernise planning and programming procedures, project management, operating and maintenance of transport infrastructures under EU standards;
  - Motivate and retain the best specialists from MTCT;
  - Develop a citizen-oriented ministry' policy.
- Twinning component on Road Safety – concluded in December 2003; a set of recommendations for the improvement of the road safety was provided at the end of the project;
- The International Bank for Reconstruction and Development (IBRD) has financed, since 1998, a series of road safety actions: linear village safety, black points (40), improvement and other actions of road safety;
- RO 0107.11.02 "Safety Audit System" – on going; the results of the project will be as follows:

- A suitable and sustainable Road Safety Audit System to be implemented;
- Guidelines for linear villages;
- Trained Trainers for Road Safety Audit.
- RO 0107.11.03 "Traffic and Accidents Database" – on going; through this project a database for traffic and accidents will be developed. This will allow the analysis of the "Black spots" and of the behaviour of the road drivers for both passengers' cars and heavy lorries.
- RO 9604 - 02 – 03 "Train timetable" project - a system was designed to enable CFR to develop the train timetable with minimum time, staff and materials inputs. In such a way will be reduced the cost of developing traffic diagrams, editing and typing works both for internal use and for client information, and will facilitate the international data exchange with other railway organisations.
- RO9910.03 "Technical assistance for Restructuring of the Romanian Railway" - the wider objective of the PHARE assistance was to support the restructuring of the railways into business-oriented viable entities, which then improve their credit-worthiness towards the IFIs and private investors. The project was mainly oriented to solve specific goals for the three main railways companies (CFR, CFR Freight and CFR Passengers) as follows:
  - Improvement of Financial/accountancy system
  - Operators commercial and planning systems
  - Infrastructure maintenance and cost control
  - Track access fee system

The project ended with the following recommendations:

- There is an urgent need to implement throughout the country the IRIS system, an electronic ticketing system and standardised source system (payroll, fixed assets, stock, etc) to interface with the financial system;
- The CFR Passengers and CFR Freight still need consistent, medium term support in order to build strong commercial structures;
- The maintenance model needs management focus and commitment in order to be implemented throughout the country.
- Rehabilitation of the railway line Bucharest- Brasov financed by EIB loan;
- Rehabilitation of the Bucharest-Constanta, sections Bucharest Nord-Baneasa and Fetesti-Constanta financed by JIBIC loan ROM P3;
- ISPA 200/RO/16/P/PT/001 "Rehabilitation of the railway line Bucharest Baneasa – Fetesti"
- ISPA 2001/RO/16/P/PA/008 "rehabilitation of the railway line Border-Curtici-Simeria component part of the IV Pan European Corridor for trains circulation with maximum speed of 160 km/h – Revision and completion of Feasibility Study"
- 2003 loan agreement (15.7 M€) with EBRD for modernization of the railway stations located in 5 main cities (Craiova, Timisoara, Cluj – Napoca, Iasi and Constanta) and for elaboration of a study for the modernization of Bucharest Nord railways station
- Loan agreement (50 M€) with Credit Suisse First Boston for the rehabilitation of the following 16 stations: Ploiesti Sud, Arad, Deva,

Alba Iulia, Brasov, Bacau, Suceava Burdujeni, Buzau, Focsani, Tulcea, Sighisoara, Drobeta Turnu Severin, Galati, Fetesti, Sibiu, Oradea

### **3.3 Results:**

#### **Road sector**

*Sub-project 1: Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements*

- Completion of the legal harmonisation (updated with the acquis' progress in the field);
- Recommendations of the twinning RO2001/1B/TR01 implemented, thus ensuring an adequate and effective implementation of the acquis in the field of road transport;
- Effective enforcement structures for the road transport legislation;
- Operational (working) procedures and trained personnel for *ARR, RAR, NCMNR and IGP*, enabling an effective and efficient control;
- Trained personnel for interventions in case of dangerous goods transport accidents.
- Recommendations for setting up an effective and efficient of the Road Safety Co-ordinator;
- Road Safety Action Plan at national level;
- Two seminars organised at national level referring to the Road Safety Action Plan.

*Sub-project 2: Road Safety measures*

*Component 2.1: Safety measures in linear villages*

- Decrease in the number of the serious accidents
- Decrease in the number of death cases and serious injuries
- Less material damages
- Developed safety culture and initiative at local level

*Component 2.2: Elimination of "black spots" outside localities*

- Decrease in the number of the serious accidents
- Decrease in the number of death cases and serious injuries
- Less material damages
- Decrease in the number of black spots

#### **Railway sector**

*Sub-project 3: Consolidation of the Restructuring Process for the Romanian Railways*

*Component 3.1: Financial Application for the railway companies*

New application modules for the existing financial application, regarding payroll, stock and fixed assets systems operative, in order to continue the modernisation of the financial/accountancy system.

### *Component 3.2: Passengers train timetable*

A new system for elaboration of equal frequency (regular interval) paths for the passengers train timetable, in order to improve the quality of the public passenger transport services.

- Differentiation between main lines (probably to run on a commercial basis) and those lines requiring a subsidy element;
- List of network sections to be retained for the regular interval timetable;
- Recommendations on organisation (i.e. central or regional/local tendering/contracting/supervision of the rail operations);

To include estimates / calculation of:

- Increase in PKMs (passenger kilometres) per line;
- Increase in revenues;
- Increase in required rolling stock/staff/costs;
- Impact on subsidies;
- Impact on investments in the network.

### *Component.3.3: Infrastructure access fee (TUI)*

An operational system for daily computing of the infrastructure access fees for each railway operator, taking into account the effective traffic operated. This procedure must be independently audited and defined as the unique modality, officially recognised for the computing of the payment obligations regarding infrastructure access; The following factors will be taken into account: the category of line used (high speed, main line, branch line); potentially factoring in the real cost of maintaining a line – for example much more expensive in rugged terrain with many tunnels and bridges/viaducts, weight of the train, the timing (within the year and within the day). In fact, the system should take account of regular interval passenger traffic (which normally reduces the capacity for slower freight trains). Consideration could also be given to rebates for major users of the system. It will be necessary to design an accounting interface for the system.

### *Component 3.4: Rehabilitation of railway stations*

- Detailed design and tender documents completed for the rehabilitation and modernisation of a number of a minimum 5 railway stations to improve rail passenger services

## **3.4 Activities:**

### Road sector

*Sub-project 1: Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements*

### **Scope of the twinning**

A Pre-Accession Advisor will assist the Ministry and the relevant bodies involved in road transport safety, mainly the Romanian Road Transport Authority (ARR), the Romanian Automotive Register (RAR), the National Company for Motorways and National Roads in Romania S.A. (NCMNR, the former AND) and Road Police Directorate (within General Police Inspectorate - IGP) during 24 months. The project will monitor and assist the implementation of the recommendations issued by Twinning project RO2001/1B/TR01.

The proposed activities in order of their importance are C, D, A, B and are described hereinafter:

#### **A. Implementing the recommendations of the twinning RO2001/1B/TR01:**

The recommendations of the previous twinning are to be transposed into an Action Plan for their implementation. This is supposed to be completed by mid 2004. Based on this the recommendations that must be implemented within the project shall focus on the following main areas:

- *European social regulations*
  - The need for amendments to GO 17/2002<sup>1</sup> and OMPWTH no.1842/2001<sup>2</sup>, in order to establish stricter punishments for serious infringements and, if the case may be, amendments to Romanian Criminal Code,
  - Preparation for transposition of Directive 2002/15 on the organization of the working time of persons performing mobile road transport activities;
- Technical roadside inspection of the roadworthiness of commercial vehicles:
  - tachographs and speed limitation devices (organization of roadside checks for checking the tachographs and speed limitation devices, training seminars on new recording equipment)
  - infringements and sanctions review, strengthen the competencies of inspectors
- *Transport of dangerous goods*: establishing punishments for very serious infringements, providing different training for safety advisers and drivers, refreshment courses for personnel involved in this field, drawing up procedures for authorization and type approval of TDG packaging, amendments to Government Decision 1374/2000 Norms applying ADR, establishing an inter-modal approach for transport of dangerous goods within Ministry of Transport, Constructions and Tourism;
- *Technical checks for heavy vehicles*: establishing rules for carrying out checks at technical stations together with RAR inspectors, the need to revise the system of authorisation for the Interim Technical Inspection stations (particularly focused on the conflict of interest cases where the carrier owns also an inspection station), establishing a plan for roadside checks, changing the system of roadside checking of weights and

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<sup>1</sup> Government Ordinance 17/2002 on driving times and rest periods for drivers carrying out national road transport activities

<sup>2</sup> Order of Minister of Public Works, Transport and Housing no.1842/2001 for the approval of the Methodological Norms for authorizing and carrying out the road transport activities and related activities

dimensions in particular in order to enforcing the system of immobilization for the vehicles/drivers in serious default, extension of ARR competencies to include checking of weights and dimensions; revision of the institutional structure involved in controls;

- *Drivers' training*: stricter rules for obtaining diving license, extension of the qualification of the trainers in the diving schools, preparation for the transposition of Directive 2003/59 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC;
- *Access to profession*: implementation of a method to monitor the financial standing of the undertakings, revising the exam conditions, a clearer definition of the tasks entrusted to the person who continuously and effectively manages the transport operations of the undertaking.

***B. Further harmonisation of Romanian legislation with the relevant acquis communautaire in the field and strengthening the enforcement structures:***

- Elaborate new legislation needed to update the harmonisation of all directives/regulations concerned;
- Review the legislation transposed after the completion of the twinning RO2001/1B/TR01 and the related implementation structures as to ensure that the transposed acquis is properly implemented;
- Propose standards for the new recording devices (digital tachographs), the new cards for checking and procedures for their approval and check;

***C. Strengthen the institutions responsible for traffic control: ARR, RAR, NCMNR and IGP:***

- Review the existing control procedures for national and international traffic and for controls at the transport operators premises, propose improvements in order to increase the efficiency of the controls and develop detailed control manuals;
- Assist the ARR, RAR and Road Police trainers to deliver on-the-job training for inspectors;
- Train 40 new trainers for ARR and the Road Police, out of which 26 for ARR in order to cover all the 41 district agencies and the headquarter, and 14 for the Road Police so as each of them to cover two districts;
- Train the personnel involved in interventions in case of dangerous goods transport accidents. A Diagnosis Report on the existing procedures, staff training and equipments, and a set of recommendations for interventions in case of accidents related to transport of dangerous goods will be previously prepared with TAIEX support.
- Assess the level of penalties and control frequency to ensure they are set at the adequate level for a reasonable enforcement;
- Improve the communication between authorities and transport operators.

***D. Assistance for Interministerial Council for Road Safety including its permanent Secretariat (its short presentation is attached as Annex 4)***

- Institutional Assessment, including:
  - Structure;

- Responsibilities;
- Functioning (procedure).

The result of this assessment will be a set of recommendations for setting up an effective and efficient institutional structure referring to:

- Organisation, and attributions and powers of a road safety coordinator either by creating a National Observatory for the Road Safety as an independent body - by the absorption of Interministerial Council for Road Safety (CISR) - or as part of the existing CISR;
  - Legal framework improvement;
  - Working procedures, including relations/co-operation mechanism with other relevant institutions - national and international - and local governments.
  - Resources (staffing, etc.)
- Assistance for developing a comprehensive Road Safety Action Plan at national level.
- It will be based on the existing Action Plan on road safety 2001-2010, on the existing statistics on traffic accidents, vehicles, and drivers, as well as on the Ministry of Transport, Construction and Tourism and Ministry of Administration and Interior joint strategy on improvement of road safety on national roads 2004-2007.
- It will consist of:
- Assessment of the road safety in Romania, including the identification of the major problems (risks);
  - Definition of a comprehensive Action Plan (with priorities) tackling all the risk factors and involving all the relevant authorities/parties;
  - Identifying and planning the financing of the measures included in the Action Plan.
- Organisation of two seminars at national level; the first one will have as subject the preparation of Road Safety Action Plan; the other one will be organised after the elaboration of the Road Safety Action Plan;
- Training for the relevant staff

### ***Profile of Pre-Accession Adviser***

The PAA will be a senior civil servant or equivalent staff with strong experience within a Road Transport Authority or Inspectorate and practical knowledge of the acquis in the field of road transport and safety. The PAA will act as coach to his local counterparts to reach the goals of the twinning project. He will, under the direction of the Project Leader, use the support of short or medium term expertise when necessary.

Strong communication facilities and ability to work in difficult environment is required. He/she should also have ability to manage a team of experts and coordinate multi-purpose activities, to link with EU institutions and sector organizations, and the ability to transfer the know-how. Good working knowledge of English is required.

He/she will stay in Romania for a period of 24 consecutive months. The assignment should start around January 2005 and will be based in Bucharest.

The Romanian partner commits itself to provide the following:

- Adequate human resources to implement the twinning projects together with the twinning partner;
- All the facilities which are necessary for the smooth implementation of the twinning (office, computers, printers, telephones, access to internet);
- Funds to cover any travel costs of the Romanian authorities in the context of training or seminars, if any.

### ***Sub-project 2: Road Safety Measures***

The Phare 2004 co-financed activities cover 2 sub-components:

#### ***Component 2.1: Safety measures in linear villages***

In order to increase the impact, for the first year (2004) the area of eligible localities shall be restraint to the villages crossed by one of the European national roads.

This national road shall be selected based on the data provided by the traffic and accident database developed under Phare 2001, but shall not be located one a Pan European Corridor in order to avoid any overlapping with ISPA. It will be selected the European national road with the highest number of serious accidents over the last 5 years.

Out of these eligible localities, a selection procedure shall be carried out on the basis of a call for applications from the local authorities, organised by NCMNR.

To this end, a consultant contracted with a PPF support (final results to be provided by January 2005) will assist NCMNR for the:

1. Preparation of an information package for the local authorities, including:
  - a. The typical safety measures catalogue prepared under Phare 2001 project, which is likely to include: traffic calming measures, footways for pedestrian, cycle paths, special markings, traffic signs, pedestrian and disable facilities, lighting, other kinds of traffic engineering measures.
  - b. The selection criteria;
  - c. The application form.
2. Organisation of a dissemination seminar for the interested local authorities, which will clarify the scope of the project and will guide the potential applicants with advises and best practice examples.
3. Evaluation of the applications received and proposing a short-list of villages
4. Establishment of a proper mechanism for the implementation of linear villages project.

The main selection criteria for the linear village shall be:



- (a) The number of serious accidents occurred in the respective village over the last 5 years;
- (b) The local commitment for the development and sustainability of the project (additional measures which will be performed by the local authorities to complement the project).

The Consultant shall evaluate each of the applications received against the eligibility and selection criteria and shall prepare an evaluation report, recommending a ranking of the applications in terms of priority against the criteria and a consequent shortlist of localities where investments will be financed. The size of the shortlist shall be determined on the basis of the budget available for the works.

The final decision shall be taken by the Steering Committee, on the basis of the Consultant's report and recommendations<sup>3</sup>.

The main activities to be carried out under this component shall be:

#### 1. Establishment of the safety measures, design, contracting and supervision

A technical assistance contract shall be awarded for the following tasks:

1. Safety Audit on the short listed villages
2. Identification of the possible remedial measures in each village
3. Cost-benefit analysis
4. Determination of the optimal measures
5. Public consultation and agreement of the local authorities
6. Detailed design for the measures decided
7. Tender documents
8. Assistance throughout the tendering, evaluation and contracting process for the works
9. Supervision of the construction works
10. Campaign for improving the behaviour of the road users - will include:
  - a. a local campaign for the village inhabitants for a good understanding of the safety measures and
  - b. a regional/national campaign (along the road) for all the road users.

The critical decisions i.e. the final decision on the optimal measures to be implemented and on the main features of the behavioural campaign shall be taken by the Steering Committee on the basis of the Consultant's recommendations.

#### 2. Construction works and supervision

There will be one single works contract covering all the villages. The contract shall be based on FIDIC Conditions of Contract for Construction (Red Book, 1999 edition).

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<sup>3</sup> The following institutions shall be represented in the Steering Committee: MTCT, NCMNR, SCISR and Road Traffic Police. The composition of the Steering Committee can be extended with other interested institutions. The EC Delegation will be invited to the Steering Committee meetings as observer.

## **Component 2.2: Elimination of “black spots” outside localities**

### 1. Selection of the black spots

On the basis of the data provided by the traffic and accidents database developed under Phare 2001, NCMNR shall develop in co-operation with the Road Traffic Police a list of black spots<sup>4</sup> located outside localities, ranked in terms of priority following the number of serious accidents over the last 5 years.

Out of this list shall be identified a list of priority projects according to the budget available for the works.

### 2. Establishment of the safety measures, design and contracting

The consultant tasks in relation with this project shall include:

1. Safety Audit on the short listed locations
2. Identification of the possible remedial measures for each location
3. Cost-benefit analysis
4. Determination of the optimal measures
5. Public consultation
6. Detailed design for the measures decided
7. Tender documents
8. Assistance throughout the tendering, evaluation and contracting process for the works
9. Supervision of the construction works
10. Campaign for improving the behaviour of the road users – will include a regional campaign (along the road) for the road users.

The critical decisions i.e. the final decision on the optimal measures to be implemented and on the main features of the behavioural campaign shall be taken by the Steering Committee on the basis of the Consultant's recommendations.

As part of the Phare 2005 activities, the technical assistance will evaluate the whole process from Phare 2004 (selection of the call for applications, works carried out, etc.). This evaluation will provide information regarding the results of the 2004 call for applications (was successfully or not, and if not why) and the next priorities for year 2005 (linear villages situated on the same European road as 2004, if the budget was insufficient, or localities crossed by other European national road with the highest number of serious accidents over the last 5 years). After the evaluation, the whole process will be taken again (selection of the target villages, establishment of the safety measures, design, contracting, works and supervision).

The same process will be repeated in 2006, extending the project to other European national roads.

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<sup>4</sup> Black spots are defined as sections of road of around 1 km length, where there have occurred at least 10 serious accidents over the last 5 years.

After 2006, the “Linear villages” and “Black spots” road safety programme will be extended to the national level and for all the road types.

A comprehensive awareness campaign will be financed in 2006, to raise road safety awareness, share lessons learnt through the 2004 – 2006 projects and to launch the post-2006 phase.

### 3. Construction works

There will be one single works contract covering all the black spots. The contract shall be based on FIDIC Conditions of Contract for Construction (Red Book, 1999 edition).

#### Railway sector

### ***Sub-project 3: Consolidation of the Restructuring Process for the Romanian Railways***

#### ***Component 3.1: Financial Application for the railway companies***

The main activities of this sub-component are as follows:

- Evaluation of the current situation of Financial System implementation for the three Railways Companies;
- Identification of the appropriate applications (modules);
- Procurement of the application (modules);
- Consolidation of the system at the regional level and roll-out of the financial system at the base units level;
- Testing of the modules;
- Training for users;
- Implementation within the three railways companies of the new modules for Financial System, respectively Payroll, Materials Stock, Fixed Assets and Contracts Management modules. The implementation will also take into consideration the system monitoring in production for two months and the interfaces built to and from other systems.

Due to these implementation activities, there will be needed supplementary **hardware** (workstations, printers and communication equipment) as infrastructure to support the financial system in the three Railways Companies. The estimation of the necessary IT equipment is based on the post-contractual recommendations of the Phare 9910.03 project for each railway beneficiary company.

	CFR	CFR Passeng ers	CFR Freight	Total
<b>Software licences acquisition (no)</b>	157	91	98	346
<b>Hardware equipment acquisition (no. of PCs)</b>	27	91	98	216

***Nota bene:*** These figures could be modified due to the potential changes implied by the restructuring process of the railway system.

The resources to be allocated for this component are estimated at 1,050,000 EUR, indicatively shared as follows:

- 450,000 EUR ;
- 100,000 EUR for training;
- 220,000 EUR for licences acquisition;
- 280,000 EUR for new hardware acquisition.

The resources will be allocated for the three railway companies as follows:

[EUR]

	<b>Technical Assistance</b>	<b>Training</b>	<b>Software Licences</b>	<b>Hardware</b>	<b>Total</b>
CFR	180,000	40,000	80,000	100,000	400,000
CFR Passengers	135,000	30,000	70,000	90,000	325,000
CFR Freight	135,000	30,000	70,000	90,000	325,000
<b>Total</b>	<b>450,000</b>	<b>100,000</b>	<b>220,000</b>	<b>280,000</b>	<b>1,050,000</b>

This component will lead to the improvement of the financial management information system and will ensure that the system becomes integrated into the operation of the companies.

### ***Component 3.2: Passengers train timetable***

This component will enable the CFR SA to obtain a new system, which will help on the elaboration of timetable for passengers train circulation on Romanian Railways infrastructure. The Beneficiary will be CFR SA as an independent body to provide the railway sections.

The actual system is based on an obsolete concept; the timetable is designed for one year in advance, and more than 60% of the scheduled trains must be cancelled or rescheduled every day. Many supplementary activities are generated and the interface between CFR and railways operators is very costly and complex, every day.

At present, the Regular-Interval timetables are widely used across Europe. The basic concept of this type of timetable will be implemented at the Romanian Railways according to the following principles:

- Trains are operated with regular intervals, usually each 120, 60 or 30 minutes (and each 30, 20, 15 or 10 minutes in suburban services);
- Regularly scheduled connections at major stations between trains of different types and / or running on different lines, including certain regional and local bus lines;
- The customers easily understand timetables; departure times can be easily memorialised so that people always know when the next train goes.

This component will include the technical assistance for CFR experts in order to introduce the new concept of the train time table and to transfer the

necessary know-how, which will enable the CFR personnel to design the conditions for the implementation of the new concept on the Romanian Railways and to propose a step-by-step approach including:

- Assessing the present system in use;
- Establish the type of trains to be operated on the Romanian railways (Inter-City, Regional, Local for Passengers and Direct and Local for Freight);
- Restructuring of the geography of the Railways network (main lines and branch lines);
- Differentiation between main lines (probably to run on a commercial basis) and those lines requiring a subsidy element;
- List of network sections to be retained for the regular interval timetable;
- Restructuring stopping patterns and departure times;
- Reorganizing connecting schedules for branch lines;
- Reorganizing connecting schedules between fast and local trains at major stations;
- Recommendations on organisation (i.e. central or regional / local tendering / contracting / supervision of the rail operations).

To include estimates / calculation of:

- Increase in PKMs (passenger kilometres) per line;
- Increase in revenues;
- Increase in required rolling stock (types: locomotives, carriages, multiple units; investments) / staff (numbers and costs);
- Impact on subsidies – based on estimated revenues and costs;
- Impact on investments and maintenance in the network (N.B. a regular interval timetable has an impact on alternative uses of the network, particularly freight trains – so the study should look at the balance between passenger and rail transport, and potentially recommend priority lines for passenger and freight services, and/or investments to eliminate potential bottlenecks. Switzerland has introduced a regular freight timetable on the main transit lines to make freight trains compatible with the dense, regular passenger services. However, this only works well if the speed differential between passenger and freight trains is not too high.);
- Training for the relevant staff to ensure the transfer of know-how on the preparation of the train timetable.

The resources to be allocated for this component are estimated at 1,400,000 EUR, indicatively shared as follows:

- 1,000,000 EUR for technical assistance with experts in designing the Regular Interval Timetables, Railways Infrastructure Maintenance for the new concept conditions, freight and passengers tariff policy for the new concept conditions and computer specialist for the necessary software to implement the new concept;
- 200.000 EUR for software and hardware upgrade for the new concept (out of which 66,000 EURO will be supported by the beneficiary);
- 200,000 EUR for training.

### Component.3.3: Infrastructure access charge (TUI)

This component will provide better conditions for consolidation and implementation of the Infrastructure Access Fees formula (TUI).

This will define a long-term basis for charging for infrastructure usage, and will enable the management of all three companies (and of potential open access users of the infrastructure) to have a clear basis on which to base their financial and operational planning. The objective is to have a cost effective charging system taking into account factors such as category of line used (high speed line, main line, branch line; potentially factoring in the real cost of maintaining a specific line – for example much more expensive in rugged terrain with many tunnels and bridges/viaducts, weight of the train), the timing (within the year and within the day), congestion, possible rebates for major users of the system.

The following steps are required:

- Analysis of the present TUI calculation formula;
- Assessment of whether the underlying (marginal cost) data for such a charging system (developing an accounting and information system allowing to define access charges based on costs by route and by time of the day) can be made available and whether the new system could be operated in a cost-effective way.
- Make the necessary adaptations to the system to make it cost effective and then sustainable
- Recalibrate the model; the consultant should re-design the algorithms for calculating infrastructure access fees based on the existing data from the IT systems. If needed, the consultant will also be required to propose the necessary extensions of the IT systems, for the calculation of the access fee, to be procured by CFR from its own sources.
- Create interfaces to and from existing financial system and other applications (IRIS, maintenance model, etc)
- Analyse the results, in order to be sure that created interfaces and existing systems are working together properly and provide valid results.

The resources to be allocated for this component are estimated at 400,000 EUR, indicatively shared as follows:

- 300,000 EUR for technical assistance with a Cost Accounting specialist, a Railway Infrastructure Cost / Price Calculation specialist, a Railways Operators Cost / Price Calculation specialist and a Software Developer;
- 100,000 EUR for software development and hardware acquisition for upgrading the existing systems (out of which 33,000 EURO will be supported by the beneficiary).

#### *Component 3.4: Railway station rehabilitation*

The “rehabilitation” project size (investment budget) should be less than € 3 millions.

Priority shall be given to works related to the comfort of the passengers and the quality of the services. Would not be eligible: “operation-oriented” expenditures: track, signalling, interlocking systems, etc

Would be eligible activities linked to:

- passenger facilities (waiting rooms; lavatories; etc.)
- development passenger information
- safe access to platforms
- development/rehabilitation of commercial oriented facilities inside the station (premises for newspaper shop, cafeterias, etc.) as long as a clear commercial contract is signed with the infrastructure owner, (within a limit of 20% of the total budget). The infrastructure owner will commit to affect these financial resources to the maintenance of the rehabilitated buildings/facilities.
- outdoor access infrastructures for passengers (with a limit of 50% of the total budget) with a priority to safety issues and inter connection with the urban transport system: bus stops, surface parking, footpaths,... Road access infrastructure for individual cars should be limited to 20% of the total budget.

A limited part of the budget (max 20 %) might be used for works aiming at improving working conditions of CFR staff.

***1. Selection of the railway station to be modernised with Phare funds co-financing 2005-2006 either under the Economic and Social Cohesion component or under the Special Acquis facility of the National Programme for Romania(short list)***

A Steering Committee will be established for the purpose of this sub-project. It will include representatives of the General Directorate of Railway Transport, of the General Directorate of Foreign Financial Affairs, of the General Directorate for Urbanism and Territorial Arrangements, of CFR SA and of the Ministry of European Integration (as responsible for the management and implementation of the Phare ESC programme). EC Delegation will be represented as an observer. If appropriate, IFI representatives might also attend as observers.

The Steering Committee shall select the stations (minimum 5) that will benefit from Phare funded assistance for preparing feasibility studies and necessary tender documentation (cf. below).

The criteria shall be:

- (i) The number of daily passengers using the station;
- (ii) The commitment of the local authorities to participate in the activities outside the stations (cf. above). In this respect, a principle agreement between CFR and the municipality concerned should be signed.
- (iii) The station is one of the national priority list not benefiting from any existing rehabilitation programme (cf. linked activities section)

Projects not including a partnership with local authorities for outdoor activities (minimum 25% - maximum 50% of the total budget) will not be eligible.

During the selection phase, the Consultant shall

1/ prepare a list of objective criteria for assessing and ranking proposals to be received, a simple application form and a model for the "principle agreement"

2/ organise meetings with local authorities and CFR local staff in eligible cities to (i) make them fully aware of the scheme and of its key rules (ii) assist them in filling the application form, if needed

## **2/ Design of the rehabilitation/modernisation works**

The Consultant shall carry out the following two main tasks:

A. Completing feasibility study, design and tender documents, including:

- Identification of the needs and costs for each railway station
- Cost-benefit analysis
- Determination of the optimal works
- Detailed design for the works decided
- Elaboration of tender documents (FIDIC Red Book, 1999 edition)

B. Defining an action plan for (and providing assistance for the implementation of the first priority actions) :

- improving the quality of CFR services to the public (including commercial behaviour of the various CFR employees);
- the sound management of the externalised activities on a commercial/contractual basis: renting the commercial spaces modernised/built through the project, cleaning services, etc.

## **4. Institutional Framework**

The Ministry of Transport, Construction and Tourism (MTCT) represents the State Authority in the field of transport.

Within the MTCT, the General Directorate for European Integration and External Relations assures the overall co-ordination of the transposition of the *acquis communautaire* for Chapter 9.

The General Directorate for Foreign Financial Affairs assures the overall co-ordination of the Phare financed projects.

The Directorate General for Road Transport ensures the coordination of all road transport related institutions.

The General Directorate for Railway transport ensures the coordination of all railway transport related institutions.

### ***Sub-project 1:***

The main beneficiary of the sub-project 1 will be the Romanian Road Transport Authority. The General Directorate for Road Transport, Romanian Automotive Register, the National Company for Motorways and National Roads in Romania



– S.A and the Road Police Directorate will also benefit from the results of the project, as all these institutions/authorities are involved in road safety on the Romanian network.

***Sub-project 2:***

The main beneficiary shall be the National Company for Motorways and National Roads in Romania – S.A (NCMNR).

*NATIONAL COMPANY FOR MOTORWAYS AND NATIONAL ROADS IN ROMANIA – S.A.*

Contact person: Mrs. Silvia CIOBANOVSKI  
38, Bld. Dinicu Golescu, sector 1, Bucharest  
Tel: 0040-1-223.26.07

The local authorities and the road users are also beneficiaries of the project.

***Sub-project 3:***

***Component 3.1:***

The final beneficiaries will be CFR SA, CFR Passengers and CFR Freight.

***Component 3.2:***

The beneficiary will be CFR SA;

***Component 3.3:***

The final beneficiary will be CFR SA, because CFR SA is the national railway infrastructure administrator.

For the sub-project no 1, two Steering Committees, both chaired by the Secretary of State in charge with road transport, will be established. One of two Steering Committees will be dedicated exclusively for the activity D. This committee will be composed of representatives of all the ministries/institutions involved in road safety, including the Ministry of Education and Research.

For each of the other two sub-projects will be established a Steering Committee for co-ordination and approvals. Each Steering Committee will be chaired by the Secretary of State in charge with road and railways transport. Each Steering Committee will be composed of representatives of the Ministry of Transport, Constructions and Tourism, of the Beneficiaries and CFCU. The representatives of the EC Delegation and of the National Authorising Co-ordinator will be invited to the Steering Committees as observers.

The Steering Committees will meet for the approval of the reports and whenever necessary.

***Component 3.4:***

The National Company for Railway Infrastructure SA (CN CFR SA) administrates the public railway infrastructure.

Also, CFR holds in private ownership elements of railway infrastructure, other than those included within the public railway infrastructure, buildings, land, production units etc. The railway stations to be modernized are part of the public infrastructure.

CN CFR SA.

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38 , Bld. Dinicu Golescu, sector 1, Bucharest  
Tel: 0040-1-222.36.37

**The beneficiaries of the project will be the railway stations owned by C.N. CFR S.A**

For this project there will be established a Steering Committee (cf. above). The Steering Committees will meet for the approval of the reports and whenever necessary.

**5. Detailed Budget for 2004**

**EURO**

No.	Project/ component	Phare support		Total Phare (=I+IB)	National co-financing	IFI	TOTAL
		Investment support	Institution building				
1	Sub-project 1: Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements						
1.1	Twinning covenant	0	1,200,000	1,200,000	0	0	1,200,000
Total sub-project 1		0	1,200,000	1,200,000	0	0	1,200,000
2	Sub-project 2: Road Safety Measures						
2.1	Linear villages works	4,000,000	0	4,000,000	1,600,000	0	5,600,000
2.2	Black spots	2,850,000	0	2,850,000	950,000	0	3,800,000
2.3	Technical assistance	900,000	0	900,000	300,000	0	1,200,000
Total sub-project 2		7,750,000	0	7,750,000	2,850,000	0	10,600,000
3	Sub-project 3: Consolidation of the Restructuring Process for the Romanian Railways						
3	Supply of hardware and software for the components 3.1-3.3	450,000	0	450,000	350,000	0	800,000
3.1	TA for Financial management system	0	550,000	550,000	0	0	550,000
3.2	TA for Train timetable	0	1,200,000	1,200,000	0	0	1,200,000
3.3	TA for Infrastructure access charge	0	300,000	300,000	0	0	300,000
3.4	TA forRail stations rehabilitation	1,000,000	0	1,000,000	400,000	0	1,400,000
Total sub-project 3		1,450,000	2,050,000	3,500,000	750,000	0	4,250,000
TOTAL		9,200,000	3,250,000	12,450,000	3,600,000	0	16,050,000

For the sub-project 3, CFR SA and CFR Passengers SA will cover the budget for national co-financing from the state budget and CFR Freight will cover the co-financing from own sources as a beneficiary of the results of implementation of Sub-project 3, as follows:

	EURO		
	Phare Investment support	National Co-financing	Total
CFR SA	1,330,000	550,000	1,880,000
CFR Passengers	120,000	40,000	160,000
CFR Freight	0	160,000	160,000
<b>Total</b>	<b>1,450,000</b>	<b>750,000</b>	<b>2,200,000</b>

**The Detailed Multi Annual Budget for Sub-project 2** (Component 2.1 “Safety measures in linear villages” and Component 2.2 “Elimination of “black spots” outside localities”)

EURO

2004	Phare support		Total Phare (=I+IB)	National Co-financing	IFI	TOTAL
	Investment support	Institution building				
Works linear villages	4,000,000		5,000,000	1,600,000		5,600,000
Works blackspots	2,850,000		2,850,000	950,000		3,800,000
Technical assistance	900,000		900,000	300,000		1,200,000
<b>TOTAL 2004</b>	<b>7,750,000</b>		<b>7,750,000</b>	<b>2,850,000</b>		<b>10,600,000</b>
<b>2005 (indicative)</b>						
Works linear villages	5,250,000		5,250,000	1,750,000		7,000,000
Works blackspots	1,350,000		1,350,000	450,000		1,800,000
Technical assistance	900,000		900,000	300,000		1,200,000
<b>TOTAL 2005</b>	<b>7,500,000</b>		<b>7,500,000</b>	<b>2,500,000</b>		<b>10,000,000</b>
<b>2006 (indicative)</b>						
Works linear villages	5,250,000		5,250,000	1,750,000		7,000,000
Works blackspots	1,350,000		1,350,000	450,000		1,800,000
Technical assistance	1,100,000		1,100,000	400,000		1,500,000
<b>TOTAL 2006</b>	<b>7,700,000</b>		<b>7,700,000</b>	<b>2,600,000</b>		<b>10,300,000</b>
<b>TOTAL 2004-2006 (indicative)</b>	<b>22,950,000</b>		<b>22,950,000</b>	<b>7,950,000</b>		<b>30,900,000</b>

*Nota bene: The budget is set only for 2004. The figures for 2005 and 2006 represent only indicative estimates and do not commit any of the parties for financing.*

## 6. Implementation Arrangements

### 6.1 Implementing Agency

The Implementing Agency will be the Central Finance and Contracts Unit (CFCU).

The Implementing Agency will retain the overall responsibility for the implementation of the programme, including: approval of tenders documents, evaluation criteria, evaluation of offers, signature of contracts, authorisation of invoices.

Contact person CFCU:  
Mrs. Jeana Buzduga  
Central Finance and Contracting Unit (CFCU)  
Magheru Blvd, 5<sup>th</sup> floor  
sector 1, Bucharest, Romania  
Tel: 0040-1-211.99.79

## **6.2. Implementing Authority:**

### Sub-project 1:

The Implementing Authority will be the Ministry of Transport, Constructions and Tourism, through the General Directorate for European Integration and International Cooperation (DGEIIC) for the twinning project.

The General Directorate for European Integration and International Cooperation will draw up the Twinning Covenant.

### *MINISTRY OF TRANSPORT, CONSTRUCTIONS AND TOURISM*

#### *Directorate General for Foreign Financial Affairs (DGFFA)*

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Tel/fax: 0040 - 21- 212.61.27 / 222.20.70  
E-mail addresses: [news27@mt.ro](mailto:news27@mt.ro) / [phare1@mt.ro](mailto:phare1@mt.ro)

#### *Directorate General for European Integration and International Cooperation (DGEIIC)*

Contact person: Mr. William PADINA – Deputy Director General  
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E-mail address: [william.padina@mt.ro](mailto:william.padina@mt.ro)

#### *Directorate General for Road Transport (DGRT)*

Contact person: Mr. Lucian SOVA –Director General  
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Tel/fax: 0040 - 21- 222.36.28  
E-mail address: [sova@mt.ro](mailto:sova@mt.ro)

### Sub-projects 2 and 3:

The Implementing Authority will be the Ministry of Transport, Constructions and Tourism, through the General Directorate for Foreign Financial Affairs (DGFFA).

The representatives of DGFFA will assist the beneficiaries to prepare the tender dossiers accordingly to the EU procedures, will take part in the Evaluation Commissions, will endorse the contracts and will monitor the implementation of the projects together with the representatives of the beneficiaries

*MINISTRY OF TRANSPORT, CONSTRUCTIONS AND TOURISM*

*General Directorate for Railway Transport*

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*NATIONAL COMPANY FOR MOTORWAYS AND NATIONAL ROADS  
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*CN CFR SA.*

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Tel: 0040-1-222.36.37

*CFR PASSENGERS SA*

Contact person: Mr. Valentin Bota  
38, Bld. Dinicu Golescu, sector 1, Bucharest  
Tel: 0040-1-222.25.18

*CFR FREIGHT SA*

Contact person: Mr. Victoras Bucureanu  
38, Bld. Dinicu Golescu, sector 1, Bucharest  
Tel: 0040-1-224.93.36

The beneficiaries will prepare the Tender Documents, including Terms of Reference, Technical Specification with support from DGFFA.

CFR, CFR Passengers and CFR Freight will have the obligation to implement the results of the project all over the Romanian railways network.

### **6.3 Non-standard aspects**

There are no „non-standards aspects”. The „Practical Guide to contract procedures financed from the General Budget of the European Communities in the context of external actions” will strictly be followed.

#### **6.4 Contracts**

The following Phare contracts are foreseen:

##### Sub-project 1:

##### Twinning Covenant

The Twinning covenant will follow the general rules of twinning projects. In the event that no suitable twinning proposal is forthcoming, this component of the project will instead be implemented through conventional technical assistance.

Title: *Twinning to further harmonise and implement the road safety legislation and strengthen the related institutions in order to comply with EU requirements*

##### Main Beneficiary:

Romanian Road Transport Authority

##### Other beneficiaries:

- General Directorate for Road Transport
- General Directorate for European Integration and International Cooperation
- Romanian Automotive Register
- National Company for Motorways and National Roads in Romania – S.A
- Road Police Directorate
- Interministerial Council for Road Safety and its permanent Secretariat

##### Contact person:

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##### Sub-project 2:

One Technical assistance contract over the full cycle for both linear villages and black spots projects (service contract).

One works contract for the safety measure in linear villages.

One works contract for the safety measure for black spots outside localities

### Sub-project 3:

Four service contracts (one per component 3.1; 3.2; 3.3, 3.4.) granted through international open tender procedure. One supply contract for purchasing hardware and software for components 3.1; 3.2; 3.3.

### Component 3.4:

One service contract covering all the activities.

## **7 Implementation Schedule**

<b>Contracts</b>	<b>Start of tendering</b>	<b>Start of project Activity</b>	<b>Project completion</b>
Twinning Covenant	January 2005	August 2005	August 2007
Contract 1-TA for road safety	January 2005	August 2005	October 2007
Contract 2- Works linear village	December 2005	May 2006	October 2007
Contract 3-Works black spots	December 2005	May 2006	October 2007
Contract 4- TA for Financial management system (3.1)	January 2005	August 2005	October 2007
Contract 5 – TA for Train Timetable (3.2)	January 2005	August 2005	October 2007
Contract 6 - TA for Infrastructure access charge (3.3)	January 2005	August 2005	October 2007
Contract 7 – Supply of hardware and software for component 3.1-3.3	January 2005	June 2005	June 2006
Contract 8 – TA for railway station rehabilitation (3.4)	January 2005	August 2005	December 2006

## **8 Equal Opportunity**

Equal opportunity for men and women to participate in all the components of the project will be ensured. Women's participation will be measured by the extensive use of monthly time sheet for the personnel.

## **9 Environment**

All activities will comply with relevant EU acquis, including environment acquis.

## **10 Rates of return**

The main objective of this investment project is to improve road safety. The equipment and works will be used for the provision of public services, without direct revenue generation. The main benefits are difficult to quantify at this stage but are expected to include social and economic gains related to the decrease in the number of death and injury cases and in the amount of the material damages caused by the accidents.

## **11 Investment criteria**

### **11.1 Catalytic effect:**

Without Phare assistance, the project would have never taken place due to a lack of funds.

### **11.2 Co-financing:**

#### Sub-project 2:

The project is co-financed by the state budget allocated to the National Company for Motorways and National Roads in Romania – S.A. through the MTCT budget, which will provide 25% of the total cost of the investment components.

#### Sub-project 3:

The project is co-financed by the State Budget allocated to CFR SA and CFR Passengers through the MTCT Budget with 522,333 EUR and by CFR Freight from own sources with 160,000 EUR.

### **11.3 Additionality:**

No other financing sources from the private sector or from IFIs were available for financing this project.

The PHARE support had and has a strong additionality because of the limited Romanian financial resources.

### **11.4 Project readiness and size:**

The project complies with the 2 MEURO minimum Phare allocation requirements.

Adequate locations, human resources and equipments.

#### ***Component 2.1:***

PPF support shall be used in order to facilitate the selection of the target villages, such that a shortlist will be available at the start of this project.

#### ***Component 2.2:***

The database developed under Phare 2001 will make available the data needed at the start of this project.

### **11.5 Sustainability:**

#### Sub-project 2:

NCMNR will cover the operation and maintenance costs.



The beneficiaries undertake to finance any additional costs, which may arise in order to ensure timely completion and implementation of this project;

The beneficiaries commit to finance the running and maintenance costs of the equipment that will be supplied.

Sub-project 3:

This sub-project is a direct support to the Railway Restructuring Plan and to the Government railway development strategy for the period 2001 – 2010, aiming at modernizing the Romanian railway system in a financially efficient and viable manner.

## **11.6 Compliance with state aids provisions**

The project respects the state aids provisions: the beneficiaries are public bodies carrying out public services.

## **12 Conditionality and sequencing**

### **Sub-project 1:**

A minimum amount of 300 000 € will be dedicated to preparing the Road Safety Action Plan at national level.

After the first 6 months of the project, the Twinning will provide a clear set of recommendations for setting up an effective and efficient Road Safety Co-ordination Unit (corresponding activities are presented in more details in section 3).

If no formal decision is taken in regard to these recommendations in the following 6 months (12 months as of the project start), the activities for defining the Road Safety Action Plan will be cancelled as the institutional set up will not be in place to ensure the successful implementation of this sub-component. The corresponding budget (minimum €300 000) will be decommitted.

The twinning covenant will have to include the necessary provisions in this regard.

### **Sub-project 2:**

In order to ensure the sound management of the project, the main beneficiary of the assistance (NCMNR) shall establish a Project Implementation Unit properly staffed and equipped and shall appoint a Project Officer, responsible for the technical implementation of the assistance within 30 days after the signature of the Financing Memorandum, duly informing the Commission. Failure to comply with this condition may lead to the suspension of the financing.

### **Sub-project 3:**

In order to ensure the sound management of the project, the main beneficiaries of the assistance (CN CFR and CFR Passengers) shall establish a Project Implementation Unit properly staffed and equipped and shall appoint a Project Officer, responsible for the technical implementation of the assistance within 30 days after the signature of the Financing Memorandum, duly informing the Commission. Failure to comply with this condition may lead to the suspension of the financing.

### **ANNEXES TO PROJECT FICHE**

1. Logical framework matrix in standard format (compulsory)
2. Detailed implementation chart (compulsory)
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period) (compulsory)
4. The Interministerial Council for Road Safety (CISR)
5. List of relevant Laws and Regulations
6. Reference list of relevant strategic plans and studies
  - Recommendations of experts for the implementation of the acquis communautaire; Following the twinning on road safety
  - Evolution of subsidies in the railway sector
  - Estimative schedule for linear villages

# Annex 1

<b>LOGFRAME PLANNING MATRIX FOR</b>		Programme name and number	2004/016-772.03.14
ASSISTANCE TO IMPLEMENT THE NEW SAFETY ASPECTS OF THE EU LEGISLATION IN THE FIELD OF ROAD SAFETY AND TO CONSOLIDATE THE RAILWAY RESTRUCTURING		Contracting period expires: 30.11.2006	Disbursement period expires: 30.11.2007
		Total budget: 16,050,000EURO	Phare budget: 12,450,000 EURO
<b>Overall objective</b>	<b>Objectively verifiable indicators</b>	<b>Sources of verifications</b>	
Efficient and safe transport in Romania in line with the EU harmonised legislation.	<ul style="list-style-type: none"> <li>- Progress in the EU integration process</li> <li>- Accident statistics</li> <li>- Modal split</li> <li>- Journey times</li> </ul>	<ul style="list-style-type: none"> <li>- Ministry of Transport, Constructions and Tourism reports</li> <li>- Road Police reports</li> <li>- Transport statistics</li> <li>- Surveys</li> </ul>	
<b>Project purpose</b>	<b>Objectively verifiable indicators</b>	<b>Sources of verification</b>	<b>Assumptions</b>

<p>Sub-project 1:Twinning</p> <ul style="list-style-type: none"> <li>- Observe and support the implementation of recommendations issued by twinning project RO2001/1B/TR01 – Improvement of Road Safety and Institution Building in the field of Transport;</li> <li>- Strengthen the administrative capacity of the Ministry of Transport, Construction and Tourism (MTCT) to manage the <i>acquis communautaire</i> in road transport and prepare for transposition and implementation of forthcoming road safety acquis.</li> </ul>	<ul style="list-style-type: none"> <li>- Quality of transposition of the road safety acquis</li> <li>- Statistics on enforcement of non-compliance with acquis</li> <li>- Accident statistics</li> </ul>	<ul style="list-style-type: none"> <li>- N.C.M.N.R.R, RAR, ARR, Road Police reports</li> </ul>	<ul style="list-style-type: none"> <li>- Continuous political will towards EU integration</li> </ul>
<p><b>Sub-project 2: Road Safety Measures</b></p> <ul style="list-style-type: none"> <li>- Improve the traffic safety and living environment in localities crossed by the national roads, with significant volume of traffic and accidents recorded and promote the local awareness and initiative.</li> <li>- Improve the traffic safety on the road sections outside localities affected by a significant number of serious accidents.</li> </ul>	<ul style="list-style-type: none"> <li>- Less number of accidents</li> <li>- Number of black spots eliminated</li> </ul>	<ul style="list-style-type: none"> <li>- N.C.M.N.R.R and Road Traffic Police reports</li> </ul>	<ul style="list-style-type: none"> <li>- Continuous implementation of the legislation in order to achieve the European standards</li> </ul>

<p><i>Sub-project 3: Consolidation of the Restructuring Process for the Romanian Railways</i></p> <ul style="list-style-type: none"> <li>- Develop the new modules for the existing Financial application, regarding payroll, stock and fixed assets systems;</li> <li>- Elaborate a new strategy for CFR on time table design for passenger trains based on regular intervals;</li> <li>- Improve the railway infrastructure accesses fee (TUI) formula.</li> <li>- Improve the quality of the services for passengers in the railway station</li> </ul>	<ul style="list-style-type: none"> <li>- New developed modules;</li> <li>- New strategy for time table design politically accepted;</li> <li>- New railway infrastructure access fee formula</li> <li>- 5 railway stations rehabilitated and modernised</li> </ul>	<ul style="list-style-type: none"> <li>- Reports from beneficiaries</li> <li>- Government decisions</li> <li>- CN CFR SA, CFR-Passengers, CFR-Freight reports</li> </ul>	<ul style="list-style-type: none"> <li>- Continuous political will for railway restructuring</li> <li>- Continuous political will towards EU integration</li> </ul>
<p><b>Results</b></p>	<p><b>Objectively verifiable indicators</b></p>	<p><b>Sources of verification</b></p>	<p><b>Assumptions</b></p>

<p><i>Sub-project 1:</i></p> <ul style="list-style-type: none"> <li>- Completion of the legal harmonisation (updated with the acquis' progress in the field);</li> <li>- Recommendations of the twinning RO2001/1B/TR01 implemented, thus ensuring an adequate and effective implementation of the acquis in the field of road transport;</li> <li>- Effective enforcement structures for the road transport legislation;</li> <li>- Operational (working) procedures and trained personnel for <i>ARR, RAR, NCMNR and IGP</i>, enabling an effective and efficient control;</li> <li>- Trained personnel for interventions in case of dangerous goods transport</li> <li>- Recommendations for setting up an effective and efficient of the Road Safety Co-ordinator;</li> <li>- Road Safety Action Plan at national level</li> <li>- Two seminars organised at national level referring to the Road Safety Action Plan.</li> </ul>	<ul style="list-style-type: none"> <li>- Implementation verified against compliance schedule</li> <li>- Control procedures, training procedures, evaluation procedures</li> <li>- MTCT and Romanian Road Authority staff trained</li> </ul>	<ul style="list-style-type: none"> <li>- MTCT, ARR, RAR, N.C.M.N.R.R. Reports</li> </ul>	<ul style="list-style-type: none"> <li>- Willing to set up the Road Safety Co-ordinator;</li> <li>- Implementation of the Road Safety Action at the national level;</li> <li>- Application of the working procedure;</li> <li>- Using the knowledge obtained during the training</li> </ul>
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<p><b><i>Sub-project 2: Road Safety measures</i></b></p> <p><u>Decrease in the number of the serious accidents</u></p> <p><u>Decrease in the number of death cases and serious injuries</u></p> <p><u>Less material damages</u></p> <p><u>Developed safety culture and initiative at local level</u></p>	<p>- Number of serious accidents</p> <p>- Number of death cases and serious injuries</p> <p>- Quantity of damages</p>	<p>- N.C.M.N.R.R. and Road Traffic Police Reports</p>	<p>- The road users will become aware in regards with the road traffic safety</p> <p>- Involvement of the local authorities</p> <p>- Elimination of black spots</p>
<p><i>Sub-project 3:</i></p> <ul style="list-style-type: none"> <li>- New application modules for the existing financial application, regarding payroll, stock and fixed assets systems, in order to continue the modernisation of the financial/accountancy system.</li> <li>- A new system for elaboration of equal frequency paths for the passengers train timetable, in order to improve the quality of the public passenger transport services.</li> </ul> <p><u>An operational system for daily computing of the infrastructure access fees for each railway operator, taking into account the effective traffic operated.</u></p> <p><u>This procedure must be independently audited and defined as the unique modality, officially recognised for the computing of the payment obligations regarding infrastructure access.</u></p> <p>Detailed design and tender documents completed for the rehabilitation and modernisation of a number of a minimum 5 railway station to improve passengers</p>	<ul style="list-style-type: none"> <li>- Modernised and operational Financial/ Accountancy system</li> <li>- Number of passenger-kilometres on lines operating according to new formula</li> <li>- Productivity increased (of staff and rolling stock) on those linesImproved TUI formula accepted by the beneficiary</li> <li>- Cost coverage ratio achieved by TUI</li> <li>- 5 railway stations rehabilitated and modernised</li> </ul>	<ul style="list-style-type: none"> <li>- Reports of the beneficiaries;</li> <li>- Statistics;</li> <li>- Correct calculation of the track access fee</li> <li>- CN CFR SA, CFR-Passengers, CFR-Freight reports</li> </ul>	<p>Continuous collaboration between the Railways Authority and Local Councils</p>
<p><b>Activities</b></p>	<p><b>Means</b></p>	<p><b>Sources of verification</b></p>	<p><b>Assumptions</b></p>

Twinning Technical Assistance for road safety measures Linear Villages Black spots Technical assistance for Financial Management System Technical assistance for Train Timetable Technical assistance for Infrastructure access charge Supply of hardware and software Railway station rehabilitation	Twinning Covenant Service Contract Work Contract Work Contract TA contracts  TA Contract TA Contracts Supply Contract TA Contract	- Reports from CFCU, Ministry of Transport, Constructions and Tourism and final beneficiaries	<ul style="list-style-type: none"> <li>- High quality PAA, consultants and suppliers</li> <li>- Qualified contractors and consultants</li> <li>- Availability of co-financing in due time</li> <li>- On-time preparation of Tender Dossier</li> </ul>
			<b>Preconditions</b>
			- The ratification of the Financing Memorandum



## ANNEX 2

### DETAILED TIME IMPLEMENTATION CHART (Phare 2004 funds)

*"Assistance to implement new safety aspects of the EU legislation in the field of road transport "*

	2004						2005						2006						2007						2008																					
Calendar months	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D		
Twinning						D	D	D	C	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
TA for road safety						D	D	D	C	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Linear village works																					C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
Black spots works																					C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
TA for Financial Management System (3.1)						D	D	D	C	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
TA for Train Timetable (3.2)						D	D	D	C	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
TA for Infrastructure access charge (3.3)						D	D	D	C	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Supply of hardware and software for component 3.1 – 3.3						D	D	D	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Ta for railway station rehabilitation (3.4)						D	D	D	C	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
D = Design / Tender Preparation, C = Contracting, I = Implementation, R = Review																																														

### Annex 3

#### Contracting and disbursement schedule by quarter (Phare 2004 funds)

Annex 3 – Contracting and disbursement schedule by quarter (Phare 2004 funds)																
“Assistance to implement new safety aspects of the EU legislation in the field of transport”																
Components	Cumulative disbursement schedule by quarter in MEUR (planned)														Total Phare Allocation	
	2004		2005				2006				2007					
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Twinning						0.4	0.57	0.74	0.91	1.08	1.2	1.2	1.2	1.2	1.2	
TA road						0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.9	0.9	
Linear villages works								0.4	1.04	1.68	2.32	2.96	3.6	4.00	4.00	
Black spots works								0.285	0.741	1.197	1.653	2.109	2.565	2.85	2.85	
TA for Financial Management System (3.1)					0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.55	0.55	
TA for Train Timetable (3.2)					0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	1.2	1.2	
TA for Infrastructure access charge (3.3)					0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.3	0.3	
Supply of hardware and software for component 3.1 – 3.3					0.27	0.27	0.27	0.27	0.450	0.450	0.450	0.450	0.450	0.450	0.450	
Railway station rehabilitation works					0.60	0.60	0.60	0.60	0.60	1	1	1	1	1	1	
Total disbursement:					2.1	3.040	3.210	4.246	5.511	7.177	8.393	9.499	10.585	12.450	12.450	

### **The Interministerial Council for Road Safety (CISR)**

The social ratio which are created within the activity of transport should contribute at a fluent traffic flow, ordinate, comfortable and which should assure the integrity of the participants in traffic. The travelling degree of safety has as a goal the reduction of the number of accidents and their consequences and can be increased by an assembly of active and proactive measures addressed to human factor, road, vehicle, legislation, and environment and of surveillance. The road safety represents an issue of individual and national interest; taking into account the issues that are involved in the matter, for reaching the presumed results, their approach must be global and at a decisional level. In a tight connection with all the factors mentioned above, the Inter-ministerial Council for Road Safety was set up by the Government Decision no. 437/1995. Its goal was the provision of a global conception and co-ordination on national level, on the basis of a National Program of priority actions of the activities regarding the improvement of the traffic flow and the road safety, established by the specialized bodies of the public administration and other institutions and organizations working in this domain, as well as drawing up of drafts for the Government regarding providing and using of the financial resources necessary for accomplishing the Program.

Ever since the setting up, the Council has been congregated in 19 Meetings. The Prime Minister is the President of Honour, the Minister of Transport, Constructions and Tourism is the Executive Chairman, and the Council also includes the leaders or the representatives of the specialized bodies of the administrative administration, as follows:

1. Ministry of Public Finances;
2. Ministry of Industry and Resources;
3. Ministry of National Defence;
4. Ministry of Justice;
5. Ministry of Waters and the Environmental Protection;
6. Ministry of Education and Research;
7. Ministry of Health and Family;
8. Ministry of Administration and of Internal Affairs;
9. The Local Council of the City of Bucharest.

The main scope of the CISR is:

- a) The modernization and development of the road infrastructure, especially of the road markings and signals;
- b) The improvement of the traffic flow and safety on the public road in Romania, including for the City of Bucharest and the surrounding areas of incoming and outgoing, representing a pilot centre for introducing the measures of quality improvement of transport and road safety at the European standards level;
- c) The raising of the degree of active and passive safety of the road vehicles;
- d) The training courses for the participants at traffic, as well as informing the public about the issues related to this field;
- e) The harmonization of the Romanian legislation in this domain to the European legislation and especially to that of the European Union.

Subordinated to the Council a permanent Secretariat is set up, also department within the Romanian Road Transport Authority – ARR, and other six specialized commissions, formed by experts within the fields that are involved in the improvement of the road safety:

1. Commission for Surveying the Road Traffic;
2. Commission for Infrastructure and Road Signals;
3. Commission for Road Transport of Goods, Passengers and Combined Transport;
4. Commission for Road Vehicles;
5. Commission for Human Factor in the Safety Traffic;
6. Global Road Safety Partnership – GRSP.

The Secretariat prepares and delivers the necessary materials, manages the drafts for laws and the recommendations drawn up by CISR and elaborates every three months the informing notes regarding the phase of accomplishing them. The informing notes are presented to the Government by the ministry of transport, as executive chairman of CISR. The secretary who deals with this information registers on stenograph or on tape the plenary debates of CISR and of the specialized commissions, the proposals for laws and the recommendations adopted.

After 1989, the road traffic on the public roads in Romania has continuously developed, in the frame of increasing once more the parking of vehicles and carriers, which reaches the amount of 4.2 millions units and of the number of the people who posses driving license, that exceed 4.5 million. On the basis of the preventing activities realized by the traffic police and the bodies with such attributes within the Ministry of Transport, Constructions and Tourism, the results were a decreasing trend of the road traffic, the amount of the dead people reducing with over 40 % comparatively with 1990, the year with the greatest number of traffic accidents. The decreasing trend was emphasized in the last 3 years, the number of the dead people reducing with 11.66 %. The social costs of the traffic accidents in 2003 were estimated at over 350 million euro (about 2 % from PIB), representing the losing of human lives, the expenses for re-covering of the people with physical handicaps, as well as those for financial prejudice.

**On the basis of the studies of the road accidents there were identified a series of issues of negative influence upon the road safety**

- The total increase of the traffic having in regard that the road infrastructure has insufficiently developed;
- The undesired development of the linear settlements;
- The low degree of education upon the traffic issues in schools;
- The necessity of renewing and modernizing of the existing fleet;
- The traffic participants assume some unnecessary risks with severe consequences, as the aggressive way of driving, the speeding up over the legal limit and the pedestrian indiscipline;
- The insufficient funds provided for the road safety measures.

Thus, a unitary program of priority actions has been adopted in order to increase the level of the road safety, proposing that until 2010 to reduce with 40 % the amount of road accidents causing dead people in order to transpose the indicators of road safety of Romania from those met in countries from European Union as United Kingdom, Sweden or Netherlands. In conformity with the recommendations of the

White Paper of the Transport, the European Union proposes itself that until 2010, through reconsidering the road transport sector and through substantial investments in the field of road safety, to reduce too a half the number of dead people from the road accidents.

**The main events developed lately supported by CISR are:**

1. Educational programs in schools, laboratories of traffic education and contests;
2. Applying some devices of reducing the speed both within the human settlements and in sensitive areas;
3. Pilot project of road safety developed on the National Road no. 1, Bucharest – Ploiesti – Sinaia – Brasov (World Bank);
4. Pilot project of road safety developed on the linear settlement Busteni (World Bank);
5. PHARE Project, the audit of road safety;
6. Working Group for reducing the number of accidents happened on the crossing points with the railway;
7. PHARE Project, twining element between Romania and France;
8. PHARE Project, a unique data regarding the traffic and the road accidents;
9. National Course for Road Safety – 17 – 21 May 2004 – Busteni;
10. National Conference for Road Safety – 29 – 30 April 2004, Poiana Brasov;
11. Draft of the strategy of Ministry of Administration and Internal Affairs and the Ministry of Transport, Constructions and Tourism in the field of road safety between 2004 – 2007 for highways and national roads.

We still have to emphasize that the accomplishment of the objectives mentioned above in the national plan of road safety (2001 – 2010) and of those belonging to the strategy of the Ministry of Administration and Internal Affairs and the Ministry of Transport, Constructions and Tourism (2003 – 2007) has needed and still needs financial and human resources, reaching hundred of million of EURO, funds which should be provided from the budget, called for and spent properly.

### List of relevant Laws and Regulations

- Government Decision no 850/2003 on the interoperability of the Romanian conventional rail system with the trans-European conventional rail system
- Order MLPTL no 891/2003 for establishing regulations regarding dangerous goods transportation on railways
- ORDER No.343 Of September, 19, 2003 on the approval of the Norms for the granting of the railway transport license and safety certificate, with a view to providing public and/or private transport services on Romanian railways, as well as for the granting of shunting operation authorization and certificate to undertakings carrying out only railway shunting operations
- ORDINANCE no. 89/2003 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification
- Order of Ministry of Transports Constructions and Tourism no. 343/2003 regarding modifying and completion of Order no. 343 / 2003
- Government Emergency Ordinance no. 125 / 2003 for completion of Emergency Ordinance no. 12 / 1998 on Railway Transport on Romanian Network and SNCFR Reorganization
- Government Decision No. 1533 / 2003 on the interoperability of the Romanian Railway high speed transport
- Order No. 1044 / 2003 on approval of Regulation for designing training and examining safety counselors for dangerous goods transportation on rail, road or inland waterway. *Social legislation on driving times and rest periods*
  - Council Regulation (EEC) No 3820/85 of 20 December 1985 on driving and rest times,
  - Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport,
  - Council Directive 88/599/EC on standard verification procedures for implementation of Council Regulations No 3820/85 and 3821/85
- *Technical norms*
  - Council Directive 96/53 on maximum authorised weights and dimensions for certain road vehicles, as amended
  - Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to road-worthiness test for motor vehicles and their trailers, as amended
  - Council Directive 92/6 on the installation and use of speed limitation devices for certain categories of motor vehicles
  - Council Directive 91/671 on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 5 tons,
  - Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community
  - Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles
- *Road transport of dangerous goods:*
  - Council Directive 94/55/EC on the approximation of the laws of the Member States relating to road transport of dangerous goods, as amended

- Council Directive 95/50 on uniform procedures for checks on the transport of dangerous goods by road, as amended
- Council Directive 96/35/EC on the appointment and vocational qualification of safety advisers for the transport of dangerous goods by road, rail and inland waterways
- Directive 98/91/EC of the European Parliament and of the Council of 14 December 1998 relating to motor vehicles and their trailers intended for the transport of dangerous goods by road and amending Directive 70/156/EEC relating to the type approval of motor vehicles and their trailers
- *Professional qualifications of drivers:*
  - Council Directive 91/439 on driving licences (and further amendments)
  - Council Directive 76/914 on the minimum level of training for some road transport drivers
- *Overall improvement of road safety:*
  - Council Decision 93/704 on the creation of a Community database on road accidents
  - Council Regulation 1172/98 on statistical return in respect of the carriage of goods by road

## Reference list of relevant strategic plans and studies

### Recommendations of experts for the implementation of the acquis communautaire Following the twinning on road safety

#### General Organisation

No.	Recommendations
1	Draw up a general instruction regarding the controls for defining particularly the priorities and the control methods*.
2	Create infractions for the very serious irregularities
3	Create a work group with the Ministry of Justice and of Traffic Police in order to find a contravention payment method for the foreign road hauliers in irregular situation (ex of consignment in France)
4	Implement a vehicle stopping system: creation of a work group and elaboration of a protocol.
5	Make an inventory of the places allowing the road controls, the vehicle parking and the eventual stopping. Select the locations on the main transit and traffic trunk roads.
6	Create a structure of internal evaluation of the road control (regrouping the directorates and the bodies concerned) with annual report to the minister taking into account the road safety impact.
7	Consolidate the ascertaining powers of the agents charged with the control (ARR and Traffic Police) by granting them the right to have access to the cab and to the vehicle charging with the occasion of the controls in traffic and, for ARR, the right to ask for the documents or registers necessary for the establishment of fact during the controls in enterprises to be sent to it.

#### European social regulation

No.	Recommendations
8	The Ministry of Public Works, Transports and Dwelling has to be the minister responsible for the results of the diagram control in Romania. Order to be taken in collaboration with the Ministry of Work.
9	The Ministry of Public Works, Transports and Dwelling has to build a national programming of the diagrams to be taken each year from the enterprises Instruction to be issued.
10	Review the inspector working conditions, define the priorities and adapt the number of inspectors to the control needs as regards the acquis.
11	Create infractions related to the regulation regarding the driving hours either by the modification of the penal code or by the organic law.
12	Modify in the ordinance no.17 the percentage of days the drivers have to be controlled in collaboration with the Ministry of Work for being coherent with the community directive.
13	Charge ARR to assess the annual total number of working days of the drivers in collaboration with the Ministry of Work and the National Institute of Statistics.

\*Many notes were proposed but none of them made the object of a reflection in view of publication.



14	Provide either in the ordinance no.17, or in the emergency ordinance no.195, the possibility to stop the teams in serious irregular situation as regards the legislation concerning the driving and the resting hours.
15	Make approve the methodological norms for implementing the ordinance no.17.
16	Modify the methodological norms of the order no.1842 of 2001 in order to render this order in accordance with the ordinance no.17
17	In case of disfunction of the chrono – tachograph, envisage the possibility to immediately drive the controlled vehicle to an approved centre: co-ordinate the action between RAR, ARR and the traffic police.
	Intensify the sanctions repressing the practices aiming at voluntarily distorting the registration devices and the registrations.
18	Define a system of penalty points depending on the gravity of infringements and implement a classification of enterprises to be controlled.
19	Implement a “regional” organisation for controlling the driving and resting hours in enterprise, in particular for the diagram reading material and for the sanction follow-up.
20	Plan within the most appropriate periods of time the acquisitions (computers and diagram readers) established within the program PHARE 2003 – Road Safety. Sub - project n°3 – in order to endow the agents with the necessary reading materials.
21	Elaborate a strategy for increasing in importance the observance of the regulation implementation in relation to the calendar for installing chrono – tachographs on the vehicle board.
22	Prepare for the transposition of the directive 2002/15 of March 11 <sup>th</sup> , 2002

### Transports of dangerous goods

No.	Recommendations
23	Simplify the number of possible qualifications for the same irregularity. Envisage a list of infringements as suggested by EU.
24	Create infractions for certain particularly serious irregularities (the list of these irregularities may be found in the report no. 1 of Mr. Pierre Bourgeois)
25	Modify the rules concerning the contravention combination in case of serious infringements bringing prejudice to person safety.
26	Plan and organise the stopping of teams in serious irregular situation.
27	Plan the more systematic use of the licence withdrawal, even if it is about community licences (creation of a commission).
28	Constitute a pedagogical control reference system for the training centres and dissociate the training of a “safety counsellor” from the training of a driver.
29	Organise a training seminar on the tank truck and package homologation technical conditions. Plan the presence of a specialised tank truck constructor and package manufacturer.
30	Plan periodical retraining of the ARR agents, and even of the Directorate General of Road Transports.
31	List all the constraints that have to be complied with within the process «ARR quality management» and analyse the training in the RTMD field-related question
32	In order to state having adopted the community regulation, Romania has to draw up approval and homologation procedures for the packages used for the TMD. Even if this is not part of the convention, the Ministry of industry and Resources has to take all the useful measures.
33	State the predominance of the Government decision no. 1374 of 2000 in relation to all the other texts concerning the regulation of transports of dangerous goods.
34	Modify article 12 of the norms of decision no.1374 for the responsibility of the chief to be preponderant.

<b>35</b>	Develop an inter-modal analysis approach of the transport of dangerous goods within MTCT
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### Technical controls of PL

<b>No.</b>	<b>Recommendations</b>
<b>36</b>	Review the approval system of the authorised technical stations in order to render them more responsible (modification of the specifications).
<b>37</b>	Dispose of an efficient statistical system in order to supervise the heavy vehicle technical control – related obligations.
<b>38</b>	Organise the control in technical station with the RAR inspectors (complete control of vehicles with a report on the vehicle).
<b>39</b>	Organise plans of specific controls in traffic (with definition of priorities) for RAR and a method of sanction concerning the technical controls.
<b>40</b>	Organise a training seminar on the homologation technical conditions of different component sets (assembled within a specific regulation) equipping the heavy vehicles.
<b>41</b>	Review the system of controlling the weights and sizes in traffic while stopping.
<b>42</b>	Extend the control competence of ARR as regards the control of weights and sizes, beside the competence exercised by AND

### Vehicle equipment (chrono - tachographs and speed limiters)

<b>No.</b>	<b>Recommendations</b>
<b>43</b>	Organise the chrono – tachograph card management system.
<b>44</b>	Organise the regulation for the coexistence of the two types of controls.
<b>45</b>	Organise the control in traffic of the speed limiters.
<b>46</b>	Organise the control in traffic of the chrono - tachographs.
<b>47</b>	Organise one (or many) training seminar (s) on the new chrono - tachographs and the control card management system.
<b>48</b>	

### Driver training

<b>No.</b>	<b>Recommendations</b>
<b>49</b>	Create a Road Safety National Observatory.
<b>50</b>	Unify or co-ordinate the control of the driving training institutions.
<b>51</b>	Train driving trainers having all the responsibilities (driving and legislation) and integrate the independent trainers.
<b>52</b>	Modify the practical exam system by the suppression of the training circuits.
<b>53</b>	Obligation for the training institutions to dispose of a heavy vehicle material not exceeding 15 years and of a sufficient PTAC (possible aid for investment).
<b>54</b>	Establish the training of the driving school trainers to 635 hours.
<b>55</b>	Increase the requirements as regards the exams for obtaining the driving licence and the inspector licence.
<b>56</b>	Organise a financing system for the professional training of the road drivers in collaboration with the professional organisations of road transport.
<b>57</b>	Reduce the number of training bodies by implementing very strict control rules.
<b>58</b>	Prepare the transposition of the directive 2003/59 regarding the initial and continuous professional training of the road drivers.

## Profession access

No.	Recommendations
59	Organise a method of supervising the financial capacity of enterprises.
60	Review the exam conditions by means of a real case study (commercial and financial management).
61	Better define the functions of the person being effectively and permanently in charge with the enterprise management.

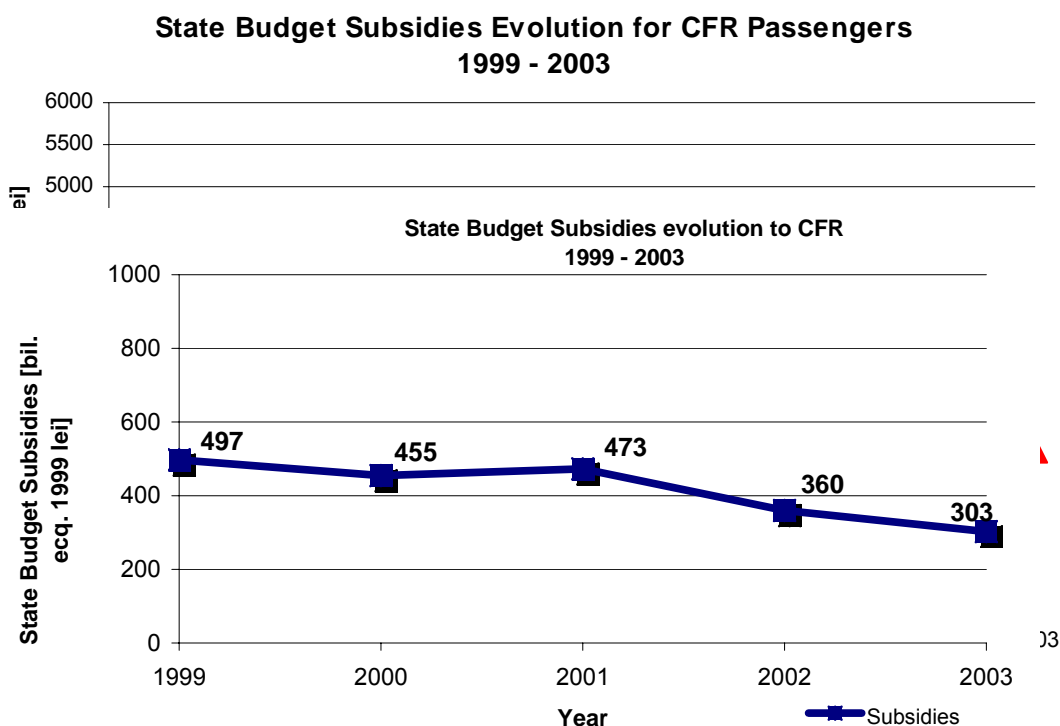
## EVOLUTION OF SUBSIDIES IN THE RAILWAY SECTOR

The Romanian railway system is still under the International Monetary Fund monitoring, so that the reform of the system also targeted the continuous cut of expenses, including the number of personnel decrease.

In this way, in 1992 – 2003 period, the number of personnel within the railway system has decreased about 65%, starting from approx. 200,000 employees in 1992 – to approx. 75,000 in 2003. For example, only in 2003 the personnel number was reduced with about 16,500 employees, in order to adjust the expenses of the companies to the market needs.

Under these circumstances the component included in this Project Fiche would be a support for the measures already taken, help the companies in providing railway transport services of a high quality and in safety conditions and support for compensating the effects of staff reduction and subsidies decrease.

As mentioned before, the subsidies given by the State Budget to the Romanian railway system, according to the existing legal framework, are clearly oriented, exclusively for passenger railway transport and for repairing and modernizing public railway infrastructure. As railway activities (services) are provided by independent commercial companies the respective subsidies are directed to the corresponding companies. The institutional separation into the railway system between the infrastructure administration and passenger and freight operators took place in 1998. In 1998 - 2003 period the subsidies accorded to railway system had a descendent evolution, in real terms, as graphics below are showing. The compared values are corrected with the inflation coefficient.



## **Estimative Schedule for linear villages**

### **PPF for preparing the implementation of the “Safety measures in linear villages”**

- ToR PPF sent to MIE on **19.04.2004**
- Estimated date for contracting the assistance: **August 2004**
- Duration of PPF: **90 calendar days**
- Finalization of PPF project: **November 2004**
- Database for traffic and accidents developed under Phare 2001 will be available at latest in **November 2004**
- Safety measures established under Phare 2001 will be available at latest in **November 2004**

**Note: All the needed elements for contracting the TA Contract under Phare 2004 will be available at latest in November 2004**

### **TA for road safety**

- Tendering process will be started in **January 2005**
- TA Contract will be signed in **August 2005**
- Establishment of the safety measures and design will last **4 months**

### **Works linear villages**

- Tendering process will be started in **December 2005**
- Works Contract will be signed in **May 2006**

#### *Link with EU acquis:*

The proposed project will strengthen the implementation of the following regulations and directives with their latest amendments so that the project should help the Romanian institutions to improve the administrative infrastructure at all levels to apply the EU best practices in the following fields:

#### *a) Social legislation on driving times and rest periods*

- Council Regulation (EEC) No 3820/85 of 20 December 1985 on driving and rest times,
- Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport,
- Council Directive 88/599/EC on standard verification procedures for implementation of Council Regulations No 3820/85 and 3821/85

#### *b) Technical norms*

- Council Directive 96/53 on maximum authorised weights and dimensions for certain road vehicles, as amended
- Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to road-worthiness test for motor vehicles and their trailers, as amended

- Council Directive 92/6 on the installation and use of speed limitation devices for certain categories of motor vehicles
  - Council Directive 91/671 on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 5 tons,
  - Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community
  - Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles
- c) *Road transport of dangerous goods:*
- Council Directive 94/55/EC on the approximation of the laws of the Member States relating to road transport of dangerous goods, as amended
  - Council Directive 95/50 on uniform procedures for checks on the transport of dangerous goods by road, as amended
  - Council Directive 96/35/EC on the appointment and vocational qualification of safety advisers for the transport of dangerous goods by road, rail and inland waterways
  - Directive 98/91/EC of the European Parliament and of the Council of 14 December 1998 relating to motor vehicles and their trailers intended for the transport of dangerous goods by road and amending Directive 70/156/EEC relating to the type approval of motor vehicles and their trailers
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- d) *Professional qualifications of drivers:*
- Council Directive 91/439 on driving licences (and further amendments)
  - Council Directive 76/914 on the minimum level of training for some road transport drivers
- e) *Overall improvement of road safety:*
- Council Decision 93/704 on the creation of a Community database on road accidents
  - Council Regulation 1172/98 on statistical return in respect of the carriage of goods by road