STANDARD PHARE PROJECT FICHE

1. <u>Basic Information</u>:

1.1.	Project Number:	BG2003/004-937.04.02
1.2.	Title:	Efficient functioning of the control system for roadside
		inspections and checks of the driving time, breaks and rest
		periods on the road and in the undertakings
1.3.	Sector:	Transport – Institution Building
Twinning Code:		BG03/IB-TR-01
1.4.	Location:	The Bulgarian Executive Agency Road Transport Administration
		(BEARTA).

2. <u>Objectives</u>:

2.1. Overall Objective:

To achieve fully functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings in the Republic of Bulgaria by providing technical equipment and technical assistance. This control system building would be carried out in accordance with the AETR, EU Directive 88/599, EU Directive 2000/30, EU Regulation 3820/85, EU Regulation 3821/85 last adapted with EU Regulation 1360/2002 (on the digital tachograph) and Agreement on the International occasional carriage of passengers by coach and bus (The "INTERBUS" Agreement).

2.2. <u>Project purpose</u>:

To create a control system within the road transport sector which will promote road safety, social progress and development of a strong commercial and competitive ethos in all aspects of its operations, laying down the framework for implementation of EU Directive 88/599, EU Directive 2000/30, EU Regulation 3820/85, EU Regulation 3821/85, EU Regulation 1360/2002 and the Road Transport law

2.3. Accession partnership and NPAA priority:

The more efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings is a high priority related to further implementation of the EU social and technical standards in this field: "Bulgaria should focus further efforts on investment, on the implementation of the social/technical *acquis* in the road sector" (Roadmaps for Bulgaria and Romania). The proposed Project is directly related to the fulfillment of the priorities in the road transport sector as set out in NPAA 2002. The project will ensure further transposition of the EU requirements into the national legislation with regard to Regulation 3820/85, Regulation 3821/85, Regulation 1360/2002, Directive 88/599 and Directive 2000/30.

2.4. Contribution to the National Development Plan

The project is in compliance with the recommendations of the regular report (10 October, 2002) with regard to further strengthening of the capacity in the road transport sector - in particular through specialized staff training for people in key supervisory and control functions relating social rules (particularly driving times, brakes and rest periods), as well as technical and safety standards.

3. <u>Description:</u>

3.1. Background and Justification:

The legal basis for the operation of the control system for roadside inspections and checks of the driving times, breaks and rest periods on the road and in the undertakings is in place. The BEARTA is the state agency regulating public road transportation in Bulgaria.

State Automobile Inspection (SAI) is a Directorate at BEARTA responsible for the control of the public road transport in Bulgaria.

The BEARTA has 27 regional offices in each of the Municipalities of Bulgaria. Some of the regional offices are situated in cities where road traffic and number of undertakings is higher.

Presently BEARTA is facing certain problems, such as:

- Technical equipment of SAI is at un-adequate level. Checks of driving time, breaks, rest periods, technical safety, environmental safety are very slow or not functioning at all;

- Controlling officers of SAI not trained accordingly to EU requirements;
- Control procedures are not improved;

Strengthening capacity and efficiency of the control system require:

- Supply of technical equipment that will allow control checks to be done for a short period of time, therefore number of controlled vehicles/drivers and undertakings increased;
- Creating of control units for each of the mobile laboratories;
- Training of control unit officers by experts from EU MS in accordance to EU requirements and latest EU road transport practice;
- Improving control procedures within the SAI and BEARTA to follow the know-how of the EU MS.

Technical equipment supply foresees two different ways of control – on the road and in the undertakings and

-having in consideration the fact that several Pan-European transport corridors are crossing Bulgaria;

-having in consideration that road traffic in transit is considerably crowded (approx. 290.000 transit operations in '2002);

-having in consideration the latest reports, showing traffic increase trend it is very important to cover greater parts of the Pan-European corridors crossing Bulgaria by 6 Mobile Control Laboratories, equipped with tachograph sheet scanning devices, Digital tachograph reading device (hardware and software), exhaust gas analyzer, particles analyzer, weighbridge for measuring axle loading etc., situated in 6 of the biggest cities in different areas of Bulgaria. Such a mobile lab could not only inspect on the road, but it could also visit and inspect undertakings. The rest 21 regional offices will be supplied with tachograph sheet scanning devices, so transport operators for periodic inspections of the tachograph sheets could visit them. After project completion all technical equipment delivered will remain property of the BEARDA and will be used by State Automotive Inspection.

Project long-term output foresees:

- a) Building and adapting of the Bulgarian control system to function in the conditions of the transport market in compliance with the European road transport Directives and Regulations and to promote the process of development of Bulgarian economy;
- b) Creating of an efficient organisational, management and control structure;
- c) Adaptation of the National transport fleet to the EU technical and safety requirements;
- d) Staff training for personnel required to operate within the new control system.

The project will further develop and improve social standards as well as up-date the technical and safety level in the "National" road transport segment.

3.2. Linked Activities:

The State Automobile Inspection officers passed a training course on reading and controlling tachographs and tachograph sheets at the BEARTA (21-30.10.2002 with lecturers invited).

The State Automobile Inspection officers passed a training course on international road transport regime according to "INTERBUS" Agreement (Mar '2003).

The State Automobile Inspection officers will pass a training course on the digital tachograph (in '2004).

3.3. <u>Results</u>:

- GAP analysis prepared by the Twinner;
- Strengthening the Administrative Capacity of the BEARTA with respect to training and control activities;
- Full alignment of the Bulgarian legislation with the Acquis with respect to transport;
- Training co-ordination structure within the BEARTA;
- Ability capacity increased for inspection of vehicles: 6 of the control unit officers will have knowledge in roadworthiness tests of motor vehicles and their trailers. All 60 officers will pass a training course on particular use of measuring equipment supplied with this Project. Training will be a subject to Twinning.
- Ability capacity increased for inspection of transport operators: All 60 officers will pass a training course on Control Procedures and inspections of the transport operators. Training will be a subject to Twinning.

- The project will result in the creation of well equipped and trained control units, namely 6 mobile laboratories and 60 trained officers, within the structure of BEARTA, which will encourage development of an efficient control system that will promote further commercial and competitive spirit in all aspects of road transport operations;
- Indicative calculation on Expected number of vehicles and undertakings to be inspected within one year after project completion:

Type of lab.	No. of lab.	Total	roadside	Total inspected	Total					
		inspecti	ctions daily undertakings		inspections					
				daily	yearly					
Mobile	6	60		6	15.000					
Stationary	21	-		15	4.000					
Territory covered: Bulgaria										
Number of me	obile laboratori	ies:		6						
Number of tac	chograph sheet	scanning	g devices:	21						
Number of wo	orking days:			~ 2:	50					
Estimated con	tinuance of roa	adside ins	pection:	$\sim \frac{1}{2}$ hour.						
Estimated con	Estimated continuance of inspection in the									
premises of the undertakings: ~4 hours										

- Creating a database with information about vehicles and undertakers inspected, that will enable future exchange of information with MS in accordance to EU Directive 2000/30 and The "INTERBUS" Agreement;

3.4. <u>Activities</u>:

- GAP analysis prepared by the Twinner;
- Drafting of a methodology and norms for evaluation of the functionality and efficiency of the administrative structure to enable for the control system management in the transport sector (subject to Twinning);
- Development of an action plan for improvement of the quality and cost of inspections after reviewing and analyzing the current situation (subject to Twinning);
- Training staff on particular use of measuring and registering devices and equipment (subject to Twinning);
- Training staff on particular use and control of digital tachographs (subject to Twinning);
- Provision of experts to carry out training control unit officers according to EU requirements (subject to Twinning);
- Technical equipment supply following the procurement of Phare PRAG coordinated by the PAA.

4. <u>Institutional Framework</u>:

The beneficiary institution is the Bulgarian Executive Agency Road Transport Administration (BEARTA) at the Ministry of Transport and Communications (MoTC).

The CFCU will be responsible for the implementation of the project (IA), which will act under the general supervision of the Ministry of Finance (PAO – Dep. Minister).

The beneficiary institution will establish a PIU.

Senior Project Officer (SPO) has been determinated from the BEARTA.

The PAA will be based in Sofia for most of his/her assignment. However, missions to the regional offices of the BEARTA in Sofia, Blagoevgrad, Plovdiv, Bourgas, Varna and Vratsa.

Depending on the specific tasks, the experts will stay either in the Headquarters of the BEARTA or in the regional offices in Sofia, Blagoevgrad, Plovdiv, Bourgas, Varna and Vratsa.

The following Divisions and Departments of the BEARTA will be involved in the twinning assignment:

- State Automobile Inspectorate BEARTA Headquarters in Sofia;
- BEARTA Legal Department BEARTA Headquarters in Sofia;
- Regional Departments in Sofia, Blagoevgrad, Plovdiv, Bourgas, Varna and Vratsa.

The PAA and if so required, the experts will also be supported by the staff of Directorate "Legal European Integration" at the Ministry of Transport and Communications. The Twinning process will take 12 months.

5. Detailed Budget:

	Investment	Institutional Building	Total Phare (=I+IB)	National co- financing (_{Recipient})	IFI	Total ***
A. Supplies	0.525	-	0.525	0.175	-	0.70
B. Twinning	-	0.50	0.50	**	-	0.50
Total	0.525	0.50	1.025	0.175	-	1.20

The cost of technical supplies and twinning has been estimated as1.25 MEuro, made up as follows:

* State budget

** Following the Twinning Manual requirement the National co-financing for the Twinning covenant will be up-to 10% from the National Budget

*** In case of EU budget insufficiency project to be additionally financed by the State Budget

6. Implementation Arrangements:

6.1. Implementing agency

The beneficiary of the project is the Bulgarian Executive Agency Road Transport Administration at the Ministry of Transport and Communications, 5 Gourko str., Sofia 1000, Bulgaria. Persons responsible for the project are:

- Tatyana Grueva, SPO, Head of "Vehicles and Drivers" Directorate at the BEARTA, tel. +359 2 930 88 04;
- Iavor Sarafov, expert, State Automobile Inspection, tel. +359 2 930 88 64, fax +359 2 981 81 15;
- Simeon Arnaudov, expert, BEARTA, tel. +359 2 930 88 46; fax. +359 2 981 81 15;
- Luchezar Denkov, expert, BEARTA, tel. +359 2 930 88 87; fax. +359 2 981 81 15;

The CFCU will act as the Implementing Agency. Project monitoring and supervision would be done under the control of a small task force comprised of representatives of the Ministry of Transport and Communications and the BEARTA.

6.2. Twinning

Under an envisaged Twinning, Call for proposal will be held and Pre-Accession Advisor will be appointed to act as a coordinator of this project.

6.2.1. Profile of PAA

The PAA must be a senior civil servant with solid experience within a Road Transport Administration of a Member State and vast practical knowledge of building, management and improving Control systems.

- PAA will be involved in GAP analysis preparation together with a short-term expert;
- Working programme will be prepared by PAA;
- TOR will be prepared under PAA's supervision;
- Tender dossier will be prepared by PAA;
- PAA will prepare and organize training of control unit officers as described in the scope of the Twinning assignment.

He/she shall be based in Bulgaria in the BEARTA premises in Sofia, for the duration of the assignment, which is estimated for 12 months. Depending on the specific tasks, the expert will be visiting the regional offices in Sofia, Blagoevgrad, Plovdiv, Bourgas, Varna and Vratsa.

The working language of the PAA will be English.

6.2.2. Profile of the short-term experts (STE)

All three STE must be civil servants with experience within a Road Administration of a Member State and practical knowledge of the acquis communautaire in the field of Road safety and control, and principles of harmonization with national and international laws and directives.

First of them should be experienced in administrative management concerning implementation of EU standards within relevant institutional bodies (preparing GAP analysis).

Second STE should have experience in inspecting vehicles procedures and training control unit officers.

Third STE should have experience in education, training, and qualification of control unit officers in operating measuring equipment such as tachograph sheet scanning devices, Digital tachograph reading device (hardware and software), exhaust gas analyzer, particles analyzer, weighbridge for measuring axle loading etc.

Depending on the specific tasks, the experts will be visiting the regional offices in Sofia, Blagoevgrad, Plovdiv, Bourgas, Varna and Vratsa.

Duration of the assignment of the STE experts will be defined by the PAA. The working language of the STE experts will be English.

6.3. Non – standard aspects:

The PRAG will be strictly followed.

6.4. <u>Contracts:</u>

1. One contract Supplies for 0.700 MEUR.

2. One contract Twinning for 0.550 MEUR.

7. Implementation Schedule:

The proposed implementation schedule is envisaged as having duration as follows:

Start of tendering:	Janua	ry2004	
Start of project activity:	September	2004	
Project Completion:	Septe	mber	2006

8. Equal Opportunity:

Equal participation of men and women on the project will be supported, regardless of their ethnic appurtenance.

9. Environment:

Implementation of Directive 2000/30 is in direct relation with improvement of technical and safety standards in the road transport field. Therefore efficient functioning of the control system will promote the environment protection.

10. Rates of return:

N/A

11. Investment criteria:

N/A

12. Conditionality and Sequencing:

Conditionality

Office space and equipment for the experts will be provided by the BEARTA for the duration of their assignment.

All training activities foreseen in this project will be organized in close coordination with the State Automobile Inspectorate (SAI), in order to assure the sustainability of this project and to further develop the creation of a training capacity in Bulgaria.

Bulgaria's capacity to adopt and apply the Acquis communautaire depends on the reinforcement of its institutional and administrative capacity.

It is expected that prior to tendering the beneficiary will create a project management team staffed with skilled experts in project management.

Sequencing

The project will start with:

- Drafting of a methodology and norms for evaluation of the functionality and efficiency of the administrative structure to enable for the control system management in the transport sector;
- Development of an action plan for improvement of the quality and cost of inspections after reviewing and analyzing the current situation;
- Provision of mobile laboratories to six of the regional offices of the BEARTA;
- Provision of technical equipment for reading tachograph sheets and SMART cards for the rest of the regional offices of the BEARDA.

Training of staff will start as soon as tendering process for technical supply is finished.

After Project completion project team will remain involved as a training co-coordinator, implementing changes in EU legislation in regard to roadside inspection and training SAI officers.

List of Annexes to Project Fiche

Efficient Functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings

Standard Annexes

- 1. Log-frame
- 2. Indicative Implementation Chart.
- 3. Indicative Contracting and Disbursement Schedule.
- 4. List of relevant laws and Regulations
- 5. Reference to relevant government strategic plans and studies etc.
- 6. TINA road map showing Pan-European transport corridors.
- 7. Indicative calculation on the technical equipment supply.

LOGFRAME PLANNING MATRIX FOR PROJEC	CT		Programme Number:	Programme Number:			
			Contracting period	Disbursement period			
Project Title: Efficient functioning of the control	system for roadside inspections and ch	ecks of the driving time,	expires: Nov 2005	expires: Nov 2006			
breaks and rest periods on the road and in the un	dertakings.		Total Budget:	EU budget:			
	1,25 MEUR	1,025 MEUR					
Overall Objective	Objectively Verifiable Indicators	Sources of verification	Assumptions				
• More efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings	 Shortening of the transition period in the area of road transport control and management Targeted number of inspections reached within one year after project completion 	 Government and international statistics National statistical institute State Automotive Inspection 	 <u>Assumptions</u> Bulgaria's drive integration with EU 	towards harmonisation and is continuing			
Project Purpose	Objectively Verifiable Indicators	Sources of verification	Assumptions				
 Control system in accordance with the newly adopted EU legislation Creation of control units that will act in accordance to EU requirements Staff of the control units trained by EU specialist in the field Improvement of the management within the BEARTA structure Quality of inspections improved Informing EU member states for the inspections and violations of the legislation in accordance to EU Regulation 2000/30 	 Number of roadside inspections increased to 15,000 / year Number of inspections in the undertakings increased to 10,000 / year 	 MoTC Executive Agency Road Transport Administration State Automotive Inspection 	 <u>Assumptions</u> Bulgarian Gove commitment to refor European Union The new Road t responding to EU re <u>Risks</u> Failure to imple budget and on time 	rnment continues its rm and to accession to the ransport legislation fully quirements. ment the Project within the			

Results	Objectively Verifiable Indicators	Sources of verification	Assumptions
 GAP analysis prepared by the Twinner Creating of 6 mobile control units Full alignment of the Bulgarian transport legislation with the Acquis Training of 60 officers for control units staff Simulation of roadside inspections Simulation of checks in the undertakings Ability capacity increased for inspection of vehicles and transport operators Creation of database for inspections that will be used in accordance to EU Regulation 2000/30 and The INTERBUS Agreement 	Harmonisation of the control system with the EU requirements	 MoTC Executive Agency Road Transport Administration State Automotive Inspection 	The control system reform has to be launched in accordance with the new legislation and EC requirements
 Activities GAP Analysis prepared by the Twinner Drafting of a methodology and norms for evaluation of the functionality and efficiency of the administrative structure prepared by the Twinner Technical Equipment supply Project Management Team in BEARTA acting on behalf of the CA (MoTC) Twinning with a leading and most experienced organization in the field 	 Means The Twinning's input correctly quantified and disbursed Project Management Team adequately established and staffed 	• reports from MoTC, Executive Agency Road Transport Administration	 Assumptions Availability of EU consultants, applying hightech methods of control and services Availability of qualified management staff at MoTC and BEARTA
			Preconditions

•	Legislative framework harmonized with EU
	Directives and Regulations

• Availability of qualified management staff at MoTC and BEARTA

Annex 2

EFFICIENT FUNCTIONING OF THE CONTROL SYSTEM FOR ROADSIDE INSPECTIONS AND CHECKS OF THE DRIVING TIME, BREAKS AND REST PERIODS ON THE ROAD AND IN THE UNDERTAKINGS

INDICATIVE IMPLEMENTATION CHART

No		20	03		20	04			2005			2006		
110	Equipment supply	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q2	Q3	Q4	Q1	Q2	Q3
1.	Preparation/Approval of Tender Dossier													
2.	Pre- Qualification													
3.	Approval of Short List													
4.	Tender Launch				•									
5.	Preparation of Tenders													
6.	Tender Evaluation/Approval													
7.	Contract Signing					٠								
8.	Contract Performance			•										
No	Twinning Phases													
1.	MS Offers													
2.	Selection of MS		•											
3.	Preparation of Preliminary Draft Covenant				•									
4.	Final Draft Covenant													
5.	Approval by Steering Committee (SC)													
6.	Endorsement				•									

7			_					
7.	Implementation Phase							

EFFICIENT FUNCTIONING OF THE CONTROL SYSTEM FOR ROADSIDE INSPECTIONS AND CHECKS OF THE DRIVING TIME, BREAKS AND REST PERIODS ON THE ROAD AND IN THE UNDERTAKINGS

INDICATIVE DISBURSEMENT SCHEDULE (CUMULATIVE)

	2003			2004				2005			2006				Total		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Supplies Implementation	0.0	0.0	0.0	0.0	0.0	0.0	0.60	0.70	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.70
Twinning Implementation	0.0	0.0	0.0	0.0	0.0	0.438	0.0	0.0	0.528	0.55	0.0	0.0	0.0	0.0	0.0	0.0	0.55

All amounts in MEUR

List of Relevant Laws and Regulations

The following Bulgarian laws and regulations are relevant to this proposal:

- 1. Road Traffic Law.
- 2. Road Transport Law.
- 3. AETR (S.G. 99/1995).
- 4. Regulation 11 on International Road Transport of Passengers and Goods.
- 5. Regulation 33 on Public Road Transport of Passengers and Goods on the Territory of the Republic of Bulgaria.
- 6. Regulation 12 Requirements of Mandatory Use of Control Devices for Registering Data about the Movement of Vehicles and the Work of Crews, as Well as Functional and Technical Requirements of Such Devices.
- 7. Regulation on the use and control of working diaries for the crew members (expected publication early '2003).
- 8. The "INTERBUS" Agreement.
- 9. Internal Regulation on the control on the road and in the undertakings.

Annex 5

Reference to relevant government strategic plans and studies etc.

The following documents and reports are considered relevant to the present study

- Transport Infrastructure Needs Assessment /TINA/.
- Strategy for Development of the Transport Infrastructure of the Republic of Bulgaria for the years 2000-2006.
- National Development Plan for the years 2000-2006.
- NPAA
- October '2002 Regular report from the Commission on Bulgaria's Progress towards Accession

Error! Unknown switch argument.

Annex 7

Indicative Calculation on the Technical Equipment Supply

Number of mobile laboratories:	6	
Number of stationary laboratories:	21	
Estimated continuance of roadside inspection:	~ ½ hour.	
Estimated continuance of inspection in the		

premises of the undertakings: ~4 hours

Type of lab.	No.	Instruments (technical equipment)	Estimated	Total					
	of	required	cost of	EUR					
	lab.		instruments						
Mobile	6	- Laboratory vehicle (3,5 t.	40.000	240.000					
		Bus);	12.500	75.000					
		- Tachograph chart analyzer							
		(complete set incl. software);	5.000	30.000					
		- Particles analyzer;	8.000	48.000					
		- Exhaust gas analyzer;	2.500	15.000					
		- Weighbridge for measuring							
		axle loading;	400	2.400					
		- Device for measuring wheel							
		circumference;	2.000	12.000					
		- Front-light measuring device;	500	3.000					
		- Various additional tools (for							
		measurement /inspection).							
Stationary	21	- Tachograph chart analyzer	12.500	262.500					
		(complete set incl. software).							
		_							
TOTAL EUR :									