

STANDARD SUMMARY PROJECT FICHE

1 Basic Information

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|---------------------|----------------------------------------|
| 2.1 Désirée Number: | RO0006.15 |
| 2.2 Title: | ROAD-WORTHINESS
ENFORCEMENT |
| 2.3 Sector: | Infrastructure (IN) |
| 2.4 Location: | Romania |

3 Objectives

3.1 Wider Objective(s)

- support Romania during the pre-accession period, particularly with regard to the development of the priority transport corridors and the adoption of the *acquis communautaire*

3.2 Immediate Objective

- improve road worthiness of vehicles, in line with EC Directive 96/96
- reduce emissions from vehicles
- improve traffic safety

3.3 Accession Partnership and NPAA priority

NPAA, June 1999

Transport

Short Term priorities

"continuation of the works included in the second phase of the National Roads Rehabilitation Programme - 1.000 km, as well as promoting **a road safety** and institutional building programme" (page 176)

Romania: 1999 Accession Partnership

Medium-term priorities, transport sector

"align to the *acquis* in particular on maritime transport, aviation (in particular air safety and air traffic management) rail, road freight sectors (rules for dangerous goods, **safety rules** and taxation) and inland waterways (technical requirements for vessels)."

4 Description

4.1 Background and justification

Background

The total registered fleet of motorised 4-wheel or larger vehicles excluding tractors is more than 4,000,000 and the average rate of annual growth exceeds 7%. The main part of the vehicle fleet is old (the average age is about 11 years) and a poor level of maintenance combined with lack of

vehicle inspection capacity has dropped the technical standard of the vehicles to a level which is below satisfactory when compared with EU standards. Extensive environmental problems related to emissions from vehicles also need to be solved urgently. Therefore, improving the capacity of road-worthiness control meets European Integration, environment protection and road safety objectives.

Status of Harmonisation:

A number of EU Directives have already been adopted. EU Directive 96/96 is in course of implementation: the Romanian Auto Register (RAR) has developed a new set of regulations (RNTR-1 - 1998) harmonised with the EU Directive 96/96, which entered into force from 1 July 1998.

4.2 Linked activities:

The Traffic Safety Programme

The present project is part of a larger road safety programme, co-financed by the World Bank. As part of the Second Road Project, the IBRD has developed a Traffic Safety Project aiming at increasing the efficiency of law enforcement and education to gradually improve the conduct of drivers and other participants in traffic so as to reduce the rate of road traffic accidents and at treating accidents "black spots". The project will provide the required traffic safety know-how for producing and monitoring a Traffic Safety Plan for a ten year period 2001-2010 which, when implemented, will reduce the amount of serious accidents by at least 40%.

The project is implemented through the Secretariat of the Inter-ministerial Council for Road Safety (SICRS). The Traffic Safety Programme implementation will provide the adequate framework for efficient law enforcement. The various components of the Traffic Safety Programme have to be implemented, as per the IBRD Loan Agreement, until 2001. Due to the lack of Romanian budget resources, the implementation of some components (among which the procurement of enforcement equipment for the Romanian Auto Register) have been considerably delayed. The present project will therefore take over part of the Romanian Government obligations.

4.3 Results

The project will enable the Romanian Auto register to efficiently enforce the EU Directives (77/143/CEE, 88/449, 91/328, 92/54, 92/55, 94/28, 96/96) related to road-worthiness control of vehicles, performed by the Romanian Auto Register (RAR),

4.4 Activities

In order to complete the harmonisation process, the Romanian Auto Register (RAR) has to develop three main activities. These activities have been

identified further to a needs assessment study performed by UTAC (France) under a World Bank / French Trust Fund financing.

Component 1: national information network

The first activity is the setting-up of a **national information network** for the technical supervision of road vehicles. This involves the development of the existing database for road vehicles, especially by codifying the environment protection level for cars registered beginning with 1 July 1998. The following actions are needed:

- development of mutual agreements between RAR and other bodies operating in the EU member states such as: KBA and TUV in Germany and UTAC in France. These agreements consist of exchange of information and data about the vehicles registered in these countries,
- apply for consultancy provided by TAIEX experts for determination of vehicles pollution levels
- set up 3 regional centres for the information system in Bucharest, Cluj and Iasi.

Under this framework, PHARE will finance the necessary hardware and software of the information network. for an estimated budget of 1,000,000 Euro.

Component 2: development of the RAR 42 local stations

A second direction is the **development of the RAR 42 local stations** as pilot stations for periodic technical inspections. The aim is to improve their equipment to verify the enforcement of EU Directives on environment protection and traffic safety: smoke meters, gas analysers, sound level meters, stations for checking joint gap setting, stations for side slip, braking stands.

The aim is to ensure that each of the 42 stations is provided with the necessary testing equipment. Therefore the allocation of equipment by station depends on the existing facilities. The budget for this component is approximately 800,000 Euro.

Component 3: six mobile laboratories

A third direction is the procurement of **six mobile laboratories** to be used in co-operation with the Traffic Police and the Environment Protection Agencies. These laboratories will allow for the assessment of the quality of services provided by authorised technical inspection stations, in terms of environment protection and braking efficiency.

PHARE will finance the purchase of 6 fully equipped similar trailers. The laboratories are integrated in large capacity trailers, able to control class III vehicles (height of 4 m, width of 3 m). The tractors will be provided by the RAR: it is estimated that two tractors are needed in order to periodically move the trailers; the estimated cost of two tractors is 300,000 Euro. The cost of the six trailers is estimated at 1,200,000 Euro.

5 Institutional Framework

Institutional Aspects in Romania

- Government Ordinance 44/1997 defines the role and responsibilities of the Ministry of Transport with regards to the technical level and status of road vehicles.
- Ministry of Transport Order 537/1997 defines the technical requirements for admission of road vehicles in traffic on public roads in Romania. In this order, the RAR and the Road Transport Department of the Ministry of Transport are appointed to enforce the order.
- Government Ordinance 35/1998 defines reduced taxes for low pollution level passengers cars (EURO-2 compliant).

The Registru Auto Roman is a regie autonome organised on the basis of Government Decisions 768/1991 and 650/1994. It is self-financed and its role is to:

- certify the road-worthiness of vehicles (traffic safety and protection of the environment)
- supervise the 600 independent technical inspection stations and perform technical control through 42 RAR stations (one per county)
- organise in co-ordination with the Traffic Police and the Environment Protection Agencies in traffic controls of vehicles
- keep the “register” on vehicles registered in Romania
- issue technologies and technical requirements as per technical verifications and periodic inspections
- translate, publish and distribute relevant EU Directives and ECE-UN regulations

6 Detailed Budget

	Phare Support					
In Meuro	Investment Support	Institution Building	Total Phare (=I+IB)	National Co-financing	IFI*	TOTAL
Component 1: national information network	1.0		1.0			1.0
Component 2: development of RAR local stations	0.8		0.8			0.8
Component 3: six mobile laboratories	1.2		1.2	0.3		1.5
Traffic Safety Programme (other components) (see details in annex)				4.2	8.75	12.95
Total	3.0		3.0	4.5	8.75	16.25

(*) 8.6 Meuro from IBRD and 0.15 Meuro from Trust fund

7 Implementation Arrangements

7.1 Implementing Agency

The programme will be managed in accordance with the Decentralised Implementation System (DIS) Manual. The Implementing Agency will be the CFCU, which will work in close liaison with the SICRS responsible for the implementation of the IBRD-supported road safety programme. The beneficiary of the equipment will be the Romanian Auto Register. The Romanian Auto Register will prepare the technical specifications for equipment to be purchased.

7.2 Non-standard aspects

The DIS Manual will strictly be followed and this project will be implemented by way of procurement of equipment, in accordance with the PHARE rules for procurement of supplies.

7.3 Contracts

It is anticipated to have a single supplies procurement contract worth 3 Meuro, possibly divided into the following three lots:

- national information network
- development of the RAR 42 stations
- mobile laboratories

8 Implementation Schedule

8.1 Start of tendering/call for proposals
September 2000

8.2 Start of project activity
January 2001

7.3 Project Completion
March 2002

9 Equal Opportunity

Equal participation in project by women and men will be assured.

10 Environment

The road-worthiness equipment will enable the Romanian Auto Register to perform efficient control of the emissions of vehicles. This will significantly reduce the emissions of green-house gases.

11 Rates of return

Not relevant for the equipment only

However, the economic rate of return on the whole Traffic Safety Programme has been calculated by the World Bank at a level of 96%.

12 Investment criteria

12.1 Catalytic effect

Phare support will catalyse a priority accession driven action which would otherwise have not taken place or which would have taken place at a later date. This component of the Traffic Safety Programme co-financed by the IBRD will not be financed through the proceeds of the loan, and budgetary funds have proven un-sufficient for it.

12.2 Co-financing

The PHARE financing will support the Romanian Government in observing its co-financing obligations within the Traffic Safety Programme and, more generally, meeting the conditionalities of the IBRD within the second Road Rehabilitation project.

12.3 Additionality

The IBRD is not financing this component within the Traffic Safety Programme and private financing is not likely. The IBRD has been consulted and is in favour of a Phare allocation to this project.

12.4 Project readiness and Size

The technical specifications for the equipment to be procured are ready. It is intended to have a single supplies tender, possibly divided into three lots.

12.5 Sustainability

The investment fully complies with the EU norms and standards for control of vehicles road-worthiness.

The RAR is receiving a tariff for the inspections it carries out. The tariff level does not enable the RAR to procure the equipment as capital investment. However, it will ensure the coverage of appropriate maintenance and operation costs.

12.6 Compliance with state aids provisions

The investment observes the provisions for state aids, as the RAR is an autonomous public body, carrying out duties on behalf of the Romanian State.

In addition, all actions financed by PHARE will observe the competition provisions and the rules of the DIS.

13 Conditionality and sequencing

The Ministry of Transport will ensure that RAR provides all complementary facilities to ensure that the Phare investment is fully and effectively used for the correct enforcement of the road-worthiness legislation

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
 2. Detailed implementation chart
 3. Contracting and disbursement schedule by quarter for full duration of programme
- A. Summary of World Bank road safety programme
 - B. Indicative list of equipment to be procured

Programme Number	RO0006.15	Document	Project Fiche	Section	Annex 1	Version	02	Page	1/2
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ANNEX 1 - LOGFRAME MATRIX				Date of Drafting	March 2000
				Contracting period expires: 30.11.2002	Disbursement period expires: 30.11.2003
Programme Number	RO0006.15	Project Title	Road-worthiness Enforcement Project	Total Budget of Traffic Safety Programme: 16.25 MEURO	Phare contribution: 3 MEURO
Wider Objectives		Indicators of Achievement	Sources of Information		Assumptions and Risks
(1)		(2)	(3)		(4)
<ul style="list-style-type: none"> support Romania during the pre-accession period, particularly with regard to the development of the priority transport corridors and the adoption of the <i>acquis communautaire</i> 		<ul style="list-style-type: none"> compliance with the <i>acquis communautaire</i> improved road safety 	<ul style="list-style-type: none"> reports from EC and results of negotiations SCIS and RAR reports, Monitoring and Assessment reports Traffic Police statistics environmental surveys international organisations reports 		
Immediate Objectives		Indicators of Achievement	Sources of Information		Assumptions and Risks
(5)		(6)	(7)		(8)
<ul style="list-style-type: none"> improve road worthiness of vehicles, in line with EC Directive 96/96 reduce emissions from vehicles improve traffic safety support a traffic safety programme promoted under World Bank financing 		<ul style="list-style-type: none"> decreased vehicles emissions decreased number of accidents/year 	<ul style="list-style-type: none"> SCIS and RAR reports, Monitoring and Assessment reports Traffic Police statistics environmental surveys international organisations reports 		<ul style="list-style-type: none"> continued political commitment towards European Integration and development of the Single Market continued availability of financing sources for traffic safety and environment related issues

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Outputs	Indicators of Achievement	Sources of Information	Assumptions and Risks
(9)	(10)	(11)	(12)
<ul style="list-style-type: none"> enforcement of EU Directives (77/143/CEE, 88/449, 91/328, 92/54, 92/55, 94/28, 96/96) related to road-worthiness control of vehicles, performed by the Romanian Auto Register (RAR) 	<ul style="list-style-type: none"> finalisation of the national information network and agreements with similar bodies in the EU rates of vehicles accepted / rejected at the inspections and during mobile controls 	<ul style="list-style-type: none"> SCIRS and RAR reports to the IFIs and PHARE Traffic Police statistics 	<ul style="list-style-type: none"> continued harmonisation of relevant legislation adequate maintenance of RAR equipment further implementation of the World Bank supported Traffic Safety Programme
Inputs of Sub-Projects	Indicators of Achievement	Sources of Information	Assumptions and Risks
(9)	(10)	(11)	(12)
Procurement of equipment for: <ul style="list-style-type: none"> national information network for the technical control of road vehicles strengthening of the 41 RAR local stations for periodic technical inspections six mobile laboratories 	<ul style="list-style-type: none"> commitment/disbursement ratios for the PHARE component timely provisional and final acceptance of the equipment by RAR quality of the equipment procured in accordance with international standards 	<ul style="list-style-type: none"> CFCU, SICRS and RAR reports 	<ul style="list-style-type: none"> availability of high-quality suppliers availability of qualified management staff at the CFCU, SICRS and RAR to manage the project continued commitment of the RAR to modernise the technical control system and availability of qualified staff to operate the procured equipment

RO00XX.XX - Annex 2, Project: Road worthiness, Project number: RO0006.15

Detailed Implementation Schedule

Road-worthiness Enforcement Project	April	May	June	July	August	Septemb.	October	Novem.	Decemb.	January	Febr.	March	March
	2000									2001			2002
Procurement of equipment													
Approval of Tender Documents					↓								
Publication of Tender Announcement					↓								
Tender Period													
Tender Evaluation													
Contract Negotiation and Preparation													
Endorsement of Contract													
Signature of Contract									↓				
Supply of Equipment													
Preliminary Taking Over												↓	
Final Taking Over													↓

RO00XX.XX - Annex 3, Project: Road worthiness

QUARTERLY CONTRACTING SCHEDULE in Euro

Projects Sub-Projects	Expected Contractual Commitments (Quarters)												Budget Allocation (Phare Funds)
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	
	2000				2001				2002				
Road-worthiness enforcement project	0	0	0	3,000,000									3,000,000
Procurement of equipment	0	0	0	3,000,000									3,000,000
Total (Phare funds)	0	0	0	3,000,000									3,000,000

QUARTERLY DISBURSEMENT SCHEDULE in Euro

Projects Sub-Projects	Disbursement (Payment) Schedule (Quarters)												Budget Allocation (Phare Funds)
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	
	2000				2001				2002				
Road-worthiness enforcement project	0	0	0	0	900,000	1,800,000	0	0	100,000	200,000	0	0	3,000,000
Procurement of equipment	0	0	0	0	900,000	1,800,000	0	0	100,000	200,000	0	0	3,000,000
Cumulative Total (Phare)	0	0	0	0	900,000	2,700,000	2,700,000	2,700,000	2,800,000	3,000,000	3,000,000	3,000,000	3,000,000

RO00XX.XX - Annex A
Summary of the Traffic Safety Programme

in MEURO	Programme Components	TOTAL	IBRD	Others or Non allocated	CTF	Romanian Government
1	Traffic Safety Services	2,120	0	2,120	0	0
	General expert services	1,700	0	1,700	0	0
	Equipment	420	0	420	0	0
2	Traffic Law Enforcement	4,005	0	4,000	5	0
3	Road-worthiness Enforcement Equipment	3,050	0	3,000	50	0
4	Linear village traffic safety pilot	1,100	720	0	0	380
5	Bucharest traffic safety pilot	1,100	0	1,100	0	0
6	DN Traffic Safety Pilot: improving the traffic environment	3,400	2,310	0	0	1,090
7	Black Spot Elimination	8,500	5,610	0	150	2,740
	TOTAL	23,275	8,640	10,220	205	4,210

notes:

CTF= Consulting Trust Fund

1 euro = 1 USD

RO00XX.XX - Annex B

Indicative list of equipment to be procured

Component 1	Informatic systems for vehicles technical inspections	Quantity
1	Servers	14
2	Workstations (admin., processing, etc.)	24
3	Router (internetworking)	8
4	Modems (for X.25,direct and dial-up access)	40
5	UPS (uninterruptible power supply)	8
6	Magneto-optical storage device with 2.6 Gbytes capacity	8
7	Printers	7
8	Firewall (access protection for center)	2
9	Operating system (UNIX, see point 1)	7
10	Access, protection software	7
11	Data Base software	7
Component 2	Equipment for vehicles inspection	Quantity
12	Diesel emission tester (smoke meter)	42
13	Petrol emission tester (exhaust gas analyser)	42
14	Play detector	24
15	Side slip tester	11
16	Roller brake tester	10
17	Sound level meter	44
Component 3	Mobile equipment for traffic surveillance	Quantity
18	Mobile station for vehicles surveillance in traffic (braking, emissions, dangerous goods)	6