

**PHARE 2001**  
**STANDARD SUMMARY PROJECT FICHE**

**1. Basic Information**

- 1.1 Desiree Number:** RO-0107.11
- 1.2 Title:** Improvement of Road Safety and Institution Building in the field of Transport
- 1.3 Sector:** Transport
- 1.4. Twinning component:** RO2001/IB/TR/01  
Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements, Budget € 0.7 M, Duration: 18 months (24 months if possible)
- 1.5 Location:** Romania

**2. Objectives**

**2.1 Overall Objective(s)**

- Improvement of road safety in Romania,
- Strengthening the Ministry Public Works, Transport and Housing (MLPTL) and its related structures to meet the requirements of the *acquis communautaire*.

**2.2 Project Purpose**

- Continue the alignment of transport road safety legislation on the *acquis communautaire* (twinning sub-project),
- Ensure that road safety is taken into consideration during the design and construction of road infrastructure in Romania,
- Improve the administrative capacity of the Ministry Public Works, Transport and Housing to manage the *acquis communautaire*,
- Audit and strengthening of bodies in charge of the enforcement of the *acquis* in road transport.

**2.3 Accession Partnership and NPAA priority**

AP 1999, medium-term priority: "Align on 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)."

NPAA 2000, short-term priority: "Assessment of the institutional capacity of the existing specialised technical bodies"

## 2.4 Contribution to National Development Plan

N/A

## 2.5 Cross Border Impact

N/A

## 3. Description

### 3.1 Background and Justification:

#### *Road safety in Romania*

The traffic safety situation in Romania is weak compared to international standards. The rate of fatalities is twice the one of EU countries (the rate of fatalities per 10,000 vehicles was 7.7 in 1997 for Romania, against around 3 on average for EU countries). The traffic casualties are estimated to accumulate total costs rising close to 2 per cent of the GDP.

Fortunately, as shown in the table below, for several years the number of serious accidents has been decreasing thanks to the implementation of measures to improve the traffic environment (including improvement in legislation and road-worthiness control of vehicles).

Year	1995	1999
Accidents rated as serious (causing fatalities or injuries to the victims)	9,119	7,846
Number of fatalities	2,863	2,505
Fatalities per 10,000 vehicles	9.4	6.0
Fatalities per 100 injured	37	37
Fatalities per 10,000 inhabitants	1.22	1.11
<i>Number of vehicles</i>	<i>3,045,000</i>	<i>4,175,000</i>
<i>Accidents recorded</i>	<i>115,103</i>	<i>155,522</i>

The main actions recently implemented that have contributed to improve the situation in Romania are:

- the improvements of the legal framework with the adoption of a more restrictive Traffic Code: in particular, the urban speed limit is now 50 km/h, seat belts fastening for the front

seats is now compulsory, the use of mobile phones without hands-free devices is prohibited and penalties for traffic offences are more severe,

- the development of accidents analysis in order to provide cost/benefit analysis of casualties, social costs and economic value,
- the production of a casualty report form,
- the commencement of a black-spot programme, mainly on the European-classified roads,
- a safety programme underway with funding from the World Bank and PHARE 2000 Programme.

However, the results remain very fragile and partial, and in a context of increasing road traffic (the total fleet has grown with a 7 to 9% yearly increase over the last 10 years), complementary measures need to be taken. There is a need to support the Romanian Authorities in further implementing traffic safety measures, in line with the recommendations and conclusions of the recent Phare Multi-Country Road Safety Project.

### *Road safety legislation*

Transposition of the related acquis is progressing in Romania:

- the rules on driving and rest times are transposed through Law 101/1994 for international traffic only; transposition for domestic traffic still have to be implemented and the relevant enforcement system strengthened,
- the rules on road transport of dangerous goods are transposed through Law 31/1994 for both international and domestic traffic; however, the enforcement structures also need strengthening,
- the provisions of EC Directive 96/96 on road-worthiness control of vehicles are fully transposed. The Phare 2000 Programme is also providing equipment support for their enforcement through the Romanian Auto Register.

In this respect, the current needs are mainly:

- to ensure that transposition is completed and adequate,
- to ensure an operational and efficient enforcement.

### *Institutional structure and administrative capacity in the transport sector - background*

The institutional structure within the transport sector has been considerably modified over the last few years, with a view to create and strengthen an efficient administrative structure, in line with the requirements of implementation of the acquis. In this regard, a number of institutions have been created or developed, such as:

- Romanian Register of Road Vehicles (RAR)
- Romanian Road Transport Authority (ARR)
- Romanian Railways Transport Authority (AFER)
- Inspectorate of Civil Navigation (INC)
- Romanian Register of Shipping (RNR)
- Romanian Civil Aviation Authority (AACR).
- Inspectorate of Civil Aviation (IAvC).

At this point, there is a need to:

- review the efficiency of the existing structure and propose adjustments, if necessary,
- improve co-ordination mechanisms with other State entities on horizontal issues, as well as with transport operators, suppliers, professional associations, etc.

### *Link with EU acquis*

The proposed project will cover the following regulations and directives:

- 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, as amended
- Council Directive 94/55/EC on the approximation of the laws of the Member States relating to road transport of dangerous goods
- 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
- Council Directive 88/599/EC on standard verification procedures for implementation of Council Regulations No 3820/85 and 3821/85
- 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 96/914 on the minimum level of training for some road transport drivers
- Council Decision 93/704 on the creation of a Community database on road accidents
- Council Directive 95/50 on uniform procedures for checks on the transport of dangerous goods by road
- Council Directive 91/439 on driving licences (and further amendments)
- Council Directive 96/53 on maximum weights and dimensions for road vehicles
- 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,
- Council Regulation 1172/98 on statistical return in respect of the carriage of goods by road.

## **3.2 Linked Activities**

- RO9503-01-04 "Technical Assistance to the European Integration Unit within the Ministry of Transport", project finalised in May 1999. Under this project, the main orientations for the EU integration policy in the transport sector have been defined.
- Multi - Country Transport Programme 98-0297.00: Road Safety Study. A result of this project is the identification of ten short-medium term measures to be implemented in order to improve road safety in Romania. Sub-projects n°2 and 3 are direct follow up of the multi-country road safety project, aiming at implementing some of the main recommendations.
- Multi – Country Transport Programme 98-0605 Vocational Training Centres in Road Transport. Under this project, one vocational training centre in the road transport sector

has been selected and strengthened in each beneficiary country: training of trainers, development of curricula, provision of equipment.

Moreover, the safety audit system will be developed in parallel with the implementation of the ISPA Programme, which includes important road construction / rehabilitation projects.

### **3.3 Results**

Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements (sub-project 1)

- further transposition of the acquis in the field of road safety and finalisation of the legal harmonisation,
- elaboration of secondary legislation,
- strengthening of enforcement structures,
- preparation of set of procedures and training of controllers.

Technical Assistance for Road Safety measures implementation (sub-project 2):

- implementation of a safety auditing system: this independent and decentralised system will control the observance of safety norms and regulations linked with the road infrastructure (during the phases of design, construction and/or rehabilitation and operation, including for accesses to public roads),
- elaboration of a case study on Linear Villages,
- preparation of a safety audit manual and training of auditors.

Traffic and accidents database (sub-project 3):

- commissioning of an integrated database on traffic flows and accidents.

TA for strengthening the administrative capacity in the field of transport (sub-project 4):

- functional analysis of the transport sector institutions and proposals for improvement, in line with the EU accession requirements,
- established co-ordination and information mechanisms with other relevant State institutions and with commercial and social actors in the transport sector.

### **3.4 Activities**

This project will be divided into four sub-projects.

#### **3.4.1 Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements (sub-project 1)**

##### 3.4.1.1 Scope of the twinning

A Pre-Accession Advisor will assist the Ministry and the relevant bodies involved in road safety, mainly the Romanian Road Transport Authority (ARR) during at least 18 months (24 months if possible). It will review the present legislation, elaborate new legislation needed to complete the harmonisation of three directives/regulations, and strengthen the

administrative capacity of the main bodies responsible for road safety. The twinning will give assistance in the following fields:

A- Harmonisation of Romanian legislation with 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 and Council Directive 94/55/EC on the approximation of the laws of the Member States relating to road transport of dangerous goods:

- review the current legislation and implementation structures,
- review the institutional structure with the respective roles and responsibilities of the Road Police and Road Transport Authority within the Ministry of Public Works, Transport and Housing and propose adjustments if necessary,
- draft the required legislation in full harmonisation with the relevant EU Directives,
- propose standards for the recording devices (tachographs) and procedures for their approval and check.

B- Preparation of an analysis of the consequences of the entry into force of the harmonised legislation on the Romanian internal traffic – elaboration of an action plan:

- Complying with EC Directives and Regulations on driving and rest times, on recording equipment in road transport and on road transport of dangerous goods will have an economic impact on the road transport operators: acquisition and maintenance of tachographs, increasing the number of drivers or reducing the length of trips, etc. The PAA will assist in assessing the economic effects of applying this legislation on the Romanian transport stakeholders (necessary investments by the transport companies, influence of the new conditions on the transport tariffs) and propose an implementation plan.

C- Strengthen the institutions responsible for traffic control: the Romanian Road Transport Authority in co-operation with the Road Police and the Romanian Auto Register

- assess the effects of the new legislation on the control and supervising structures and propose an implementation plan that includes an estimation of necessary resources to be devoted to these structures (staff, equipment),
- elaborate control rules, in-traffic and at transport operators headquarters,
- review and complete detailed procedures for the control activities of international traffic, issue manuals, train control teams and trainers,
- assess the adequate level of penalties and control frequencies to ensure a reasonable enforcement,
- prepare information documentation for the road transport organisations, prepare and implement a training plan for road transport companies and drivers.

D- Review the status of harmonisation and assist in the preparation of an action plan for further progress in harmonisation for the following Directives:

- Council Directive 88/599/EC on standard verification procedures for implementation of Council Regulations No 3820/85 and 3821/85

- 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 96/35/EC on the appointment and vocational qualification of safety advisers for the transport of dangerous goods by road, rail and inland waterways
- Council Directive 96/914 on the minimum level of training for some road transport drivers
- Council Decision 93/704 on the creation of a Community database on road accidents
- Council Directive 95/50 on uniform procedures for checks on the transport of dangerous goods by road
- Council Directive 91/439 on driving licences (and further amendments)
- Council Directive 96/53 on maximum weights and dimensions for road vehicles
- 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.

#### 3.4.1.2 Profile of the Pre-Accession Adviser:

The Pre-Accession Adviser (PAA) shall be a senior civil servant or equivalent staff with strong experience within a Road Transport Authority or Inspectorate and practical knowledge of the *acquis communautaire* in the field of road transport and safety.

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 co-ordinate multipurpose activities, to link with EU institutions and sector organisations. Good working knowledge of English is required.

He/she shall stay in Romania for a period of at least 18 consecutive months (24 months if possible). The assignment should start around January 2002 and will be based in Bucharest.

#### 3.4.1.3 Other components:

Short-term expertise will be provided for special issues (such as the elaboration of standards for tachographs). Training sessions in Romania will also have to be organised for inspectors and auditors. Training of trainer is also envisaged.

Further practical details about the twinning sub-project are given under paragraph 6.2.

### **3.4.2 Safety Audit System (sub-project 2):**

The traffic environment can be very stressful for road users, particularly where there are inconsistencies in design and layout. In order to improve road safety and the traffic environment, formal inspections of the safety features of the roads should become compulsory. Such safety audits should be required before the implementation of any road construction / rehabilitation project. A certified safety auditor shall carry out this audit, at the

request of the project designer / developer. The results of the safety audit shall be integrated in the project design, before any consent for development is granted.

There is currently no specific requirement for such safety audit prior to the implementation of road infrastructure projects. Therefore, the present sub-project intends to modify the Romanian legislation in order to make such an audit compulsory. The consultant, in strong liaison with the beneficiary, will develop the related draft laws, design and put in place a formal national safety audit procedure to improve general road safety at all stages of design, construction and maintenance of the road infrastructure.

An institutional system for training and authenticating safety auditors shall be developed. Initially a specialist group of trainers will be developed. These persons will act as trainers in specially approved schools (Audit Schools). An independent committee for Audit agreement will issue a diploma to successful trainees.

Moreover, the sub-project will include a study on the cases of the linear villages, which are very common in Romania. The study should propose safety features for the roads going through linear villages, where by-passes are not economically viable. The scope of the study will comprise about 10 linear villages, of various sizes and locations (flat, hilly and mountainous areas, high or lower traffic, etc.). A review of the main causes for accidents as well as the interference between the different types of traffic (transit traffic, local traffic, non-motorised vehicles, pedestrians, etc.) will be performed. In a second step, a number of typical physical improvements will be designed: arrangements of the intersections, blackspots, pedestrians crossings, etc, and plans should also be developed in order to improve behaviour aspects, awareness and education.

The main activities of the Consultant will be to:

- design the functioning of the safety audit system, with the objective of defining a light, self-sustainable structure.
- define the scope and extent of the safety audits, as well as the way auditors will be remunerated. In a first phase, it is intended to have compulsory audits at the design phase for construction / rehabilitation projects on the public road network (including private accesses to this network, such as petrol stations, etc.). The costs of such audits will be part of the overall design costs. In a second phase, audits should be extended to existing infrastructure. The consultant will assist in defining the scope of these audits, the way they will be requested and paid for, as well as the consequences of such audits. For example, it is intended to have compulsory audits performed when a black spot is identified.
- prepare the necessary draft legislation,
- develop qualifying training courses for the future safety auditors (most probably such courses should be performed within existing training institutions, to be identified), the establishment of an Agreement Committee, which shall recognise the training courses, deliver certification to the individual auditors and monitor the performance of these individual auditors.
- review and upgrade technical safety standards, using European best practices and provide a safety audit manual and procedures for the future safety auditors,

- elaborate a case study as regards linear villages. This study should propose investment economically reasonable to improve the situation of these villages as regards road safety.
- train the initial group of trainers (about 10 trainers),
- elaborate the procedures for control and monitoring of the performance of the safety auditors and of the observance of the recommendations / conclusions of the audits.

The Terms of Reference for this sub-project will be prepared by the Ministry of Public Works, Transport and Housing.

### **3.4.3 Traffic and Accidents Database (sub-project 3):**

A database that can be used by all professionals is required. It will contain information on traffic flow and accidents in order to assist in the analysis of black spots and to assist researchers to develop collision counter-measures. There is a requirement for equipment and software in order to link the National Administration of Roads, the Police and the Secretariat of the Inter-ministerial Council for Road Safety. This database should be developed in line with the requirements of the Council Decision 93/704.

The database will include four main modules, each module being under the particular responsibility of an institution:

- Accidents, managed by the road police,
- Vehicles, managed by the Romanian Auto Register,
- National Roads, managed by the National Administration of Roads (including digitised maps),
- Drivers: IT department of the Ministry of the Interior.

The integrator of the database will be the RAR (Romanian Auto Register). The database (apart from the Roads module) will be filled in at the local (judet) level, with verification and integration at the national level. The institutions involved will be able to access all the modules. Special features will ensure the observance of the relevant EC Directives on the protection of privacy.

Part of the data might also be sold to interested companies (such as the insurance companies).

The consultant will:

- define the general architecture and objectives of the database,
- review the status of existing databases (Vehicles and Drivers modules) and ensure compatibility,
- develop the application (for each module and the integrator)
- review the status of digitalisation of road maps, the level of detail and complete it for the national road network,
- train database administrators and elaborate relevant procedures,
- manage the procurement of IT and communication equipment (about 50 computers in a first phase and the relevant communication system for around 150 000 EUR).

The Terms of Reference for this sub-project will be prepared by the Ministry of Public Works, Transport and Housing.

#### **3.4.4 TA for strengthening the administrative capacity in the field of transport (sub-project 4)**

This sub-project aims mainly at providing assistance to the EU Integration General Directorate of the Ministry of Public Works, Transport and Housing and includes the following activities:

- detailed mapping and functional analysis of the institutions within the transport sector, with a view to identify: objectives, missions, functions, information flows, redundant responsibilities and gaps in the framework of the implementation of the acquis. These institutions are the Ministry of Public Works, Transport and Housing itself and the following bodies:
  - Romanian Register of Road Vehicles (RAR)
  - Romanian Road Transport Authority (ARR)
  - Romanian Railways Transport Authority (AFER)
  - Inspectorate of Civil Navigation (INC)
  - Romanian Register of Shipping (RNR)
  - Romanian Civil Aviation Authority (AACR).
  - Inspectorate of Civil Aviation (IAvC).
- proposals for clarifications, modification and strengthening,
- review of the human resources capabilities, equipment and facilities, and preparation of a training strategy, with focus on the “horizontal” issues such as EU rules and practices, etc.
- preparation for accreditation by relevant EU institutions of the following bodies as “notified bodies” by the Romanian Government:
  - Romanian Auto register (RAR)
  - Romanian Railways Transport Authority (AFER)
  - Inspectorate of Civil Navigation (INC)
  - Romanian Civil Aviation Authority (AACR).
- development of co-ordination mechanisms and drafting of relevant procedures, in order to improve co-operation between the public administration institutions involved in “horizontal” issues (competition, environmental protection, consumer protection, statistics, fiscal issues, free movement of goods, etc.)
- development of information / co-operation mechanisms with the other actors in the transport field: professional associations, transport operators, suppliers, contractors, users representative associations, vocational training institutions, etc.
- preparation and implementation of a communication strategy towards the general public and mass media, including development of a Web Site for the Ministry of Public Works, Transport and Housing, focusing on the EU integration process in the field of transport.

The Ministry of Public Works, Transport and Housing will prepare the Terms of Reference for this project.

#### 4. Institutional Framework

The Ministry of Public Works, Transport and Housing (MLPTL) represents the State Authority in the field of transport. Within the MLPTL, the General Directorate for European Integration is co-ordinating the transposition of the *acquis communautaire*.

The ARR will be the main beneficiary of the first three sub-projects:

- Twinning for Road Safety
- Technical Assistance for Road Safety measures implementation
- Traffic and accidents database (in liaison with the RAR)

The General Directorate for European Integration will be the main beneficiary of the Technical Assistance for strengthening of the administrative capacity in the field of transport (sub-project 4).

#### 5. Detailed Budget

MEUR	Phare Support					
	Investment Support	Institution Building	Total Phare (=I+IB)	National Cofinancing	IFI*	TOTAL
1- Twinning for Road Safety		0.7	0.7			0.7
2- TA for Road Safety measures implementation		0.8	0.8			0.8
3- Traffic and accidents database	0.15	0.35	0.5	0.05		0.55
4- TA for strengthening of the administrative capacity		1.5	1.5			1.5
Total	0.15	3.35	3.5	0.05		3.55

*\* In cases of co-financing only*

The national co-financing will be ensured by the Romanian State budget (through the Ministry of Public Works, Transport and Housing).

#### 6. Implementation Arrangements

##### 6.1 Implementing Agency

The programme will be managed in accordance with the Decentralised Implementation System (DIS) and the Practical Guide to PHARE / ISPA / SAPARD implementation. The Implementing Agency will be the Central Finance and Contracts Unit within the Ministry of

Public Finances (CFCU). The Implementing Authority will be the Ministry of Public Works, Transport and Housing. The final beneficiaries will prepare the related Terms of Reference.

## **6.2 Twinning**

The Twinning component 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 the road safety legislation and strengthen the related institutions in order to comply with EU requirements

Budget: 0.7 MEUR (including short-term technical assistance)

Main Beneficiary: Romanian Road Transport Authority

Other beneficiaries: MLPTL, RAR

Contact person: Mr. Florin Suciu  
Position: General Director of the Romanian Road Transport Authority  
Address: Ministry of Public Works, Transport and Housing, Bd Dinicu Golescu no. 38, Bucharest, sector 1  
Telephone/Telefax: +40 1 312 10 81  
E-mail:

Commitment: The Romanian partner will provide:

- 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, computer, printer, telephone, access to internet);
- funds to cover any travel costs of the Romanian authorities in the context of training or seminars, if any.

## **6.3 Non-standard Aspects**

The Practical Guide to PHARE / ISPA / SAPARD implementation will be strictly followed and this project will be implemented by way of procurement of services, in accordance with the PHARE rules for procurement.

## **6.4 Contracts**

It is intended to have one covenant and three main contracts:

- One covenant for the Twinning for Road Safety: 0.7 MEUR

- One contract for Technical Assistance for Road Safety measures implementation: 0.8 MEUR
- One contract for commissioning the database: 0.5 MEUR
- One contract for Technical Assistance for strengthening of the administrative capacity in the field of transport: 1.5 MEUR

## **7. Implementation Schedule**

### Sub-project 1 (twinning)

Selection of PAA:	October 2001
Finalisation of the covenant:	December 2001
Start of project activity:	January 2002
Project Completion:	July 2003

### Sub-projects 2,3 and 4

Start of tendering:	October 2001
Start of project activity:	March 2002
Project Completion:	March 2004

## **8. Equal Opportunity**

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

## **9. Environment**

N/A

## **10. Rates of Return**

N/A

## **11. Investment Criteria**

N/A

## **12. Conditionality and Sequencing**

1. The contracts will be concluded in EUR.
2. Sub-project 1, implemented through twinning, requires the full commitment and participation of the senior management of the beneficiary institution. In addition to providing the twinning partner with adequate staff and other resources to operate effectively, the senior management must be fully involved in the development and

implementation of the policies and institutional change required delivering the project results

3. The Romanian Government undertakes to finance any additional cost which may arise in order to ensure timely completion of the project.

### **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

<b>Annex 1 : Logframe Matrix for project:</b>  <i>Improvement of Road Safety and Institution Building in the field of Transport</i>		Contracting period expires: 30/11/2003	Disbursement period expires : 30/11/2004
		Total budget : 3.55 MEUR	Phare budget : 3.5 MEUR
<b>Overall objective</b>	<b>Indicators of Achievement</b>	<b>Sources of Information</b>	
<ul style="list-style-type: none"> <li>Improvement of road safety in Romania,</li> <li>Strengthening the MLPTL and its related structures to meet the requirements of the acquis communautaire.</li> </ul>	<ul style="list-style-type: none"> <li>Number of road accidents, killed, injured,</li> <li>Progress in the EU integration process</li> </ul>	<ul style="list-style-type: none"> <li>MLPTL reports,</li> <li>Road police reports,</li> <li>EC reports</li> </ul>	
<b>Project purpose</b>	<b>Indicators of Achievements</b>	<b>Sources of Information</b>	<b>Assumptions</b>
<ul style="list-style-type: none"> <li>Continue the alignment of the transport legislation on road safety to the acquis communautaire (twinning sub-project),</li> <li>Ensure that road safety is taken into consideration during the design and construction of road infrastructure in Romania,</li> <li>Improve the administrative capacity of the MLPTL to manage the acquis communautaire,</li> <li>Audit and strengthening of bodies in charge of the enforcement of the acquis in road transport</li> </ul>	<ul style="list-style-type: none"> <li>Transposition and implementation of road safety Directives,</li> <li>Level of enforcement: number of controls, number and level of penalties,</li> <li>Number of safety auditors, number of safety audits,</li> <li>Number of projects modified following safety audits,</li> <li>Clear lines of institutional responsibility and information.</li> </ul>	<ul style="list-style-type: none"> <li>Monitorul Oficial</li> <li>MLPTL reports,</li> <li>Road safety Audit commission reports,</li> </ul>	<ul style="list-style-type: none"> <li>Continuous political will towards EU integration,</li> <li>Implementation of complementary road safety projects.</li> </ul>

Results	Indicators of Achievement	Sources of Information	Assumptions
<p>(sub-project 1 - twinning)</p> <ul style="list-style-type: none"> <li>• Further transposition of the acquis in the field of road safety,</li> <li>• Elaboration of secondary legislation,</li> <li>• Strengthening of enforcement structures,</li> <li>• Preparation of set of procedures and training of controllers.</li> </ul> <p>(sub-project 2)</p> <ul style="list-style-type: none"> <li>• Implementation of a safety auditing system</li> <li>• Elaboration of a case study on Linear Villages,</li> <li>• Preparation of a safety audit manual and training of auditors.</li> </ul> <p>(sub-project 3)</p> <ul style="list-style-type: none"> <li>• Commissioning of an integrated data base on traffic flows and accidents</li> </ul> <p>(sub-project 4)</p> <ul style="list-style-type: none"> <li>• Functional analysis of the transport sector institutions and proposals for improvement, in line with the EU accession requirements,</li> <li>• Established co-ordination and information mechanisms with other relevant State institutions and with commercial and social actors in the transport sector.</li> </ul>	<ul style="list-style-type: none"> <li>• Draft legislation for transposition of the EC Directives on driving and rest times and on transport of dangerous goods,</li> <li>• Issuance of relevant procedures,</li> <li>• Number of trained controllers,</li> <li>• Draft legislation for safety audit system,</li> <li>• Issuance of manual</li> <li>• Number of trained auditors,</li> <li>• Database modules developed,</li> <li>• Equipment procured and accepted,</li> <li>• Number of kms of roads digitised</li> <li>• Approval of reports.</li> </ul>	<ul style="list-style-type: none"> <li>• CFCU reports,</li> <li>• MLPTL and beneficiaries reports.</li> </ul>	<ul style="list-style-type: none"> <li>• Political will to pass and implement draft legislation,</li> <li>• Availability of financial and human resources for development of road controls and of the road safety database,</li> <li>• Implementation of the institutional recommendations</li> </ul>

*Annex 1 : Logframe Matrix for project: RO0107.11*

<b>Activities</b>	<b>Means</b>		<b>Assumptions</b>
<ul style="list-style-type: none"> <li>• Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements (sub-project 1)</li> <li>• TA for Road Safety (sub-project 2)</li> <li>• Traffic and accidents database (sub-project 4)</li> <li>• TA for strengthening the administrative capacity in the field of transport (sub-project 4)</li> </ul>	<ul style="list-style-type: none"> <li>• Twinning covenant,</li> <li>• Services contracts.</li> </ul>	<ul style="list-style-type: none"> <li>• CFCU reports,</li> <li>• MLPTL reports</li> </ul>	<ul style="list-style-type: none"> <li>• High quality PAA and consultants</li> </ul>

Annex 2 - Detailed implementation chart for project: RO0107.11

Improvement of Road Safety and Institution Building in the field of Transport																																													
Components	2001						2002												2003												2004														
	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 on road safety (sub-project 1)	D	D	D	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	R																					
TA for Road Safety (sub-project 2)	D	D	D	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	R	R	R	R								
Traffic and accidents database (sub-project 3)	D	D	D	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	R	R	R	R								
TA for strengthening the administrative capacity (sub-project 4)	D	D	D	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	R	R	R	R								
D = Design/Tender preparation                      C = Contracting                      I = Implementation/works                      R = Review/evaluation																																													

*Annex 3 –Cumulative contracting and disbursement schedule by quarter for project: RO0107.11*

<i>Improvement of Road Safety and Institution Building in the field of Transport</i>														
Components	Cumulative contracting schedule by quarter in MEUR (planned)													
	2001		2002				2003				2004			
	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII	XIV	XV	XVI
Total contracting:		0.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5				
Components	Cumulative disbursement schedule by quarter in MEUR (planned)													
	2001		2002				2003				2004			
	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII	XIV	XV	XVI
Total disbursement:			0.5	0.9	1.25	1.6	2.0	2.4	2.8	3.15	3.5	3.5	3.5	3.5