

Standard Summary Project Fiche

1. Basic Information

Desiree Number: RO-2002/000-586.04.09

Title: Assistance to implement financial and safety aspects of EU legislation and policy in the field of inland waterway and road transport

Sector: Transport (IN)

Twinning component: RO 02/IB/TR/01

Twinning on inland waterway transport to align the Romania legislation and practice in the field of safety with the EU,
Budget: 0.7 MEUR, Duration: 18 months (24 months if possible)

Location: Romania

2. Objectives

2.1 Overall Objective

- Strengthening of the Ministry of Public Works, Transport and Housing (MPWTH) and particularly of the bodies/institutions in charge of road and inland waterway safety to meet the requirements of the *acquis communautaire* in the field.
- Improvement of the fiscal and taxation policy in Romania, and alignment with the EU policies.

2.2 Purpose of the project

- Strengthening of the institutions concerned with inland waterway transport safety, and definition of the role of Port Administration in this area;
- Assist Romania in restructuring its inland waterway transport fleet through the achievement of a commercial and financial study;
- Provide the necessary tools for the application of a correct and transparent fiscality for inland waterway transport and establishment of a fair taxation for inland waterway infrastructure users;
- Provide the necessary tools for the application of a correct and transparent fiscality for road transport and establishment of a fair taxation system for road infrastructure users, in particular, which would reflect the integration of external costs;
- Enforcement of traffic safety legislation and improvement of administrative capacity in road transport by providing appropriate equipment for roadside technical inspections and weights, alcohol and speed measuring equipment.

2.3 Accession Partnership and NPAA priority

AP 2001 priorities:

- Reinforce administrative capacity in road transport and continue legal alignment (in particular phase out discriminatory practices in road transport taxation / charging);

- Restructure and modernise the Romanian Danube fleet to increase its competitiveness and to prepare it to comply with the EC technical requirements.

NPAA 2001 (medium-term priority):

- Align on the national legislation to the *acquis communautaire* in particular on inland waterway transport - technical requirements for vessels.

3. Description

3.1 Background and justification

Part A : Inland waterway transport

3.1.1. Sub-project 1: Twinning on inland waterway transport to align the Romanian legislation and practice in the field of safety with the EU

Background

The river Danube, the second in size from Europe, goes through 10 countries and it is 2,850 km long. The Danube together with the Rhine are the main inland waterways in Europe. Through the two navigation canals Main-Danube and Danube-Black Sea, the North and the Black Sea have been linked. Due to its importance in the European system of transport, the Danube was designated pan-European Corridor of Transport No. VII. Out of the whole navigable part of the Danube, Romania has about 1,075 km (44%). Along the first 175 km. of the Danube (between Sulina and Braila) the navigation of the seagoing vessels with a displacement up to 25,000 tdw is also possible. By its geographical position, the Danube together with the port of Constantza and the Danube-Black Sea Channel, ensures the connection in both directions of the countries in Central and Western Europe with those from the Black Sea basin, Central Asia and Far East.

The proposed twinning project aims at improving the inland waterway transport safety and at aligning the inland waterway legislation on the *acquis communautaire*. These are key issues for Romania, as underlined in the Accession Partnership and in the last Regular Reports. Progress has been made on harmonising the legislation in 2001, but further alignment of legislation will be needed as well as continuous support and strengthening for the actual implementation.

A general Law for the Naval Transport is expected to be adopted in 2002. When the General Law for the Naval Transport enters into force, a new institution will be established: the Romanian Naval Authority (replacing the present Civil Navigation Inspectorate and the Romanian Naval Register). The new RNA will be based in Constanta, with an office in Bucharest and will be responsible for both the maritime and inland navigation.

IWT safety legislation in Romania

Till now poor steps were undertaken for the partial transposition of the *acquis communautaire* in Romania:

- EU Directive No. 96/35 transposed through the Minister of Transport's Order No. 226/29 April 1999 on the appointment and vocational qualification of the safety advisers for the transport of dangerous goods by road, rail and inland waterway;
- EU Directive No. 96/50 transposed through the Minister of Public Works, Transport and Housing's Order No. 984/ 4 July 2001 for the approval of regulation regarding the issuing of the national inland waterways seafarers licences and certificates.

In this respect, the current needs are mainly:

- to ensure that transposition is adequate and get more substance;
- to ensure an operational and efficient enforcement.

Institutional structure and administrative capacity in the inland waterway transport sector

There are six institutions which co-ordinate the activity in the maritime and inland waterway safety field:

- General Directorate of Maritime Transport, Danube and Inland Waterways within the Ministry of Public Works, Transport and Housing;
 - Romanian Naval Authority (to be created soon, in the first half of 2002);
 - River Administration of the Low Danube in Galati;
 - Maritime Danube Ports Administration in Galati;
 - Navigable Channels Administration in Constanta;
 - Fluvial Danube Ports Administration in Giurgiu.
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- The Ministry of Public Works, Transport and Housing represents the State Authority in the field of transport. Within the MPWTH, the General Directorate of Maritime Transport, on the Danube and Inland Waterways prepares and promotes the legislative framework in the inland waterway field;
 - The Romanian Naval Authority has as main activities the survey of the ships traffic in safety conditions, pollution prevention and response co-ordination, ships registry and seafarers certification, the control of compliance of the internal regulations in the field of shipping with the international agreements and conventions to which Romania is a part as well. This institution has been established in accordance with the recommendations made in the framework of the "Maritime Safety" twinning project. According to the draft Romanian law, the same authority is designated to survey the ships traffic in safety conditions also on the inland waterways;
 - The River Administration of the Low Danube is an autonomous administration with special responsibilities and its working zone is on the Romanian water course of the Danube, from Bazias to Sulina. River Administration of the Low Danube is able to execute dredging, topo-hydrographic measurements, coast and floating signal lights, ships piloting activities on the maritime Danube and in the maritime Danubian harbours, special transports on the river and maritime Danube, internal and international tugging, etc. River Administration of the Low Danube publishes a Danube's daily hydrometeorological bulletin for navigators' information with hydrometeorological and navigation data;

- Navigable Channels Administration in Constanta assures the minimum conditions for navigation on the navigable channels (Danube - Black Sea Channel and Poarta Albă - Midia Channel) and in the ports situated on these channels;
- Maritime Danube Ports Administration in Galati and Fluvial Danube Ports Administration in Giurgiu assure the minimum conditions for safety navigation and operation of the ships in the river Romanian ports.

Link with EU acquis

This sub-project concerns mainly the following legislation:

- CD 82/714/ECE of 4 October 1982, laying down technical requirements for inland waterways vessels;
- CD 96/50/EC of 23 July 1996, on harmonisation of the conditions for obtaining national boatmaster's certificates for the carriage of goods and passengers by inland waterway in the Community;
- CD 87/540/EEC of 9 November 1987, on access to the occupation of carrier of goods by waterway in national and international transport and on mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation;
- CD 91/672/EEC of 16 December 1991, on the reciprocal recognition of national boatmaster's certificates for carriage of goods and passengers by inland waterway;
- CD 76/135/EEC of 20 January 1976, on reciprocal recognition of navigability licenses for inland waterway vessels; amended by: CD 78/1016/EEC of 23 November 1978, modifying CD 76/135/EEC extending until the 1 January 1980 the adoption of common provisions;
- EU Council Directives for the inland navigation sector: 96/35, CEE 91/672, CE 96/75, CE 87/540, CE 94/58, CE 98/35, EU 2001/25 regarding "The minimum requirements of training for seafarers on internal navigable lines".

3.1.2. Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures.

Following the bombing of Novi Sad during the Kosovo Crisis, the navigation along the Danube was blocked. It is expected to be back to normal in 2003, after the completion of the works to clear the Danube (mainly financed by the European Commission). Meanwhile, the Romanian inland waterway fleet has suffered from this situation and survived only thanks to cabotage, but major lay off could not be avoided. A commercial study needs to be performed in order to assess the new opportunity for development.

The proposed technical assistance is aimed at assessing the current Romanian IWT fleet by structure and capacity, technical situation of the port infrastructure and the actual situation of the activities and services in the Danube ports, as well as the revival of them, taking into account the forecast on potential IWT goods in the structure of Transport Market and the adoption to the new demands for the inter modal transport.

The consultant should pursue a comprehensive approach taking into account not only the waterway itself, but the entire system that determines the performance of the Danube as a transportation resource.

A main constrain of the Romanian authorities is the restructuring of the IWT fleet, its source of financing and the financing mechanisms. The development of Danube inland waterway transport in absolute and relative terms depends on the successful implementation of one of the most important actions - promotion of investment in infrastructure and fleet.

3.1.3. Sub-project 3: Technical assistance for the elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector

The Romanian inland waterway fleet has also suffered from under investment and is far from complying with EU technical requirements (CD 82/714/ECE of 4 October 1982, laying down technical requirements for inland waterways vessels). The fleet will have to be upgraded, but no cost assessment is available. In addition, Romania has no idea on how to finance this rehabilitation.

In the longer term, Romania should elaborate a taxation policy for this sector. The proposed assistance aims at supporting the River Administration of the Lower Danube – Galati to implement the provisions of the Council Regulation 1108/70 and to establish a correct taxation for the inland waterway infrastructure users, in particular the integration of external costs.

Part B : Road transport

3.1.4. Sub-project 4: Technical assistance for the assessment of the Romanian taxation and fiscal policy in the road transport sector, and elaboration of corrective measures

This project is a result of the Regular Report on Romania's progress towards accession presented on 13 November 2001, which indicated that "only limited progress can be reported in the field of fiscal harmonisation: Romania has submitted a plan to gradually phase out the existing discriminatory practices and has adjusted tariffs at Giurgiu-Russe bridge to make them less discriminatory. That being said, the new user charge system announced by Romania for 1 January 2002 will continue to discriminate in favour of Romanian operators performing domestic transport operations."

The applicable provisions of the Council Regulation 1108/70 regarding the introduction of an accountability system for expenditure on infrastructure in respect of transport by rail, road and inland waterways (amended) will be applied in Romania starting from 1 January 2005. At present, the accounting system in force allows the application, in parallel, of the rules established in the regulation.

The proposed sub-project aims at supporting the National Administration of Roads (NAR) to implement the provisions of the Council Regulation 1108/70 and to establish a

correct taxation for the road infrastructure users, in particular the integration of external costs.

Link with the acquis:

- Directive 1999/62 of the European Parliament and of the council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures
- Council Regulation 1108/70 regarding the introduction of an accountability system for expenditure on infrastructure in respect of transport by rail, road and inland waterways;

3.1.5. Sub-project 5: Purchase of equipment for enforcement of road traffic safety provisions

The total registered fleet of motorised 4 – wheel or larger 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.

The rehabilitation of the road network in Romania is one of the most expensive investment that Romania will have to make on its way to accession. Gradually, the network will be rehabilitated to comply in particular with the 11.5 T/axle requirement. Meanwhile, certain sections will be forbid to heavy vehicles and other road sections will be subject to charges for weight excess. These issues are under discussion in the framework of the accession negotiations.

Whatever the results of these negotiation will be, Romania will need to make sure that Romanian and international hauliers respect these weight limits, not to over-damage the Romanian road networks. Some equipment is necessary, in particular mobile weighting bridges. This sub-project will provide the necessary equipment. In addition, some equipment in order to enforce basic road safety principles (speed limitation, alcohol) will be purchased.

Link with the acquis:

- Council Directive 96/96 on the approximation of the laws of the Member States relating to roadworthiness test for motor vehicles and their trailers;
- Council Directive 2000/30 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community;
- Council Directive 50/1995/EEC on uniform procedures for checks on the transport of dangerous goods by road;
- Council Directive 96/53 laying down the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic for certain road vehicles circulating within the Community (maximum weights)

3.1.6 Sub-project 6: Assistance for implementation

Considering the importance of elaboration of precise and detailed terms of reference for sub-projects 2, 3 and 4, it is proposed to provide MPWTH with limited assistance.

3.2 Linked activities

Sub-project 1: Twinning on inland waterway transport to align the Romanian legislation and practice in the field of safety with the EU

- RO99/IB/ - TR/01 "Twinning on maritime safety" which aims at assisting the Romanian Authorities in the transposition into the national legislation and enforcement of the EU legislation regarding the Flag State Implementation and Port State Control, at assisting the Romanian Authorities in further harmonisation with the EC legislation regarding maritime safety, and at strengthening the capacity of the Civil Navigation Inspectorate (CNI).
- RO 0107-12 "Improvement of maritime and inland waterway safety transport": sub-project "Vessel Traffic Management System on the Danube" which will provide the following functions:
 - general information and statistics services to the Civil Navigation Inspectorate and further to the MPWTH;
 - navigational assistance and traffic organisation. Information will be centralised at the level of each relevant traffic management centre and transmitted to the other traffic management centres as well as to the inland waterway traffic;
 - pollution monitoring. The information will be collected by the harbour masters and dispatched to the relevant Port Administration and/or Danube Administration for intervention and to traffic for prevention;
 - search and rescue. The information will be collected by the harbour masters and dispatched to the relevant Port Administration and/or Danube Administration for intervention and to traffic for prevention

Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures.

- European Danube Transport Research under the Fourth Framework Programme for RTD - Inland Navigation of the European Commission - finalised in 1999. The main objectives of the study are:
 - to examine existing conditions of inland navigation on the Danube;
 - to identify main physical, commercial, organisational and infrastructure bottlenecks;
 - to outline intermodality requirements in order to integrate inland navigation into combined transport chains;
 - to evaluate existing and future market potentials for inland navigation in the corridor through detailed freight analyses and forecasts.

Sub-project 5: Purchase of equipment for enforcement of road traffic safety provisions

- RO 0006.15 “Road worthiness project”: The objectives of the project are to enable Romania to implement measures to improve the road-worthiness of vehicles, in line with relevant EC Directives, to reduce emissions from vehicles and to improve traffic safety. The present project is assuring only a small part of the necessary equipment for the technical inspections (6 mobile laboratories)
- RO 01.07 – 11 “Improvement of road safety and institution building in the field of transport” – sub-projects: a) twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements”; b) “Safety audit system”; c) “TA for strengthening the administrative capacity in the field of transport”: the project purpose are:
 - 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 the road infrastructure in Romania;
 - improve the administrative capacity of the Ministry of 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;

3.3 Results

Part A : Inland waterway transport

Sub-project 1: Twinning on inland waterway transport to align the Romanian legislation and practice in the field of safety with the EU

The following results will be achieved by the common work of the Romanian and Member State's experts:

- A detailed action programme for further transposition and implementation of the *acquis communautaire* in the field of inland navigation.
- Clear definition of role and functions for IWT safety institutions.
- Clear definition of the role and functions of Port Administration on inland waterways safety navigation issues.
- A number of trained officials from the IWT safety institutions and Port Administration.

Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures.

- Commercial and organisational recommendations for the promotion and development of IWT

Sub-project 3: Technical assistance for the elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector

- Tools elaborated for a correct fiscality application
- Elements for the finalisation of a compliance schedule with EC Directive 82/714

Part B : Road transport

Sub-project 4: Technical assistance for the assessment of the Romanian taxation and fiscal policy in the road transport sector, and elaboration of corrective measures

- Tools elaborated for a correct fiscality application

Sub-project 5: Purchase of equipment for enforcement of road traffic safety provisions

- Appropriate equipment for roadside technical inspections and weights, alcohol and speed measuring equipment.

Sub-project 6: Assistance for implementation

Tender documentation elaborated for sub-projects 2, 3 and 4

3.4 Activities

Part A : Inland waterway transport

3.4.1. Sub-project 1: Twinning on inland waterway transport to align the Romanian legislation and practice in the field of safety with the EU

3.4.1.1. Scope of the twinning

A Pre-Accession Adviser will assist the Ministry and the relevant bodies involved in inland waterway safety, mainly the Romanian Naval Authority (RNA) during at least 18 months (24 months if possible). It will review the legislation, elaborate new legislation needed to continue the harmonisation of 4 Directives/regulations, and strengthen the administrative capacity of the bodies responsible for the inland waterway safety.

3.4.1.2 Guaranteed results/Expected outputs:

Through the twinning sub-project, the following outputs are expected:

- 1) The definition of the attributions for the RNA according to those within similar authorities from the Member States and according to the European Union legislation;
- 2) The definition of the attributions of the ports and inland waterway administrations according to the European Union legislation and to ensure proper safety conditions for inland waterway traffic;
- 3) A clear identification of the relations between the General Directorate of Maritime Transport, Danube and Inland Waterways (within MPWTH), RNA and the ports administrations;
- 4) The organisation of the system for training and improvement of the seafarers on internal navigable lines.
- 5) The harmonisation of the Romanian laws with the EU acquis and in particularly, with:
 - CD 96/50/EC of 23 July 1996 on harmonisation of the conditions for obtaining national boatmaster's certificates for the carriage of goods and passengers by inland waterway in the Community;
 - CD 87/540/EEC of 9 November 1987, on access to the occupation of carrier of goods by waterway in national and international transport and on mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation;
 - CD 91/672/EEC of 16 December 1991, on the reciprocal recognition of national boatmaster's certificates for carriage of goods and passengers by inland waterway;
 - CD 76/135/EEC of 20 January 1976, on reciprocal recognition of navigability licenses for inland waterway vessels; amended by: CD 78/1016/EEC of 23 November 1978, modifying CD 76/135/EEC extending until the 1 January 1980 the adoption of common provisions;

3.4.1.3 Profile of the Pre-Accession Adviser:

The Pre-Accession Adviser (PAA) shall be a senior civil servant or equivalent staff with strong experience within an inland waterway transport authority and practical knowledge of the *acquis communautaire* in the field of inland waterway 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.

3.4.1.4 Activities of the PAA:

In order to implement these activities, the PAA will have to:

- Collect all available information related to the inland waterway acquis;
- Collect supporting documents in Member States;
- Prepare a compliance schedule and prioritise the steps towards EU compliance, including the needed legal harmonisation and institutional development according to the identified implications;
- Assess the status of the key acquis communautaire to be transposed and implemented in the Romanian legislation in the field of IWT;
- Assess the horizontal and vertical impact of the implementation of the acquis, including administrative reforms, investment needed, human resources and training
- Prepare the required legislation and secondary legislation;
- Set up informational system and working procedures compatible with EU practices in order to ensure a unique navigational system through out the Danube;
- Make recommendations.

Duration: The Pre-Accession Adviser (PAA) shall stay in Romania for a period of 18 (24) consecutive months. The assignment should start around June 2003 and will be based in Bucharest.

3.4.1.5. Short Term Experts:

Short-term expertise will be provided to review the implementation of the Council Directive 87/540/EEC of 9 November 1987, on access to the occupation of carrier of goods by waterway in national and international transport and on mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation.

Short-term experts will be engaged to make some training on the EU Council Directives for the inland navigation sector: 96/35, CEE 91/672, CE 96/75, CE 87/540, CE 94/58, CE 98/35, EU 2001/25 regarding "The minimum requirements of training for seafarers on internal navigable lines".

3.4.1.6. Commitments:

The Romanian partner will provide:

- All the Romanian legislation, draft legislation, studies and information available concerning safety in the field of inland waterway transport;
- 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.

Further practical details about the twinning sub-project are given under paragraph 6.4.

3.4.2. Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures.

- Preparation of a study regarding revival of the Romanian IWT fleet taking into account the following:
 - current situation of the Romanian IWT fleet by structure and capacity;
 - presentation of the inland waterways situation;
 - identification of the Romanian IWT enterprises;
 - identification of the Romanian shipbuilding industry
 - present structure of the IWT goods flow in the context of the other mode of transport(rail and road);
 - identification of the infrastructure and management structures needs in order to adapt to the new demands of the goods transport(container, RO-RO, dangerous goods transport);
 - competitive situation and forecast on the potential transport flow of goods and intermodal and container transport between Danubian countries;
 - Identification of the differences between European and Romanian technical norms of shipbuilding and operation of inland navigation vessels
 - Identification of the investments needs and financing mechanisms for the revival of the Romanian IWT fleet;
 - Implementation in the Romanian law of the technical rules for the river ships within the European Union (EC Directive 82/714) and the settlement of the transit periods for the application to the existing ships;
 - Promotion, organisation and proposal of new activities and services for the Danube ports.
- Presentation of the draft study to the relevant commercial partners (Romanian and EU representative of the IWT sector), institutions (Romanian ministries and EC experts). Organisation of pro-active working groups, involving also possible financing institutions.
- Submission of the final study and presentation of the agreed results to the relevant parties.

3.4.3. Sub-project 3: Technical assistance for the elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector

This sub-project will be performed in close co-ordination with the sub-project 2 described above.

- Preparation of a financial and fiscal study:
 - Review the existing Romanian fleet, and assess the cost of its upgrade so that it complies with the EU technical requirements
 - Propose a scheme to finance this gradual upgrade

- Analyse the current situation as regard the fiscality in the inland waterway transport sector;
- Correlate the infrastructure taxes and the infrastructure costs;
- Propose solution for the application of a correct fiscality on inland waterway sectors;
- Presentation of the draft study to the relevant partners (Romanian and EU representative of the IWT sector, port institutions), institutions (Romanian ministries and EC experts). Organisation of working groups with relevant institutions (as detailed in the background).
- Submission of the final study and presentation of the agreed results to the relevant parties.

Part B : Road transport

3.4.4. Sub-project 4: Technical assistance for the assessment of the Romanian taxation and fiscal policy in the road transport sector, and elaboration of corrective measures

- Preparation of a financial and fiscal study:
 - Analyse the current situation as regard the fiscality in the road transport sector;
 - Correlate the infrastructure taxes and the infrastructure costs;
 - Propose solution for the application of a correct fiscality on road transport sector;
- Presentation of the draft study to the relevant partners (Road sector representatives - Romanian and EU, other institutions), institutions (relevant directorates within MPWTH, EC and EC Delegation). Organisation of working groups.
- Submission of the final study and presentation of the agreed results to the relevant parties.

3.4.5. Sub-project 5: Purchase of equipment for enforcement of road traffic safety provisions

Purchase equipment for roadside technical inspections and weights (**mobile scales**), alcohol and speed measuring.

Equipment	Beneficiary	Phare contribution	Co-financing	Total
Portable weighing system	National Administration of Roads	2.4	0.8	3.2
Roadside Technical Inspections	Romanian Automotive Register	0.4	0.13	0.53
Radars and ethylotests	Ministry of Home Affairs	1.5	0.47	1.97
Total		4.3	1.4	5.7

a) “Portable weighing system” for E.M.C.A.T.R.:

The National Administration of Roads (NAR) is a regie autonome financed from the state budget and from the Special Fund of Roads, which is responsible for the management of the national road network. It is responsible for ensuring that vehicle using this networks comply with the maximum limits of weight and dimensions. The control is done by the EMCATR (Roadside inspection units) personnel within the Regional Directions for Roads and Bridges (DRDP) and within the Sections of National Roads (SDN) which are parts of the National Administration of Roads.

In order to perform such controls, they need portable weighing system. The system are used to control the heavy and very heavy freight traffic on the national road network in order to respect the maximum accepted limits of weight per axles and the total weight, in accordance with the requirements of the Recommendation of the International Organisation of Legal Metrology (OIML) R 76.

Each system comprises:

- 2 weighing pads
- 1 junction box (if necessary)
- 1 indicator (if necessary)
- 1 PC lap top IBM compatible with dedicated software
- 1 portable printer
- 1 external big display
- 6 dummy weighpads – hard rubber (access system on the weighing pads)
- additional equipment: supply cables, connection cables, battery, etc. (the station depends on electric power).

The National Administration of Roads wants to equip each DRDP with one of these systems, and each SDN with two of them. Since NAR has under its subordination 44 SDNs and 7 DRDPs, 95 systems are necessary. At present, 29 existing systems are spread between DRDPs and SDNs, out of which 6 pcs. are of old type but modernised, 4 pcs. are of old type non-modernised and 19 pcs. new type. As a consequence, the procurement of 66 additional systems is needed.

Other equipment needed:

- batteries (autonomy minimum 2 hours) for keeping the computers of the system under functioning for 8 hours:
95 pcs. x 3 sets = 285 pcs. batteries
- supply devices for batteries (4 sets concomitant):
95 pcs. x 1 device = 95 pcs. devices
- dummy weighpads for completion of the systems:
(19 pcs.+ 66 pcs.) x 2 pcs. platforms = 170 pcs.
- digital reading measuring pole (8 meters):
existing: 20 pcs. needed: 75 pcs.

Provisional costs estimation:

EU budget

- portable weighing system:	66 sets x 33,872 EURO	= 2,235,552 EURO
- batteries:	285 pcs x 228 EURO	= 64,980 EURO
- supply devices:	95 pcs x 261 EURO	= 24,795 EURO
- dummy weighpads:	170 pcs x 261 EURO	= 44,370 EURO
- digital reading measuring pole:	75 pcs x 404 EURO	= 30,300 EURO

Sub-total: **2,400,000 EURO**

NAR budget

- vehicles:	66 pcs. x 12,000 EURO	≈ 800,000 EURO
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Sub-total:

TOTAL 3,200,000 EURO

The new 66 vehicles for the EMCATR (necessary to transport the equipment on site) that will be purchased in cash will represent the Romanian contribution to the project. After warranty period, NAR will bear the maintenance costs.

b) Equipment for Roadside Technical Inspections

An important factor to ensure road safety is the technical control for the road vehicles. This control is done by the state or under its direct supervision through periodical technical inspections as well as through roadside technical inspections (RTI).

Taking into consideration the RTI importance, the European Union has imposed it as compulsory for the commercial vehicles (Directive no.2000/30/EC). The RTI are carried out in Romania since 1998 in conformity with the Ministry of Transport's Decision 353/1998 (which corresponds to the above mentioned Directive's prescriptions).

This activity is carried out by Romanian Automotive Register (RAR). RAR is a regie autonome organised on the basis of Government Decisions 768/1991 and 650/1994. It is a self – financed institution and its role is to:

- Certify the road-worthiness of vehicles
- 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;
- Granting of type-approval for motor vehicles;
- Certifying of spare parts and components for motor vehicles;
- Authorisation of repair and maintenance workshops;
- Translate, publish and distribute relevant EU Directives and ECE-UN regulations.

The national RTI system was created by RAR by its own resources. RTI are done by using mobile laboratories equipped with proper equipment. It is difficult to assure the permanent control in all Romanian counties with the existing means. It was also difficult to set up a proper IT infrastructure in order to obtain quick (operative) information

concerning the road vehicles from different databases. RAR has in view the development of a national RTI system which is permanently functioning in all the Romanian counties (minimum 50 mobile laboratories are necessary, 1 in each county and 2 additional for Bucharest and 6 complete mobile laboratories for the border crossing points) and the setting up of a proper IT infrastructure for operative access in different databases and for the processing of the RTI information.

Through 2000 Phare Programme, 6 complete mobile laboratories were purchased. These 6 laboratories are inspection stations placed in a trailer with roller brake tester for testing of commercial vehicles in accordance with EC Directive 2000/53, while the 23 mobile laboratories requested under 2002 Phare Programme consist only of portable apparatus without roller brake tester. These laboratories could be placed in cars.

At present the national RTI includes 21 incomplete equipped mobile laboratories. Through this PHARE 2002 sub-project, RAR has in view the development of the present system increasing the number of full-equipped mobile laboratories, improving the procedures for RTI and partial endowing with the necessary IT equipment. This means:

- 23 fully equipped laboratories consisting of:
 - vehicle
 - emission gas analyser
 - diesel smoke tester
 - headlight tester
 - RPM-meter
 - decelerometer
 - Brake fluid tester
 - Laptop for collecting and processing the data obtained from the tests and for changing information with the central server and checking data provided by the road users
- 21 pcs. decelerometer, 21 pcs. brake fluid tester and 21 pcs. laptop needed for the 21 RAR's existing incomplete equipped mobile laboratories
- 6 pcs. brake fluid tester needed to complete the technical equipment for the 6 mobile laboratories that were supplied through PHARE 2000 Programme;
- The training of the RAR's inspectors has to be performed by the manufacturers or by their representatives.

The equipment mentioned above will be based in RAR's county representatives.

Provisional cost estimation:

Emission gas analyser (portable):	23 pcs x 3,000 EURO/pc =	69,000
EURO		
Diesel smoke tester (portable):	23 pcs x 3,000 EURO/pc =	69,000
EURO		
Headlight tester (portable):	23 pcs x 300 EURO/pc =	6,900
EURO		
RPM - meter	23 pcs x 500 EURO/pc =	11,500 EURO
Decelerometer	44 pcs x 1,000 EURO =	44,000 EURO
Brake fluid tester	50 pcs x 1,500 EURO =	75,000 EURO
Laptop	44 pcs. X 2,000 EURO/pc =	88,000
EURO		
Total Phare		≈ 400,000 EURO
Commercial vehicles to be equipped as mobile laboratories		
	23 pcs x 6,000 EURO/pcs ≈	130,000
EURO		
TOTAL:		530,000 EURO

RAR will co-finance the project with 130,000 EURO representing the cost of 23 commercial vehicles to be equipped as mobile laboratories.

After warranty period, RAR will bear the maintenance costs of the equipment.

c) Purchase of equipment for enforcement of road traffic safety - alcohol and speed measuring

The Traffic Police within the Ministry of Home Affairs is assuring the traffic control and related legislation enforcement.

In the last decade, the consequences of the road traffic accidents registered every year can be compared, as far as the loss of human lives is concerned, to the disappearance of a medium rural locality from the map (more than 2,400 people killed/year in Romania). In the rural areas and outside of localities, the highest accident risk is recorded: more than 70% of fatalities and casualties are registered over there. The main cause of the severe accidents involving drivers is an excessive speed, and a large part of them have a subsidiary cause - drinking and driving. This critical situation is facilitated by the precarious endowment of Road Traffic Police with technical means to combat the excessive speed and alcohol when driving.

For example, the actual endowment consists of 55 radar systems, one system covering more than 1,300 km of public roads (or 250 km of national roads) which is completely insufficient to prevent accidents caused by speed excess. In addition, only 34 of the radar systems are relative efficient and can give a clear evidence of faulting legal speed limits, on a photo film.

Regarding the fight against drinking and driving, it is based on using the classic breath-analyser, which has low precision, usually appearing problems in approximating the presence of alcohol vapours within breathing air.

For these reasons, it is foreseen to purchase efficient radar systems, and ethylotests.

1) Acquisition of 150 efficient combined video traffic surveillance & radar systems

- Targets: combating the
 - excessive speed;
 - faulty overtaking;
 - violating of right of way;
 - violating rules on pedestrians crossings;
 - red light violation;
 - violation on legal provisions regarding using mobile phones during driving act;
 - dazzling with head lights.
- Provisional estimated cost: 150 systems x 11,300 EURO/system = 1,695,000 EURO;
- Beneficiary: National Road Traffic Police Department & Counties Road Traffic Police Services;
- Training: specialists of National Road Traffic Police Department will be trained by the supplier to properly use the provided equipment;
- Equipment localisation: National Road Traffic Police Department & Counties Road Traffic Police Services;
- Maintenance costs: supported by Ministry of Home Affairs.

2) Acquisition of 500 portable ethylotests

- Target: combating drinking and driving
- Provisional estimated cost: 500 systems x 550 EURO/ system = 275,000 EURO;
- Beneficiary: National Road Traffic Police Department & Counties Road Traffic Police Services;
- Training: specialists of National Road Traffic Police Department will be trained by the supplier to properly use the provided equipment;
- Equipment localisation: National Road Traffic Police Department & Counties Road Traffic Police Services;
- Maintenance costs: supported by Ministry of Home Affairs.

MoHA will co-finance up to 0.470 Euro the equipment purchased for the Traffic Police (combined video traffic surveillance & radar systems and portable ethylotests) .

3.4.6. Sub-project 6: assistance for implementation

Some limited technical assistance will be provided in order to assist the MPWTH in the elaboration of the Terms of Reference and the Tender Documentation of sub-projects 2,3 and 4.

4. Institutional framework

The Ministry of Public Works, Transport and Housing (MPWTH) represents the State Authority in the field of transport. Within the MPWTH, from the financial point of view, the General Directorate for Foreign Financial Affairs assures the co-ordination and, from the technical point of view, the General Directorate for European Integration is co-ordinating the transposition of the *acquis communautaire* and will assure the Project Leadership.

Sub-project 1: Twinning on inland waterway transport to align the Romanian legislation and practice in the field of safety with the EU

The beneficiaries of this sub-project are:

- the General Directorate of Maritime Transport, on the Danube and Inland Waterways within the MPWTH which will assure the technical co-ordination of the projects and will provide the PAA counterpart for his day-to-day activity,
- Romanian Naval Authority (to be created soon, in the first half of 2002);
- River Administration of the Low Danube in Galati;
- Maritime Danube Ports Administration in Galati;
- Navigable Channels Administration in Constanta;
- Fluvial Danube Ports Administration in Giurgiu.

Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures.

The MPWTH will be the beneficiary. The General Directorate of Maritime Transport, on the Danube and Inland Waterways within the MPWTH will assure the technical co-ordination of this sub-project, in particular with the Romanian Naval Authority and other relevant institutions for IWT.

Sub-project 3: Technical assistance for the elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector

The MPWTH will be the beneficiary. The General Directorate for European Integration within MPWTH will assure the co-ordination of the project with contribution from the relevant beneficiaries of the project, and in particular from the River Administration of the Lower Danube – Galati – a *regie autonome* financed from own revenues and from the state budget.

Sub-project 4: Technical assistance for the assessment of the Romanian taxation and fiscal policy in the road transport sector, and elaboration of corrective measures

The MPWTH will be the beneficiary. The General Directorate for European Integration within MPWTH will assure the co-ordination of the project with contribution from the relevant beneficiaries of the project, and in particular from the National Administration of Roads (NAR) – a *regie autonome* financed from the state budget and from the Special Fund of Roads, which assuring the compliance with the weight and dimensions of vehicles.

Sub-project 5: Purchase of equipment for enforcement of road traffic safety provisions

Within the MPWTH, the General Directorate for Foreign Financial Affairs is assuring the co-ordination of the EU financed projects. In this case, DGFFA will assure the co-ordination of the project with contribution from the relevant beneficiaries of the project.

The beneficiaries will prepare the Technical Specifications and the Tender Dossiers, under the supervision of the General Directorate for Foreign Financial Affairs - Ministry of Public Works, Transport and Housing. The beneficiaries will provide the necessary technical expertise for the project implementation.

The beneficiaries and owner of the equipment will be:

- National Administration of Roads (NAR) – weights equipment
- Romanian Automotive Register (RAR) - roadside technical inspections equipment
- Ministry of Home Affairs - alcohol and speed measuring equipment

3.4.6. Sub-project 6: assistance for implementation

The MPWTH will be the beneficiary.

5. Detailed budget, in MEUR

Components	Phare Support		Total Phare (= I + IB)	National Co-financing (*)	IFI	Total
	Investment Support	Institution Building				
1- Twinning on inland waterway safety issues		0.7	0.7			0.7
2- Commercial study for IWT		0.5	0.5			0.5
3- Fiscal recommendations for IWT		0.4	0.4			0.4
4- Fiscal recommendations in road transport		0.6	0.6			0.6
5- Equipment for road transport	4.3		4.3	1.43		5.73
6- TA for implementation		0.2	0.2			0.2
Total	4.3	2.4	6.7	1.43		8.13

6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency will be the Central Finance and Contracts Unit (CFCU), which will retain overall responsibility for the implementation of the programme, including: approval of tender documents, evaluation criteria, evaluation of offers, signature of contracts, authorisation of invoices.

Contact person: Mrs. Jeana Buzduga
Central Finance and Contracting Unit (CFCU)
36-38 Mendeleev str., 4th floor
sector 1, Bucharest, Romania
Tel: 0040-1-310.37.72
Fax: 0040-1-312.42.08

6.2. Implementing Authority:

The Implementing Authority will be the Ministry of Public Works, Transport and Housing, which is responsible to the Implementing Agency for the preparation of Terms of Reference and participation in the evaluation process, and the operational management of the project. The Ministry of Public Works, Transport and Housing will be assisted by external assistance for the preparation of sub-projects 2, 3 and 4.

MINISTRY OF PUBLIC WORKS, TRANSPORT AND HOUSING

General Directorate For Foreign Financial Affairs

Contact persons: Mrs. Liliana Barna - General Director

Mrs. Florentina Teodorovici - Head of Community
Programmes

Financing Unit

38 Dinicu Golescu Av, 1st floor, room 17,
sector 1, Bucharest, Romania

Tel/fax: 0040 - 1- 212.61.27 / 222.20.70

e-mail addresses: news27@mt.ro / phare1@mt.ro

GDFFA assures the monitoring of all the EU financed projects in the transport sector. The representatives of GDFFA 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.

General Directorate for European Integration

Contact person: Mrs. Virginia Tănase - General Director

38 Dinicu Golescu Av, 2nd floor, room 65,
sector 1, Bucharest, Romania

Tel/fax: 0040 - 1- 222.36.28

e-mail address: virginia.tanase@mt.ro

GDEI assures the monitoring of the *acquis communautaire* in the field of transport and represent the MPWTH in its relation with the EC as regard the accession. The

directorate will provide the Project Leader for the twinning project. The representatives of GDEI will give assistance on the EU and Romanian legislation matters and will survey that all the tasks of the PAA or of the consultants are properly undertaken.

6.3 Involved institutions

MINISTRY OF PUBLIC WORKS, TRANSPORT AND HOUSING

General Directorate of Maritime Transport, Danube and Inland Waterways

Contact person: Mr. Alexandru Serban Cucu -General Director

38 Dinicu Golescu Av., 2nd floor, room 71

sector 1, Bucharest, Romania

Tel.: 0040-1-6385382; fax: 0040-1-2230581

E-mail address: news24@mt.ro

River Administration of the Lower Danube – Galati

Contact person: Mr. Octavian Gheorghiu - General Director

28 - 30 Portului str., Galati

Jud. Galati, cod 6200, Romania

Tel: 0040 - 36 - 460.812

Fax: 0040 - 36 - 460.847

National Administration of Roads

Contact person: Mr. Aurel Petrescu - General Director

38 Dinicu Golescu Av., 8th floor

sector 1 Bucharest, Romania

Tel: 0040 - 1 - 223.26.06

Fax: 0040 - 1 - 312.09.84

Romanian Auto Register

Contact person: Mr. Vasile Râpea - General Director

391 Calea Grivitei,

sector 1, 78341, Bucharest, Romania

tel: 0040 - 1 - 313.36.33

fax: 0040 - 1 - 224.42.48

e-mail address: rarom@rarom.ro

MHA - Traffic Police

Contact person: Mr. Nicolae Avramescu - Chief of the Traffic Police

83 - 85 Regina Maria str.,

sector 5, Bucharest, Romania

tel: 0040 - 1 - 335.21.85

fax: 0040 - 1 - 335.36.66

6.4 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 on inland waterway transport to align the Romania legislation and practice in the field of safety with the EU.

Main Beneficiary: General Directorate of Maritime Transport, Danube and Inland Waterways within the Ministry of Public Works, Transport and Housing

Other beneficiaries: Romanian Naval Authority

Contact person: Mr. Alexandru Serban Cucu
Position: General Director
Address: 38 Dinicu Golescu Blvd., 2nd floor, room 71
sector 1, Bucharest, Romania
Tel: 0040 - 1- 638.53.82
Fax: 0040 - 1- 223.05.81
E-mail: news24@mt.ro

6.5 Non-standard aspects

There are no “non-standards aspects”. The “Practical Guide to Phare, Ispa and Sapard contract procedures” will strictly be followed.

6.6 Contracts

The following Phare contracts are foreseen:

- One twinning covenant for sub-project 1 (expected value: 0.7 MEUR)
- Three service contracts granted through international restricted tender procedure for sub-projects 2,3 and 4) (expected value: 0.5, 0.4 and 0.6 MEUR).
- One supply tender with one to three supply contracts granted through international open tender procedure (expected value of the Phare component: 4.3 MEUR)
- One technical assistance contract granted through framework contract or simplified procedure (expected value: 0.2 MEUR)

7. Implementation schedule

Considering the expected duration of the assistance contracts (time needed for an extensive consultation of the involved institutions), a 2-year disbursement period will be necessary.

Start of tendering	Start of project activity	Project completion
November 2002 (for sub-project 1)	June 2003	Mai 2005
August 2003 (for sub-project 2)	January 2004	April 2006
August 2003 (for sub-project 3)	January 2004	April 2006
August 2003 (for sub-project 4)	January 2004	April 2006
August 2003 (for sub-project 5)	January 2004	March 2005
January 2003 (for sub-project 6)	March 2003	February 2004

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

This is an environmental project aiming to respect nature, leading to its conservation and maintenance, respecting the sustainable development principles.

10. Rates of return

Financial rate of return %: N/A

The main objective of this project is to comply with the acquis communautaire. The main benefits are improved environmental protection, prevention of accidents, improvement of safety, compliance with the acquis communautaire and the international legislation in the field.

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:

The project is co-financed by NAR (state budget through the MPWTH budget), RAR and by MoHA, which will provide 25% of the total cost of the investment component.

11.3. Additionality:

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

11.4. Project readiness and Size:

The preliminary studies are completed and the implementation of the project can start according to the implementation chart (Annex 2). The project complies with the 2 MEUR minimum Phare allocation requirement.

11.5. Sustainability:

The beneficiary will bear the running costs for this project.

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

- The European Commission reserves the right to cancel this project and reallocate the funds if proper Terms of References for component 6 (assistance for implementation) are not submitted to the EU Delegation by October 2002.
- 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
- The beneficiaries will pay the maintenance costs for the management of the facilities provided through this project.
- The beneficiaries undertakes to finance any additional costs which may arise in order to ensure timely completion and implementation of this project.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter

Annex 1

LOGFRAME PLANNING MATRIX FOR		Programme name and number	
<i>Assistance to implement financial and safety aspects of EU legislation and policy in the field of inland waterway and road transport</i>		Contracting period expires: 30/11/2004	Disbursement period expires : 30/11/2006
		Total budget: M€8.13	Phare budget: M€6.7
Overall objective	Objectively verifiable indicators	Sources of verifications	
1) Strengthening of the MPWTH and particularly of the bodies/institutions in charge of road and inland waterway safety to meet the requirements of the <i>acquis communautaire</i> in the field;	- Progress in the EU integration process	- Ministry of Public Works, Transport and Housing reports	
2) Improvement of the fiscal and taxation policy in Romania and alignment with the EU policies		- EC reports	
Project purpose	Objectively verifiable indicators	Sources of verification	Assumptions
1) Strengthening of the institutions concerned with inland waterway transport safety, and definition of the role of Port Administration in this area;	- Transposition and implementation of inland waterway Directives;	- Romanian Naval Authority reports	- Continuous political will towards EU integration
2) Assist Romania in restructuring its inland waterway transport fleet through the achievement of a commercial and financial study;	- Number of the new activities and services performed by the Danube ports - Structure and capacity of the restructured IWT fleet		- Adequate enforcement: purchase of compliant equipment

3) Provide the necessary tools for the application of a correct and transparent fiscality for inland waterway transport and establishment of a fair taxation for inland waterway infrastructure users, in particular which would reflect the integration of external costs in order to avoid the distortion of competition between modes of transport;	- Level of taxation for inland waterway infrastructure users	- River Administration of the Lower Danube - Galati reports	
4) Provide the necessary tools for the application of a correct and transparent fiscality for road transport and establishment of a fair taxation system for road infrastructure users, in particular, which would reflect the integration of external costs;	- Level of taxation for road infrastructure users	- NAR reports - Romanian Auto Register reports	
5) Enforcement of traffic safety legislation and improvement of administrative capacity in road transport by providing appropriate equipment for roadside technical inspections and weights, alcohol and speed measuring equipment;	- Number of the tests performed and level of penalties	- MHA - Traffic Police reports	
Results	Objectively verifiable indicators	Sources of verification	Assumptions
Sub-project 1	Sub-project 1	Sub-project 1	Sub-project 1

- A detailed action programme for further transposition and implementation of the acquis communautaire in the field of inland navigation	- detailed action programme and the draft legislation for transposition of the EC Directives	- Hand-over certificates	- There is the political willingness to implement the draft legislation
- Clear definition of role and functions for IWT safety institutions	- Reports approved including guidelines on the role and functions for IWT safety institutions	- Reports from CFCU, Ministry of Public Works, Transport and Housing and final beneficiaries	- The beneficiaries of the roadside technical inspections and weights, alcohol and speed measuring equipment will finance the relevant running costs (operation and maintenance);
- Clear definition of the role and functions of Port Administration on inland waterways safety navigation field	- Reports approved including guidelines on the role and functions for Port Administration on inland waterways safety navigation field		
- Training of the IWT safety institutions and of Port Administration	- number of the trained staff from the IWT safety institutions and from the Port Administration		- Adequate use of the roadside technical inspections and weights, alcohol and speed measuring equipment by trained staff
Sub-project 2	Sub-project 2	Sub-project 2	Sub-project 2
- Realisation of a commercial study and discussion with the involved authorities	- Reports approved		
Sub-project 3	Sub-project 3	Sub-project 3	Sub-project 3
- Elaboration of tools for a correct fiscal application	- Reports approved		- Adequate application of the taxation for inland waterway and road infrastructure users

- Exclusive payment of the inland waterway infrastructure costs by the users			
Sub-project 4	Sub-project 4	Sub-project 4	Sub-project 4
- Elaboration of tools for a correct fiscality application	- Reports approved		- Adequate implementation of the solutions proposed by the consultants engaged
- Exclusive payment of the road infrastructure costs by the users			
Sub-project 5	Sub-project 5		
- Appropriate equipment for roadside technical inspections and weights, alcohol and speed measuring equipment	<ul style="list-style-type: none"> - Number of the portable weighting systems delivered, installed and functional - Number of the additional equipment needed for NAR - Number of the equipped laboratories delivered, installed and functional for roadside technical inspections - Number of the combined video traffic surveillance & radar systems delivered, installed and functional - Number of the portable ethylotests - Number of the trained staff 		
Sub-project 6	Sub-project 6		Sub-project 6
- Elaboration of tender documentation for sub-projects 2, 3 and 4	- Tender documentation approved		
Activities	Means	Sources of verification	Assumptions
1) Twinning on inland waterway transport to align the Romanian	- Twinning covenant	- Reports from CFCU, Ministry of Public Works,	- High quality PAA, consultants and suppliers

legislation and practice in the field of safety with the EU		Transport and Housing and final beneficiaries	
2) Technical assistance to assess the Romanian inland waterway fleet and infrastructure, examine its potential for development and propose some corrective measures	- Service contracts		- Availability of co-financing in due time
3) Technical assistance for the elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector	- Supply contracts		- On-time preparation of ToR and Technical Specifications
4) Technical assistance for the assessment of the Romanian taxation and fiscal policy in the road transport sector, and elaboration of corrective measures			
5) Purchase of equipment for enforcement of road traffic safety provisions			
6) Assistance for implementation			
			Preconditions
			- The ratification of the Financing Memorandum

ANNEX 2

DETAILED TIME IMPLEMENTATION CHART

“Assistance to implement financial and safety aspects of EU legislation and policy in the field of inland waterway and road transport”

	2002				2003				2004				2005				2006													
Calendar months	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
Sub-project 1: Twinning on inland waterway transport				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	
Sub-project 2: Technical assistance to assess the Romanian inland waterway fleet and infrastructure							D	D	D	D	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
Sub-project 3: Elaboration of a financial assessment and a fiscal policy in the inland navigation transport sector							D	D	D	D	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
Sub-project 4: Assessment of the Romanian taxation and fiscal policy in the road transport sector							D	D	D	D	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
Sub-project 5: Purchase of equipment for enforcement of road							D	D	D	D	C	C	C	C	C	I	I	I	I	I	I	I	I	I	I	I	I	I		

[illegible]

ANNEX 3

Contracting and disbursement schedule by quarter																			
"Assistance to implement financial and safety aspects of EU legislation and policy in the field of inland waterway and road transport"																			
Components	Cumulative contracting schedule by quarter in MEUR (planned)																		otal Phare Allocation
	2002		2003				2004				2005				2006				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
1- Twinning on IWT safety					0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
2- IWT Commercial study							0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
3- Fiscal recommendations for IWT							0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
4- Fiscal recommendations for RT							0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
5- Equipment for road transport							4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
6- TA for implementation			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total contracting:			0.2	0.2	0.9	0.9	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Components	Cumulative disbursement schedule by quarter in MEUR (planned)																		otal Phare Allocation
	2002		2003				2004				2005				2006				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
1- Twinning on IWT safety				0.2	0.3	0.4	0.45	0.5	0.55	0.6	0.65	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
2- IWT Commercial study							0.2	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5
3- Fiscal recommendations for IWT							0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4
4- Fiscal recommendations for RT							0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
5- Equipment for road transport							1	2	3	3.5	4	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
6- TA for implementation				0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total disbursement:				0.3	0.4	0.5	2.35	3.4	4.45	5	5.8	6.2	6.4	6.4	6.7	6.7	6.7	6.7	6.7

