STANDARD SUMMARY PROJECT FICHE

1. Basic Information

Désirée Number: **RO0103.01**

Title: **Border Crossing between Calarasi (Romania) and Silistra (Bulgaria)**

Sector: **Infrastructure (IN)**

Location: **Romania – South Region – Calarasi judet**

2. Objectives

2.1. Overall Objectives

- To develop the economy of the border regions by enhancing the trade and the economic co-operation.
- To motivate the creation and development of corresponding transport links on both sides of the Bulgaria/Romania Border.

2.2. Purpose of the project:

- To improve the Cross-Border co-operation between Bulgaria and Romania the construction of a new Border Crossing facilities.
- To improve the relations between the populations in the border region.
- To improve and facilitate passing through the Border Crossing by travellers and vehicles by reducing waiting time and by streamlining border crossing formalities.

2.3. Accession Partnership and NPAA priority

NPAA (medium-term priority):

- The policies in this area aimed at stopping the decline of the economy, creating the prerequisites for economic recovery and preparing Romania for EU accession. The following objectives are set for promoting a favourable business environment: achieving flexibility of the central administration and of the staff involved in Romania's official international relations so as to stimulate international trade and to harmonise the domestic and global business environments.

2.4. Cross Border Impact:

- Fostering the cross border co-operation at a local and national level.

- Increasing the co-operation in the economic, social and cultural field between Romania and Bulgaria.
- Completion of the Romanian component mirror to the Bulgarian project "Border Crossing between Silistra and Calarasi"
- Increasing the volume of goods exchanged and travellers.
- Streaming the international traffic.
- Decreasing the unemployment in the region.

3. Description

3.1. Background and justification:

Background

At present, the main border crossings between Romania and Bulgaria along Danube are: Russe/ Giurgiu bridge (65% of the traffic of goods and 60% of the traffic of travellers), Vidin/Calafat (25% of the traffic of goods and 25% of the traffic of travellers) and Oriahovo/Bechet (10% of the traffic of goods and 5% of the traffic of travellers). After 1992 the traffic increased and the above mentioned border crossings became overloaded in terms of traffic. In order to take measures to improve the situation the Romanian and Bulgarian Governments agreed on a programme to modernise the existing ones and to establish new border crossing checkpoints. Within the framework of this agreement it was decided to create a border crossing between Calarasi and Silistra (Bulgarian Council for Regional Development within the Council of Ministers, Decision 12 Oct. 2000). Additionally, an agreement was signed (10 Nov. 1998) between Bulgarian and Romanian Ministries of Transport, in order to establish a new Ferry – boat line connection between Silistra and Calarasi.

In the area, on the right bank of the Danube, there is a small cross border point for the traveller traffic between Silistra (Bulgaria) and Ostrov commune (Romania), which is operating only for the local population and for travellers. The existing checkpoint is of a very small size with limited capacity and not in compliance with international standards.

The transport of travellers from Ostrov to Calarasi (through Chiciu cross border point of the Romanian bank of the Danube) is carried out with a ship of low capacity – owned by OSTROVIT Company. The existence of this activity is casual, because it mostly transports OSTROVIT Company employees and goods. The small existing cross border point cannot be expanded in order to take over the transport of goods, because of both, the location and the road network that can not bear heavy traffic.

Justification

It is proposed to build a new Cross-Border checkpoint and a new ferry facility in order to replace the existing out-dated crossing facility.

Romania is currently in the process of conversion to a market led economic system. As an integral part of this process, Romania is pursuing a policy of greater accessibility to trade and economic links with its neighbours. Its geographical position inevitably means that international traffic will cross its borders. Therefore it is important of the construction of the new Border Check Point and that the existing Check Points upgrade their provided services to

a sufficient level in order to meet EU standards. It is expected that the traffic with increase at least by 25% between 2000 and 2004.

Calarasi county is one of the poorest counties of Romania. Its economy, mostly based on agriculture has been declineing since the beginning of the decade. The industry concentrated until recently around Calarasi Iron and Steel Factory, is nowadays almost non-existent. All this, despite the fact that there is a good potential of this area (a very good land for the agriculture, possibilities for tourism development, border county, neighbourhood with the Danube, short distance to Bucharest). Calarasi local authorities tried during this period to stop the economic and social decline in this area. One of the measures taken in this respect was the establishment of a border crossing that would bring a new breath to local economy. The land problem was solved, some feasibility studies were made and the debates with the Bulgarian part were successful, reaching an agreement concerning the position and technical solutions. Unfortunately the project could not be completed because of the lack of financial resources.

From social point of view, the achievement of this project means the creation of about 200 jobs that will lead to a decrease in unemployment in the area of about 3%.

The tariffs will remain the same as in Calafat border crossing: motor vehicles – 8 EUR, buses – 35 EUR, lorries – 60 EUR – travellers – 1 EUR. Under these conditions, the annual income will be 496,400 EUR (motor vehicles), 616,665 EUR (buses), 2,073,540 EUR (lorries), 365,000 EUR (travellers). The total should amount to 3.5 MEUR. The income from Romanian part will represent about 1,775,800 EUR.

This project is fully in line with the priorities that are indicated in the Joint Programming Document (JPD). The JPD constitutes the general framework for the co-operation between the two countries and it was agreed by the Romanian and the Bulgarian authorities in early 2000. Under the priority 1. Improving local and Trans-national infrastructures, in particular communication facilities and the provision of local water, gas and electricity supplies, providing benefits across border areas which consists of short term and medium term priority the JPD stress the importance of “the modernisation and reconstruction of existing checkpoints”.

3.2. Linked activities

- Phare CBC RO/BG 2000: “Facilitation of the Danube River Border Crossing”. Under this project, the border crossing formalities between Romania and Bulgaria will be reviewed, harmonised and streamlined in order to reduce the waiting time at the border. The outputs of this project will be also applied to Silistra/Calarasi Cross Border Checkpoint.

- Under the economic and social cohesion component Phare 2000, the project "Improve the access to the IV Pan-European Corridor (Calarasi – Slobozia DN 21 road)" has been included in the long list of investment projects. The beneficiary of this project is the Ministry of Public Works, Transport and Housing. The project total budget is 1,9 MEUR (1,5 MEUR is PHARE contribution, 0,4 MEUR – Ministry of Public Works, Transport and Housing). This project aims at rehabilitating the road sector between Calarasi – Slobozia. The implementation of the project will improve the traffic conditions up to the new CheckPoint.

3.3. Results

- Improved transport infrastructure, in the framework of the joint development strategy of both regions.
- Together with the Bulgarian mirror project - "Construction of a border-crossing checkpoint in Silistra" the distance between Silistra and Calarasi will be reduced, improving low cost exchanges and circulation between both countries.
- The activities undertaken will enable heavy traffic and the opening of the border crossing to international traffic.

3.4. Activities

This project includes 5 main components.

Component 1 – Detailed design of the project
Under this component, the beneficiary - Calarasi County Council - will achieve the detailed design and the engineering of the project through a specialised institute. Thus, will be designed loading – unloading platforms, banks consolidation and adaptation, going in and going out flows in the area, the buildings and transport ship.

The Beneficiary with closely co-ordinate with the Bulgarian authorities responsible for the implementation of the mirror project.

For this activity the amount of 0.1 MEUR supported by the beneficiary - Calarasi County Council is foreseen. This activity will take six months.

For the road component – *Road Modernisation and Consolidation* technical specifications and tender documents will be provided by the National Administration of Roads within the Ministry of Public Works, Transport and Housing.

Component 2 – Construction of the infrastructure
This activity includes the achievement of loading-unloading platforms, adaptation and consolidation of the banks, internal roads, networks and utilities infrastructure (water supply, electric power, thermal energy and so on). The works will be done by specialised construction companies selected in accordance with Phare procedures. The supplies and the equipment will be procured according the Phare procedures.

The expected budget is 1.83 MEUR and will be financed through Phare funds. The activity is foreseen to last twenty-one months.

The technical specifications and the tender documentation will be prepared by the Calarasi County Council.

Component 3 – Construction of the Check Point
This activity comprises the buildings achievement for customs, border police, laboratories for analysis, warehouses.

The works will be done by specialised construction companies. The expected budget is 0.75 MEUR and will be financed completely by the beneficiary – Calarasi County Council. The activity will last thirteen months.
Component 4 - Road modernisation and consolidation

At present, the access road from Chiciu (where is located the project) to Calarasi (DN 3C, 3,6 km) is not built to cope with such a considerable traffic that the existence of this border crossing point requires. Therefore, this road will be rehabilitated in order to allow heavy traffic and the traffic lanes must be widen in order to allow the traffic to be made in safe conditions. The new road will comply with the Directive on maximum authorised dimensions and maximum authorised weights (11.5 T/axle). This activity will be tendered according to Phare procedures.

The expected budget is 1.4 MEUR and will be financed as follows: 0.5 MEUR from Phare, 0.4 MEUR from Calarasi County Council and 0.5 MEUR from the Ministry of Public Works, Transport and Housing. The work will last nine months.

The Phare component comprises a provision for works supervision. Supervision of the works will be executed by a specialised consultant selected for this assignment in accordance with Phare procedures.

For this component technical specifications and tender documents will be provided by the National Administration of Roads within the Ministry of Public Works, Transport and Housing.

Component 5 – Procurement of the transport ship

The activity consists in the procurement of a transport ship with a capacity of about 300 tones useful load, having an useful surface of about 1000 square metres.

The expected budget is 0.97 MEUR and will be financed by Phare. The activity will last eleven months.

The technical specifications and the tender documentation will be prepared by the County Council.

4. Institutional Framework

The Beneficiary of this project will be Calarasi County Council that is also in the same time the investor and the owner of the equipment. The Road is public property and belongs to the Ministry of Public Works, Transport and Housing – National Administration of Roads.

Other institutions that will benefit from this project as end-users are: Ministry of Finances – Customs Administration, Ministry of Interior – Border Police.

All administrative costs necessary for the project implementation will be supported by Calarasi County Council and Ministry of Public Works, Transport and Housing. The financial income (Danube crossing fees) will enable adequate operation and maintenance activities to be funded. The sustainabilityof the project will therefore be ensured.

An administration of border crossing area will be established and will have a manager appointed by Calarasi County Council together with Border Police and Customs Administration. The project management will be provided by Calarasi County Council and the monitoring activity will be undertaken bythe South Muntenia Regional Development Agency.

The regulatory framework for the border crossing is settled through the:

- Agreement between Romanian and Bulgarian Ministries of Transport, in order to establish a new Ro-Ro line connection between Calarasi and Silistra, signed in Sofia on November 10th 1998.
- Law no 103 for Romania adhesion to international Convention on cross border goods controls harmonisation, signed in Geneva on October 21-st 1982.
- Romanian Government Decision no 701/14.12.1993
- Calarasi County Council Decision no 20/21.07.2000
- Calarasi Local Council Decision no 53/27.07.2000
- Other normative documents in this field.

5. Detailed Budget, in MEUR

COMPONENTS	Phare support		Total Phare (=I+IB)	National co-financing (*)	IFI	TOTAL
	Investment Support	Institution Building				
1 – Detailed design of the project	0	0	0	0.1	0	**0.1**
2 – Construction of the infrastructure	1.83	0	1.83	0	0	**1.83**
3 – Construction of the Check Point	0	0	0	0.75	0	**0.75**
4 - Road modernisation and consolidation	0.5	0	0.5	0.9	0	**1.4**
5 – Procurement of the transport ship	0.97	0	0.97		0	**0.97**
TOTAL	**3.3**	**0**	**3.3**	**1.75**	**0**	**5.05**

(*) the cofinancing will be provided by Calarasi County Council (0.1 MEUR for component 1, 0.75 MEUR for component 3, 0.4 MEUR for component 4) and by the Ministry of Public Works, Transport and Housing (0.5 MEUR for component 4)

6. Implementation Arrangements

6.1. Implementing Agency

The Implementing Agency will be the Ministry of Development and Prognosis, through its Cross Border Co-operation Directorate, 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. The payments of invoices will be made by the Payments Directorate within the same ministry.

The CBC Directorate also includes a unit for the National Co-ordination of CBC programmes nominated as CBC Programme Co-ordination Unit (CBC - PCU). This unit will liaise with the beneficiary institutions and with the line Ministries to prepare Terms of Reference, tender documents, evaluation criteria, evaluation of offers, negotiation of contracts, invoices for payment etc.

The project management will be provided by Calarasi County Council and the monitoring activity will be undertaken by the South Muntenia Regional Development Agency.

6.2. Non-standard aspects

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

6.3. Contracts

One service contract and 4 works contracts are expected. Their values are indicated under point 5.

7. Implementation Schedule

Due to the complex co-ordination that is needed during the implementation of the project (within Romania and between Romania and Bulgaria) and complex phasing of the works, it is expected that the work contract will have a duration of 26 months. Therefore, the expiry date for disbursement of this project will be 30 November 2005 (like for the Bulgarian mirror project).

Start of tendering	Start of project activities	Completion
01.07.2002	01.01.2003	31.3.2005

8. Equal Opportunity

The opportunity for men and women to participate in all the components of the project will be ensured.

9. Environment

The land where the travellers and goods Border Crossing between Chiciu (Romania) and Silistra (Bulgaria) will be built, is in a bank-dam area, that along Calarasi represents forests. Calarasi Forest Institution will receive from Calarasi Local Council land in exchange, where valuable forest species will be planted (oak trees, ash trees, cherry trees) to protect the natural equilibrium.

10. Rates of return

Financial rate of return: - not applicable
Economic internal rate of return: not applicable
Given the fact that the construction of the border crossing checkpoint is an indispensable condition for the operation of the cross border, it is not applicable the estimation of the rates.

11. Investment criteria

11.1. Catalytic effect:
Without Phare assistance, the project would not be implemented in the near future, because of the lack of the fund.

11.2. Co-financing:
The project is co-financed by Calarasi County Council and Ministry of Public Works, Transport and Housing which will provide 34.65% of the total cost of the project.

11.3. Additionality:
No other financing sources from the private sector or from IFIs are 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:
After the project conclusion, the financing necessary to carry on the activity will come from trans shipping fees (about 1,775,800 EUR/year). The project can be self-sustainable.

11.6. Compliance with state aids provisions
The project respects the state aids provisions.

12. Conditionality and sequencing

- The Romanian authorities undertake to finance the operating costs of the Cross-Border Checkpoint.
- The Romanian authorities undertakes the obligation to cover any additional cost, above the envisaged 5.05 MEUR, necessary for the completion of the whole project during its implementation timeframe.
- The Romanian authorities and the Bulgarian authorities will ensure a close co-ordination for the preparation and the implementation of the two mirror projects.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter
4. Reference to feasibility /pre-feasibility studies.

Annex 1 - Logframe Matrix *Border Crossing between Calarasi and Silistra*		Contracting period expires: **30/11/2003**	Disbursement period expires : **30/11/2005**
		Total budget : 5,05 MEUR	Phare budget : 3,3 MEUR
Overall objective	**Indicators of Achievement**	**Sources of Information**	
• To develop the economy of the border regions by enhancing the trade and the economic co-operation. • To motivate the creation and development of corresponding transport links on both sides of the Bulgaria/Romania Border.	1. Decrease of the number of the unemployed by 3% 2. Increasing the number of the economical, social and cultural partnerships between Romania and Bulgaria..	1. Official Journal 2. Trade and transport statistics	
Project purpose	**Indicators of Achievements**	**Sources of Information**	**Assumptions**
• To improve the Cross-Border co-operation between Bulgaria and Romania the construction of a new Border Crossing facilities. • To improve the relations between the populations in the border region. • To improve and facilitate passing through the Border Crossing by travellers and vehicles by reducing waiting time and by streamlining border crossing formalities.	1. Improved traffic between the two countries at the border crossing (25% between 2000 and 2004) 2. Increase of trade between the two countries	1. Trade, social and cultural statistics 2. Official Journal 3. Published accounts	• *Other foreign statistics* • *Articles of the international press*
Results	**Indicators of Achievement**	**Sources of Information**	**Assumptions**
• Improved transport infrastructure , in the framework of the joint development strategy of both regions. • Together with the Bulgarian mirror project - "Construction of a border-crossing checkpoint in Silistra" the distance between Silistra and Calarasi will be reduced, improving low cost exchanges	1. Opening a cross-border point 2. Transport ship operating 3. Access road rehabilitated	Site visit at the end of the project, made by the administrative body in charge with the monitoring process.	No other new border crossing points to attract traffic from corridors IV and IX. Good quality and professional supervision and monitoring of works.

and circulation between both countries. • The activities undertaken will enable heavy traffic and the opening of the border crossing to international traffic.			
Activities	**Means**		**Assumptions**
• Component 1 – Detailed design of the project • Component 2 – Construction of the infrastructure • Component 3 – Construction of the Check Point • Component 4 - Road modernisation and consolidation • Component 5 – Procurement of the transport ship	1. Contract with a specialised institute 2. Purchase of equipment 3. Contract with a specialised company 4. Technical assistance contract	Site visit at the end of the project, made by the administrative body in charge with the monitoring process,	Experience of consultants

Annex 2 – Detailed implementation chart

Border Crossing between Calarasi and Silistra

Components	2001						2002												2003												2004												2005								
	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	J	F	M	A	M	J	J	A	S
1 Detailed design of the project				D	D	C	I	I	I	I	I	R																																						
2 Construction of the infrastructure													D	D	D	D	D	D	D	D	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	R	R	R	R	R	R						
3 Construction of the Check Point													D	D	D	D	D	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	R												
4 Road modernisation consolidation													D	D	D	D	D	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I														
5 Procurement of the transport ship																							D	D	D	D	D	C	I	I	I	I	I	I	I														

D = Design/Tender preparation C = Contracting I = Implementation/works R = Review/evaluation

Annex 3 – Contracting and disbursement schedule by quarter

Border Crossing between Calarasi and Silistra

Components	Cumulative contracting schedule by quarter in MEUR (planned)																		Total Phare Allocation
	2001		2002				2003				2004				2005				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
2 – Construction of the infrastructure							1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	**1.830**
4 - Road modernisation and consolidation						0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	**0.500**
5 – Procurement of the transport ship										0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	**0.970**
Total contracting:						**0.50**	**2.33**	**2.33**	**2.33**	**3.30**	**3.30**	**3.30**	**3.30**	**3.30**	**3.30**	**3.30**	**3.30**	**3.30**	**3.300**

Components	Cumulative disbursement schedule by quarter in MEUR (planned)																		Total Phare Allocation
	2001		2002				2003				2004				2005				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
2 – Construction of the infrastructure							0.2	0.4	0.6	0.8	1	1.2	1.4	1.6	1.6	1.83	1.83	1.83	**1.830**
4 - Road modernisation and consolidation							0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.5	0.50	0.50	0.50	0.50	**0.500**
5 – Procurement of the transport ship										0.2	0.4	0.6	0.8	0.97	0.97	0.97	0.97	0.97	**0.970**
Total disbursement:							**0.3**	**0.6**	**0.8**	**1.3**	**1.7**	**2.2**	**2.7**	**3.07**	**3.07**	**3.30**	**3.30**	**3.30**	**3.300**

Annex 4 – Reference to feasibility /pre-feasibility studies

Border Crossing between Calarasi and Silistra

FEASIBILITY STUDY
(short summary)

1. General Data

1.1. Feasibility Study designer: S.C. PROIECT GIURGIU S.A.

1.2. Beneficiary: Calarasi County Council

1.3. Location: Calarasi County

Three locations were analysed near The Danube River it appeared:

-River km: 372+50 until 372+500
-River km: 375+250 until 374+780
-River km: 375+780

1.4. Necessity and opportunity justification

Through the achievement of this cross border over the Danube River between Calarasi City in Romania and Silistra Town in Bulgaria it can be shorten with about 300 km the transit road route the Near East – Bulgaria – Romania – Moldavia – Ukraine and further on Baltic and Scandinavian countries.

The possibility of this major route achievement is also supported by the provisions of "The arrangement plan of the natural territory – section 1 – communications ways" where these is the measure of Calarasi – Slobozia – Braila road achievement.

Also through Calarasi – Slobozia route, these is the access possibility to Pan-European IV Corridor.

The Romanian Government Decision no 701 on December 14-th 1993 approves the establishment of the Cross-Border CheckPoint Calarasi (Romania) – Silistra (Bulgaria) for travellers and goods international traffic.

2. Functional and technological description

2.1. Architecture technical memorial

The activities that will be developed after this project achievement are the following:

Naval transport over the Danube river

Control (checking) of: National Agency of Roads; customs; border police; human-sanitary; sanitary-veterinary; phitosanitary; anti epizootic disinfection

Service activities, such as: errand boys, exchange (future activities)

Commercial activities (future activities)

NAVAL AND ROAD TRANSPORT

The Danube river crossing is carried out using two ships (one under Romanian ownership, the other under Bulgarian ship) with a maximum capacity of 20 lorries and about 100 travellers in low traffic.
The working period will be of 24 hours.
The activities cycle: embarkment-disembarkment contains: accosting, disembarkment; embarkment; bank detachment and crossing start; crossing towards navigable way; the ship anchorage to the cross border point platform, crossing in the opposite way on the initial crossing including the opposite bank anchorage.
The crossing distance on the Danube in comparison with the landing place at Silistra and the crossing duration for the three location alternatives are:

No	Location (river km)	Duration (minutes)	Crossing (no)	The distance in comparison with the existing national road (km)
1	372	80	15	0
2	374	60	20	0.110
3	375	55	22	1.100

TECHNOLOGICAL FLOW IN THE CHECKING ACTIVITIES

The motor vehicles, especially the auto trains, entering the customs, through the country exit way will be examined for weight checking.
The checking tracks, adjacent to the main building contain the following distribution on the traffic lanes: diplomatic corps motor vehicle, buses, cars, auto trains (two lanes) and return (for motor vehicles that do not correspond the standards).
On the platforms of these lanes there are situated checking cabins for: customs officers, border police, veterinary surgeon, phitosanitaries.
For the travellers special checking are made in the main building.
For auto trains, special checking is made in the spaces of the reserved motor vehicles and at the goods store.
The motor vehicles that fulfil the cross border conditions are stocked in a special arranged parking lot, from where will be embarked at the right time.
On the way of entering the country, the motor vehicles after landing, are stocked in another parking lot, from where the checking route begins.
In the case of declaring the quarantine epizootic state, all the motor vehicles will pass through the anti epizootic disinsection station. After that, they will be examined for weight checking and similar controls for the motor vehicles on the way of going out from the country, in another sector.

ANOTHER COMPATIBLE ACTIVITIES

In the precinct of the Checking Point the following activities can be developed: trade, free shop type, errand boys and exchange house.
These activities and investments can be achieved in a subsequent stage, financed by respective beneficiaries.
In the project there are spaces where can be achieved such investments**.**

2.2. Utilities Providing

DRINKING WATER SUPPLY

In order to cover the water necessary, having in view that there is not a water source, it is proposed the achievement of personal our water supply system, formed of: water source, water administration, water transport and distribution networks.

THE SEWERAGE OF DOMESTIC AND WASTE WATER

Due to the fact that in the area there are not sewerage networks for domestic waste water it is proposed to take over this water by a sewerage network to stock and clean it and than to over flow it in the natural ground through a draining system.
The pluvial water from the platform will be over flowed in the natural ground through the designed vertical systematisation.

HEAT SUPPLY

In order to provide the heating of the spaces and the domestic warm water, it is proposed the achievement of a personal system formed of: power source (a heating station), located at the semi basement of the main building); transport and distribution networks.

ELECTRIC POWER SUPPLY

It is achieved through the construction of a transformation post into wall cabin equipped with: two transformers (one of them being a spare transformer). The post will be supplied from the average voltage network existing in the area.
From the transformation post the objectives will be supplied through a low voltage network, through underground cables, providing also the external lighting.

TELEPHONE SUPPLY

It will be achieved with the help of a digital telephone exchange, connected to the telephone network existing in the area.

2.3. Roads, platforms, pavements, land arrangements

For the arrangement of the new cross border checkpoint the three proposed locations were taken in to account.
The locations have same common features, and also same specific features for each of them and on the basis of technical-economic estimations will be established the best alternative.
The locations are situated in easily flooded areas, as it results from the hydrological statistics that require a series of measures destined to avoid bank flood and erosion.
Being situated in the proximity of the protection dyke against floods, these last ones will influence also the platform minimum quota in achieving the vertical systematisation necessary for collecting and directing the pluvial waters.
Regardless of the location, from this point of view, the project will have the following operations:

-The delivery of the location

-The cutting up of the vegetal stratum and the storage for green areas covering - during the following stage
-The increase of the ground quota with land fillings
-The protection of the earthwork works through the achievement of a concrete embankment
-A bank arrangement for the protection of accosting platform, through complex concrete works
-The arrangement of the platforms, of the carriage accesses and of an embarkment-disembarkment platform from motor vehicles
-The achievement of the pavements and of the pedestrian accesses
-The achievement of precinct environs

3. Assessment of the investment activities

Having in view the geophysical and geo technical features, and also the hydrographical ones in the area, it results that the best alternative for this project achievement is location 2.

The budget in summary, consists in the following activities:

No	Activity	Amount (MEUR)
1	**Engineering project**	**0.100**
2	**Infrastructure building** **From which:** **- roads, platforms, vertical systematisation** **- external networks** **- utilities infrastructure**	**1.830**
3	**Buildings construction** **From which:** **- main building** **- platforms and coverings** **- goods store** **- motor vehicles special checking** **- checking cabins**	**0.750**
4	**Road modernisation and consolidation**	**1.400**
5	**Equipment with transport ship**	**0.970**
TOTAL		**5.050**

SITUATION

The means of transport and travellers traffic at the Danube crossing in Chiciu-Ostrov point

Means of transport kind	***Means of transport number in the years:***		
	1998	***1999***	***First term 2000***
Commercial van for goods transport	*4,588*	*4,472*	*3,890*
Commercial van with trailer for goods transport	*2,095*	*2,002*	*1,782*
Bus, coach (90% international transport, 10% internal transport)	*1,460*	*1,318*	*948*
Tank wagon 10-14 t	*218*	*216*	*117*
Motor lorry	*6,954*	*6,727*	*5,218*
Motor lorry with trailer	*3,897*	*3,786*	*2,642*
Tractor with 1 trailer	*408*	*397*	*218*
Tractor with 2 trailers	*415*	*408*	*306*
Minibus 16-20 seats	*341*	*322*	*177*
Motor TV for goods	*747*	*706*	*514*
Motor cars	*10,220*	*10,101*	*8,814*
Motor cars with trailer	*727*	*698*	*472*