STANDARD SUMMARY PROJECT FICHE

1. Basic Information

1.1 Désirée Number: BG0007.01.02
1.2 Title: Construction of a Winter Camp on the Danube River within the Territory of Bulgaria - II Stage.
1.3 Sector: Transport
1.4 Geographical Location: Bulgaria's Northern Border Region

2. Objectives

2.1 Wider Objective(s):

• 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 Immediate Objective

The construction of the winter camp will bring following benefits to Bulgaria and Romania:

• will ensure the safe entrance of vessels to the entrance of the Rousse-port and to the entrance of the RO-RO terminal during winter

• will decrease the number of emergencies with river vessels for both countries;

• will expend the transport infrastructure of the region as there is no similar winter camp in the CBC Region;

• will improve the provided services for the vessels

• will improve of the water quality and of the micro environment of the region

2.3 Cross Border Impact

• Improvement of the navigation safety on the Danube river

• Positive impact to the environment

• Decrease of the unemployment into the CBC region by the construction and the maintenance of the Winter Camp

• Cover the need for a Winter Camp in the CBC region

3. Description:

3.1 Background and justification
The PHARE Cross Border Co-operation Programme will support the construction of the second stage of a Winter Camp in Rousse, which will allow Vessels, navigating on the Danube river spending the winter in safe conditions. The winter camp is situated in the port of Russe, and a natural prerequisite for construction of the site is the existing Bezimen-island and the constructed bulkhead structure between the island and the riverside, that establish a natural non-arranged winter camp. The Design has been prepared upon request of the beneficiary Institution, the Agency for Survey and Maintenance of the Danube River (ASMD) in Rousse under the Ministry of Transport.

The overall construction of the Winter Camp consists of two Stages.

The first stage with an overall cost estimation of 1.92 MEURO (1.6 MEURO Phare contribution and 0.32 MEURO Bulgarian contribution) was financed by the Programme BG9916 (Phare 1999 Cross Border Programme with Romania) consisted of:

- Works contract with a partial building of a vertical quay gravitational wall (126 m.) with the relevant infrastructure as water supply and drainage system, kiosk switchgear and a local site lighting system.
- Supervision Contract for the a.m. Works contract

Thanks to the first stage of the construction of the site, 6 additional river vessels with measures 12/71 meters and tonnage up to 900 tons will have the possibility to spend safely the winter period (capacity increased from 10 to 16 ships).

The second stage which will be financed by this Programme with an overall budget of 5.1 MEURO (3.5 MEURO Phare contribution and 1.6 MEURO Bulgarian contribution) consists of:

- Works contract including finalisation of the vertical gravitational wall (558 m) with the relevant infrastructure to it: water supply and drainage system, local site lighting system, telephony and vertical planning.
- Supervision Contract for the a.m. Works contract

Afterwards the second stage of the winter camp is completed, the number of the vessels with the a.m. dimensions that will have the possibility to spend the winter there will be increased by 10 (up to 26 ships).

3.2. Linked activities

Under the Programme BG9916 the first stage of the project was financed with an overall cost estimation of 1.92 MEURO (1.6 MEURO Phare contribution and 0.32 MEURO Bulgarian contribution). This project consisted of the construction of a vertical quay gravitational wall (126 m.) with the relevant infrastructure as water supply and drainage system, kiosk switchgear and a local site lighting system and with the relevant Supervision.

3.3 Results

The main benefits of the project are:

- improvement of the safety at the entrance of the Rousse-port and at the entrance of the freight loading terminal due to the quayage of the vessels, navigating on the Main Danube directly into the winter camp
- decrease of the emergencies number with river vessels for the both countries;
• improvement of the water quality and of the micro climate of the region;

3.4 Activities

The project includes two main components:
• Civil works for construction of the Winter Camp
• Works Supervision services

The PHARE contribution will finance up to 3.5 Meuro, the rest of the financing up to 1.6 Meuro will be financed by the Bulgarian State Budget. For the Bulgarian contribution an additional contract will be signed with the same awarded company by PHARE procedures.

4. Institutional Framework

The construction of the Winter camp above for the first stage is supported by the PHARE CBC Programme, the Agency for Survey and Maintenance of the Danube River (ASMD) - Rousse and by the Ministry of Transport and Communications of Bulgaria.

The construction of the site is co-ordinated with the respective Rumanian authorities on the XXIVth session of the Bulgarian-Rumanian Commission for the Danube river, as well as with the respective city authorities of the Rousse City Hall. There is a full detail design readiness available for the site, as well as a valid issued construction permission by the relevant authorities.

5. Detailed Budget (in MEURO)

<table>
<thead>
<tr>
<th></th>
<th>Investment</th>
<th>Institution Building</th>
<th>Total Phare (=I+IB)</th>
<th>Recipient (*)</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Works Contact</td>
<td>3.50</td>
<td></td>
<td>3.5</td>
<td>1.32</td>
<td>-</td>
<td>4.82</td>
</tr>
<tr>
<td>Supervision</td>
<td>0</td>
<td></td>
<td>0</td>
<td>0.18</td>
<td></td>
<td>0.18</td>
</tr>
<tr>
<td>Operational expenses</td>
<td>0</td>
<td></td>
<td>0</td>
<td>0.10</td>
<td></td>
<td>0.10</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3.50</td>
<td></td>
<td>3.50</td>
<td>1.6</td>
<td>-</td>
<td>5.10</td>
</tr>
</tbody>
</table>

(*) from the national budget

6. Implementation arrangements:

6.1 Implementing Agency

The Project shall be managed under the Decentralised Implementation System (DIS). The Implementing Agency is the Ministry of Regional Development and Public Works (MRDPW). A Programme Authorising Officer (PAO) will be nominated for the Programme by the National Authorising Officer (NAO) after consultation of the National Aid Coordinator (NAC).

The CBC Implementing Agency retains overall responsibility for the implementation of the whole programme. This includes approval of terms reference, of tender documents, of evaluation criteria, of evaluation of offers, signature of contracts, authorisation and payments of invoices.

The project beneficiary institution is the Department Transport Policy the Ministry of Transport. The project beneficiary institution is responsible towards the CBC Implementing Agency for the operational management of the project: preparation of terms of reference, of
tender documents, of evaluation criteria, of evaluation of offers, of contracts, of invoices for payment. For works contracts under FIDIC rules, an official of the Department acts as the Employer and the invoices have to be certified by an independent Engineer contracted and financed by the Programme.

The Department reports monthly to the CBC Implementing Agency (with direct copies to the EC Delegation) with monthly disbursement and commitment schedules and with sufficient detail to allow assessment of progress made and remaining work to be accomplished. The Department liaises directly with the EC Delegation for all issues related to the operational management of the project. The existing project team within the Department is adequately staffed with 2 qualified full-time experts. Appropriate technical assistance to the project team is to be ensured, financed by the Programme. Works will be tendered to prequalified contractors with relevant financial capacity, and technical and FIDIC experience.

The Project is supported by a regional programme of the Rousse City Hall for ennoblement of the waterside strip of the Danube river. The Rousse City Hall has secured the needed terrain for construction of the site and based on the approved by the relevant authorities detailed design has issued a construction permission for the site.

6.2 Non-standard aspects

The DIS Manual will be strictly followed

Since the 2000 CBC Programme is providing additional financing to the 1999 programme to cover extension of the scope of work for the winter camp, the following tendering procedure will be followed:
➢ Concerning the works, a unique open tender will be launched for Phase 1 (CBC 1999 BG/RO) and Phase 2 (CBC 2000 BG/RO)
➢ One company will be selected according to the standard Phare procedures
➢ Two different contracts will be signed with the selected company, one worth around 1,6 Meuro (from 1999 Financing Memorandum) and one worth around 3,5 Meuro (from 2000 Financing Memorandum)

7. Implementation schedule:

Start of tendering: July 2000
Start of project activity: December 2001
Project Completion: December 2003

8. Equal opportunity:

In the whole process of preparation and implementation of the projects no discrimination between men and women will be made.

9. Environment:

EIA completed. The EIA was produced by an independent licensed expert and available at the Ministry of Transport and Communications.
10. Rates of Return

- The efficiency and of the safety of the river navigation on the Danube and its down stream will be improved by about 85%;
- Significant decrease of the emergency situations by about 65%;
- The technical maintenance and repair of river vessels will be improved by about 80%;
- The losses for the ship-companies caused by emergency situations will be decreased by about 55%;

11. Investment Criteria:

- Catalytic Effect: Bulgaria is currently in the process of conversion to a market led economy system. As an integral part of this process, Bulgaria is actively pursuing a policy of greater accessibility to trade and economic links with its neighbours Greece, FYROM, Romania and Turkey. Its geographical position inevitably means that international traffic will cross its borders. The construction of the winter camp in Rousse and the fact that there is no similar winter camp structure in the Danube region, concealing the Black See area to the city of Budapest in the Republic of Hungary is very important for the international trade routes and especially for the navigation along Danube.

- Co-financing: it is anticipated that Bulgaria will contribute funding. The Phare Programme will finance 69% of the main part of the project according with the available budget for the CBC Programme for 2000, the rest 31% of the investment will be financed by the Bulgaria State budget.

- Additionality: For the Erection of the Winter Camp in Rousse only Phare funding is being sought or utilised. No other funding agencies are contributing to the Project.

- Project readiness and Size: There is available a complete detailed design, concerning all parts of the project, which is approved by the Expert Technical-Economic Group at the Ministry of Transport and foresees construction in stages. EIA is ready. Construction permission is available. Afterwards the 2nd stage of the winter camp is completed, 26 river vessels with measures 12/71 meters and tonnage up to 900 tons will have the possibility to spend the winter there.

- Sustainability: The Northern Border Region is acknowledged to be isolated by its geographical situation. This combined with a general lack of access has severely disadvantaged the Region. Therefore, it has been selected as an eligible region for the social cohesion component at Phare National Programme. Following studies by international consultants it is expected that an increase in communication and transport facilities will stimulate the economic activity of the Region.

- Compliance with state aids provisions: It is confirmed that all aspects of the project are open to competitive tender within the European Union and Phare recipient countries, and all Phare procedures regarding competition and transparency are fully complied with.

12. Conditionality and sequencing:

- The Bulgarian authorities will provide the co-financing needed and complete the project in the agreed timeframe.
- Design complies with the provisions of EC Directives.
- Land acquisition is financed by the Bulgarian authorities. The Bulgarian authorities undertake to notify to the European Commission before the signature of the works contracts that related land acquisitions have been completed.

- Security arrangements at the border, especially for construction through the restricted area will be specified in the tender documents.

- Every infrastructure project will be publicised according to a publicity action plan to be prepared by the Ministry of Transport and endorsed by the Commission before tendering the works.

- The Ministry of transport will make all data and inspection equipment fully available to the constructor in charge in order to complete the detailed design.

**Annexes to the Project Fiche**

1. Log-frame in standard format

2. Time implementation chart

3. Cumulative contracting and disbursement schedules

4. Reference to feasibility/pre-feasibility study
**Annex 1 – Logframe matrix**

**BG0007.01.02 - Erection of a Winter Camp along Danube (2nd Stage)**

<table>
<thead>
<tr>
<th>Wider Objective</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will BE Measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>• winter camp for winter pass of a 26 river vessels</td>
<td>• targeted approx. max. measures of one vessel: 12x71 meters, approx. max. measures of one vessel at present: 6x12 meters</td>
<td>• How: winter camp available</td>
<td>• The Project is completed successfully</td>
</tr>
<tr>
<td>• improvement of the navigation safety on the Danube</td>
<td>• emergencies number</td>
<td>• when: end of the project on 12.2003</td>
<td>• no specific risk of rise of the Danube - level over elevation 21.60 meters</td>
</tr>
<tr>
<td>• positive impact to the environment and to the climate</td>
<td>• environment</td>
<td>• By Whom: Ministry of Transport and Communications</td>
<td></td>
</tr>
<tr>
<td>• infrastructure development</td>
<td>• infrastructure present</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• navigation safety, measured by the emergencies number</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Immediate Objective</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will BE Measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>• winter camp for winter pass of a 26 river vessels by completion of the 2nd stage of the project</td>
<td>• targeted approx. max. measures of one vessel: 12x71 meters</td>
<td>• How: available vertical and slope quay gravitational wall</td>
<td>• First stage of the project is completed successfully</td>
</tr>
<tr>
<td>• improvement of the region infrastructure</td>
<td>• approx. max. measures of one vessel at present: 6x12 meters</td>
<td>• When: end of 2nd stage of the project on 12.2003</td>
<td>• no specific risk of rise of the Danube - level over elevation 21.60 meters</td>
</tr>
<tr>
<td>• improvement of the entrance of the Rousse-port</td>
<td>• infrastructure present</td>
<td>• By Whom: PHARE, Ministry of Transport and Communications</td>
<td></td>
</tr>
<tr>
<td>• decrease of the unemployment into the region</td>
<td>• unemployment percentage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• navigation safety, measured by the emergencies number</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outputs</th>
<th>Indicators of Achievement</th>
<th>How, When and by whom Indicators will be measured</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inputs</td>
<td>Indicators of Achievement</td>
<td>How, When and by whom Indicators will be measured</td>
<td>Assumptions and Risks</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| • winter camp for winter pass of a 26 river vessels by completion of the 2nd stage of the project | • targeted approx. max. measures of one vessel: 12x71 meters  
• approx. max. measures of one vessel at present: 6x12 meters | • How: available vertical and slope quay gravitational wall  
• When: end of 2nd stage of the project on 31.12.2003  
• By Whom: PHARE, Ministry of Transport and Communications | • Whole Project is completed successfully and the winter camp is successfully constructed  
• no specific risk of rise of the Danube - level over elevation 21.50 meters |
| • natural winter camp for winter pass of 16 river vessels after completion of 1st stage | • approx. max. measures of one vessel: 6x12 meters  
• approval of the design by the Expert Technical-Economic Group at the Ministry of Transport  
• support present  
• available construction permission | • How: by compliance to the stated indicators  
• When: at start of the project  
• By Whom: Ministry of Transport and Communications, PHARE | • successfully completed 1st stage of the project  
• project for the construction of the winter camp is completed  
• all relevant co-ordinations are available  
• no specific risk of rise of the Danube - level over elevation 21.50 meters |
| • a complete detailed design, concerning all parts of the project     |                                                                                          |                                                                                                           |                                                                                     |
| • The Project will be supported by a regional programme of the Rousse City Hall for enmobilment of the waterside strip of the Danube river. The Rousse City Hall will secure the needed terrain for construction of the site. |                                                                                          |                                                                                                           |                                                                                     |
| • The Ministry of Transport and Communications undertakes the financing of ca. 20% of the total costs for construction of the site. |                                                                                          |                                                                                                           |                                                                                     |
| • The construction of the site is co-ordinated with the respective Romanian authorities on the XXIVth session of the Bulgarian-Romanian Commission for the Danube river, as well as with the respective city authorities of the Rousse City Hall. | • percentage of partial financing taken: 20%  
• co-ordination present |                                                                                                           |                                                                                     |
Annex 2 - Detailed Implementation Schedule

**BG0007.01.02 - Erection of a Winter Camp along Danube (2nd Stage)**

<table>
<thead>
<tr>
<th>Authority Responsible</th>
<th>Detailed Implementation Schedule (Months)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2002</td>
</tr>
<tr>
<td></td>
<td>2003</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Ministry of Transport</td>
<td></td>
</tr>
<tr>
<td>Supervision Services</td>
<td></td>
</tr>
<tr>
<td>Ministry of Transport</td>
<td></td>
</tr>
</tbody>
</table>
Annex 3 – Cumulative contracting and disbursement schedules

BG0007.01.02 - Erection of a Winter Camp along Danube (2nd Stage)

### Cumulative Contracting Schedule (Quarters)

|                | 2001 |  |  |  | 2002 |  |  |  |  |  |  |  |  |  |
|----------------|------|---|---|---|------|---|---|---|---|---|---|---|---|---|---|
|                | I    | II | III| IV | I    | II | III| IV | I    | II | III| IV | I    | II | III| IV |
| Works Contract | 0    | 0  | 0  | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 |
| Total Programme | 0    | 0  | 0  | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 | 3 500 000 |

### Cumulative Disbursement (payment) Schedule (Quarters)

|                | 2002 |  |  |  | 2003 |  |  |  |  |  |  |  |  |  |
|----------------|------|---|---|---|------|---|---|---|---|---|---|---|---|---|---|
|                | I    | II | III| IV | I    | II | III| IV | I    | II | III| IV | I    | II | III| IV |
| Works Contract | 250 000 | 500 000 | 1 000 000 | 1 500 000 | 2 000 000 | 2 500 000 | 3 000 000 | 3 500 000 | 3 500 000 |
| Total Programme | 250 000 | 500 000 | 1 000 000 | 1 500 000 | 2 000 000 | 2 500 000 | 3 000 000 | 3 500 000 | 3 500 000 |
Annex 4 – Reference to feasibility/pre-feasibility study

BG0007.01.02 - Erection of a Winter Camp along Danube (2nd Stage)

- A complete detailed design, concerning all parts of the project, which is approved by the Expert Technical-Economic Group at the Ministry of Transport is available: “Erection of a Winter Camp along Danube (I and II stage) - Technical and Economical Analysis”, Produced by Demi 95 Ltd. In the conclusion, it is stated that:

The completed studies and the financial and economic calculations indicate that the construction of the 1st and the 2nd stages of the project are economically profitable. The project is financially stable with the financial means provided by the PHARE and the Ministry of Transport and Communications, since it guarantees the meeting of all payments and a positive final cash balance for all years of the period of the forecast. Moreover, after the completion of the 2nd stage of the construction and after putting the project in operation the effective activity of the Administrative Agency for Maintenance of the Navigation Course and Survey of the Danube River, town of Rousse, will increase. The construction of the project will positively influence the social situation in the region of the Municipality Rousse - 25 new jobs will be created. The results indicate the good effectiveness of the project.”

- Environmental Impact Assessment is ready. The EIA was produced by an independent licensed expert and available at the Ministry of Transport and Communications.

- Construction permission is available.