Project Fiche for Phare 2006

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1. Basic Information

1.1 CRIS Number (Year 1): 2006/018-343.04.01
1.2 Title: Improvement of the efficiency of the road transport control system
1.3 Sector: Transport
1.4 Location: Executive Agency Road Transport Administration
1.5 Duration: 2006 - 2008 (if multi-annual, specify phases for each programming year)

2. Objectives

2.1 Overall Objective(s):
Increasing the level of the road safety, improvement of the efficiency of the control in the area of road transport and the protection of the environment and ensuring the fair competition between transport operators

2.2 Project purpose:

2.2.1. To provide the Executive Agency Road Transport Administration /EARTA/ with Web based Information system and appropriate technical equipment (mobile laboratories) for roadside checks and checks in the undertakings.

2.3 Accession Partnership (AP) and NPAA priority (and implementing measures envisaged by the Action Plan for AP priorities related to strengthening administrative and judicial capacity)

Not applicable

2.4 Contribution to National Development Plan (and/or Structural Funds Development Plan/SDP)

Not applicable

2.5 Cross Border Impact

Not applicable

3. Description

3.1 Background and justification:
Twinning Project BG2003/IB/TR-01 aimed an “efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings ».
Within the priorities mentioned in the project fiche and the budget allocated, all expected activities have been provided and all results completed, as foreseen in the workplan. Despite the fact that some policies were out of the field of this twinning project, most of them have been included in the gap analysis completed, thus allowing to clarify the actual needs not addressed by the first twinning. Their completion is the aim of the twinning project.
As stressed in the workplan, the creation of the database mentioned in the project fiche has been studied by the STE, and specified in the STE report. His proposal leads to develop in a first step the 4 modules necessary for the use linked to control operation, then to develop in a second step the modules linked with other activities of BEARTA.

The 4 modules of the 1st step, whose presence are mandatory to make the system work, are:

1. an administration system, dealing with system administration, management of codification tables, management of users profiles, referential management
2. a control module, allowing to
   - create, manage and implement control plans
   - collect data issued from road-side checking operations in all fields (with and without infringements) and with all vehicles (in whatever country they are registered)
   - collect data issued from control operations in the premises of Bulgarian undertakings
3. an output module, providing all kind of printings and statistics, mainly those to be provided by all MS to the European Commission as well as to other MS according to different Regulations or Directives.
4. A license module, used to
   - monitor the 3 criteria of directive 96/26, and delivering licenses
   - register all hauliers performing transport for hire and reward,
   - monitor their license and copies of license, related with financial standing and the number of lorries they use
   - deliver other kind of authorisations (ECMT, bilateral, license for internal transport)

As regards equipment, the STE report consists of a justification of the means (vehicles and tools) necessary to perform control operations in a way complying with the requirements of the Acquis, and an assessment of the number of units to purchase on the base of available information and present organisation of SAI. The table attached to the report showed than the available budget of project BG2003/004-937.04.02 (700 000 euros) would not allow to fit all units with the required equipment. Priority was given to purchasing 6 mobile laboratories fitted with the most important devices (gas analysers, testing devices of speed limiters, scanners for tachographs charts along with software, weighing units, laptops and printers, etc.). Some other vehicles with less technical equipment were also proposed, which might be an example of further control vans. But the number of units must be increased, and some additional tools must be added.

IT equipment must be provided for the use of database: servers, PC and laptops, multifunctional devices (print, scan, copy). A detailed list of needs has been drafted by STE and approved in the frame of Twinning Project BG2003/IB/TR-01. It should also be included in the supply contract.

Institution building usually refers to the setting up of Enforcement bodies and their organisation and equipment. BEARTA is in charge of implementation of all road transport policies, under the authority of Ministry of Transport.

The Traffic Police being very present on the roads all along the year and all the time has a complementary mission as regards control of lorries and their drivers. In most of MS, Traffic Police is competent to check tachographs charts, and is trained by the experts inspectors from Ministry of Transport. In Bulgaria, a close co-operation exists, and a working group is developing some common or complementary activities. Modifying Bulgarian legislation in
order to allow road police to pursue infringements against provisions of AETR and Regulation 3820/85 would be relevant, as would be training road police by the specialised inspectors of BEARTA.

Such co-operation frames would allow to open access to the data base above-mentioned to other bodies, and for BEARTA to get access to their own databases when relevant.

- Training of inspectors in the field of checking roadworthiness of vehicles (Directive 2000/30) and driving and rest regime (Regulation 3820/85) was the main activity of the Twinning Project BG2003/IB/TR-01. A basic training was given to all (200) inspectors of SAI in the above-mentioned fields, mainly focused on theory. 60 of these inspectors received an additional one week practical training on the roadside. And 30 received some additional training in pedagogies. They are able to participate in training their future colleagues, and also staff from other bodies involved in checking operations. Training for the use of technical equipment purchased in the frame of the supply contract (scanners of tachograph charts and its software, gas analysers, weighing devices) has been given by providers. This training is a good basis and allows the inspectors to harmonize their practice with methodology of Member States enforcement bodies.

3.2 Sectoral rationale

Not applicable

3.3 Results

As a result of the project Information system and technical equipment will be supplied and thus:

1. BEARTA will be provided with:
   - Developed Web based Information system, installed on a server and with assess from the other computers in order to allow the administration to fulfill its obligations under the requirements of EU
   - Staff trained for using the Information system and IT staff trained for its maintenance

2. Supply of technical equipment for operating of the Information system

3. Equipment launched and equipment supplied, matching the needs of all regional units of BEARTA.

As another result this Information system will manage with BEARTA's data and data exchange with the external users such as Ministry of Interior, EU portal "TACHONET", Ministry of Finance (respectively the Customs Agency), Ministry of foreign affairs, Ministry of Labour and Social Policy, National Statistics Institute and others.

As a result of the EU consultants’ support on the service contract there will be a clarification how the envisaged Information system to be connected to the EU portal “TACHONET”.

The Information system is very important for BEARTA structure with the possibility for collecting, evaluation and statistical analysis of the control activities and further legislation amendments in order to improve the road safety.

3.4 Activities (including Means)
1. Development of a design for an Information system and putting it into service. The technical specifications for the modules of 1st step, whose presence are mandatory to make the system work are already drafted by the Short Term Experts from the previous twining project BG2003/IB/TR-01

2. Training of the staff for using the Information system and training the IT staff for its maintenance.

3. Supply of the equipment for the operation of the Information system

4. Supply of necessary equipment, based on the experience using equipment provided in the frame of previous Twinning Project BG2003/IB/TR-01.

5. Implementation of type-approval procedures

6. Monitoring technical centers and periodical roadworthiness tests.

7. Monitoring of the training centres.

8. Monitoring of the exams and psychological tests.

3.5 Linked Activities:

PHARE Project BG2003/004-937.04.02 aimed an “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings ».

3.6 Lessons learned:

TWINNING PROJECT BG2003/IB/TR-01, FINAL REPORT:

2H – RECOMMENDATIONS: lessons learned

Recommendations address to:

A. the relations of BEARTA with the Ministry of Transport

As mentioned here-above, additional assistance was considered relevant. Twinning partners had in July approved a report describing 4 additional needs, as follows:

1. second supply contract for equipment and tools for the inspectorate
2. service contract for the creation of the data base (information system), for which feasibility and technical specifications were provided by STE in the frame of the present Project
3. assistance to setting up of organisation related to digital tachograph
4. additional institution building assistance including training in the field of transport of dangerous goods

EVALUATION MISSION (PEER REVIEW) ON ROAD TRANSPORT CONDUCTED THROUGH TAIEX
11TH TO 16TH APRIL 2005

RECOMMENDATIONS:
To guaranty sufficient proper, efficiently and effective enforcement in road transport without any discrimination a common and easy (by GPRS…) accessible database of all performed checks, including infringements and investigations and providing all statistics needed should be in place. Already exciting databases should be accessible to each control authorities.

✓ Each control unit shall be well and adequate equipped (see different enforcement bodies around EU) including a Notebook and a printer with all facilities and software to automatically analyse charts, guidance, instructions etc. Actually after the introduction of the new digital tachograph some further devices for reading data will be needed.

✓

4. Institutional Framework

Beneficiary(ies)
The Bulgarian Executive Agency Road Transport Administration within the Ministry of Transport is the State Agency regulated public road transport in Bulgaria. The Agency is a juridical person at a budget allowance – secondary steward with budget credits to the Minister of Transport with headquarters in Sofia.

The Agency is headed and presented by Executive Director who is appointed by the Minister of Transport coordinated with the Prime Minister.

The activity of the Agency is executed by common and specialised administration, organized in Directorates, which support the Executive Director when executing his powers, provide technical activity and administrative service to physical and juridical persons.

State Automobile Inspectorate is one of the Directorates at BEARTA responsible for the control of public road transport in Bulgaria.

BEARTA has 27 regional units in each of the Regions in Bulgaria.

BEARTA will establish Steering Committee for monitoring the Project.

The Bulgarian Project Leader: Mr. Volodia Kirov - Executive Director of BEARTA - 10 % of the working hours for the Project Fiche.

Phone: +359/2/930 88 40
Fax: +359/2/988 54 95
E-mail: avto_a@rta.government.bg
5. Detailed Budget

Strictly follow the following format.

<table>
<thead>
<tr>
<th>Phare/Pre-Accession Instrument support</th>
<th>Co-financing</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Phare/Pre-Accession Instrument support</strong></td>
<td><strong>Co-financing</strong></td>
<td><strong>Total Cost</strong></td>
</tr>
<tr>
<td>€M</td>
<td>National Public Fur (*)</td>
<td>Other Source (**)</td>
</tr>
<tr>
<td><strong>Investment Support</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supply contract</td>
<td>0.795</td>
<td>0.265</td>
</tr>
<tr>
<td>Investment Support - Sub Total</td>
<td>0.795</td>
<td>0.265</td>
</tr>
</tbody>
</table>

% of total public funds | max 75% | min 25% |

| Institution Building Support           |              |             |                |
| Service contract                       | 0.405        | 0.135       | 0.135          | 0.540          |
| Institution Building - Sub Total       | 0.405        | 0.135       | 0.135          | 0.540          |
| Total project                          | 1.2          | 0.4         |                | 1.6            |

(*) contributions form National, Regional, Local, Municipal authorities, FIs loans to public entities, funds from public enterprises

(**) private funds, FIs loans to private entities

6. Implementation Arrangements

6.1 Implementing Agency

The beneficiary of the project is the Bulgarian Executive Agency Road Transport Administration within the Ministry of Transport of the Republic of Bulgaria. Persons responsible for the project will be: see Annex 6 below.

The CFCU in the Ministry of Finance will be the Contracting Authority responsible for tendering, contracting, payments and financial reporting and will work in close co-operation with the beneficiary. Mrs. Gergana Beremska, State Treasury of the Ministry of Finance will act as PAO of the project. Her contact details are:

State Treasury of the Ministry of Finance and PAO
Address: 102 Rakovski Blvd.
1040 Sofia Bulgaria
Tel: +359 2 985 924 90
Fax: +359 2 985 924 99

6.2 Twinning

✓ No

✓

6.3 Non-standard aspects
The PRAG\(^1\) will be strictly followed.

6.4 Contracts

1. One Service Contract for 540 000 Euro;
2. One Supply Contract for 1 060 000 Euro.

7. **Implementation Schedule**

*(Obligatory for Year 1, optional for subsequent years)*

7.1 Service contract

7.1.1. Start of tendering: October 2006
7.1.2. Contracting: April 2007

7.2 Supply contract

7.2.1. Start of tendering: October 2006
7.2.2. Contracting: April 2007

7.3 Project completion

Project completion will be in September 2008.

8. **Equal Opportunity**

✓

✓ Equal participation of men and women on the project will be supported, regardless of their ethnic appurtenance.

✓

9. **Environment**

✓ The efficient functioning of the control system will promote the environment protection. Implementation of Directive 95/50 (dangerous goods) and Directives 91/156 and 91/689 as well as Regulation 259/93 (transport of waste) is in direct relation with improvement of safety, and technical standards in the field of environment.

✓

✓

10. **Rates of return**

✓

✓ Not applicable.

11. **Investment criteria** *(applicable to all investments)*

Not applicable

12. **Conditionality and sequencing**

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Conditionality
✓ Office space and equipment for the experts will be provided by the BEARTA for the duration of their assignment. It is expected that prior to tendering the beneficiary will create a project management team staffed with skilled experts in project managements.
✓
✓ Sequencing
✓ The project will start with:
✓
- Development of a design for an Information system and putting it into service. The technical specifications for the modules of 1st step, whose presence are mandatory to make the system work are already drafted by the Short Term Experts from the previous twining project BG2003/IB/TR-01
  - Training of the staff for using the Information system and training the IT staff for its maintenance.
  - Provision of equipment for the operation of the Information system
  - Provision of necessary equipment, based on the experience using equipment provided in the frame of previous Twinning Project BG2003/IB/TR-01

ANNEXES TO PROJECT FICHE
1. Logframe in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule
4. Pre-feasibility study.
5. Reference list of relevant laws and regulations
Administrative capacity of the final beneficiaries for the procurement and implementation of the project
## ANNEX 1

**LOGFRAME PLANNING MATRIX FOR Project BG……**

<table>
<thead>
<tr>
<th>Programme name and number</th>
<th>Contracting period expires: 30 November 2008</th>
<th>Execution of contracts expires: 30 November 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement of the efficiency of the road transport control system</td>
<td>Total budget : 1 600 000 euro</td>
<td>Phare budget : 1 200 000 euro</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increasing the level of the road safety, improvement of the efficiency of the control in the area of road transport and the protection of the environment and ensuring the fair competition between transport operators</td>
<td>• Efficient control performed by all regional units of Executive Agency Road Transport Administration and the central office; • Improvement of the administrative services for the citizens; • Improvement of the connection between all the regional units of BEARTA and the central office as well as the other government institutions concerned.</td>
<td>• Annual reports of Executive Agency Road Transport Administration</td>
</tr>
</tbody>
</table>

### Project purpose

- **Objectively verifiable indicators**
- **Sources of Verification**
- **Assumptions**
To provide the Executive Agency Road Transport Administration /EARTA/ with Web based Information system with appropriate technical equipment in order to allow the administration to fulfil its obligations under the requirements of EU with regards to:

- mutual exchange of information for data collection, concerning the number of commercial vehicles checked, infringements of the social legislation, items checked and defects noted between different Member-States and the European Commission as well as other relevant statistics;
- efficiency of the control system on the roadside (including the requirements of Directive 2000/30/EC and 1995/50/EEC) and in the premises of undertakings (including the requirements of Directive 88/599/EEC);
- access to the market and to the profession, issuing of licences and authorizations (according to Regulation EEC № 881/92, Regulation EEC № 684/92, Regulation EC № 484/2002, Directive 96/26/EC);
- To complete the technical equipment of SAI, a first part of which was provided in the frame of twinning project BG2003/IB/TR-01

### Results

| Developed Web based Information system, installed on a server and with access from the other computers in order to allow the administration to fulfil its obligations under the requirements of EU | Decreased number of the road accidents due to technical reasons and social legislation at least by 30% until 2010; Decreased check-time of the documents by 50% until 2010; Increased number of vehicles checked at least by 25% until 2010; Increase of the work of the checks from 1% of the working hours of the drivers (according to Directive 88/599/EEC) to 2% in 2008 and 3% in 2010 (in accordance with Directive 2006/22/EC). |
| Staff trained for using the Information system and IT staff trained for its maintenance | Official statistics and reports for the activities of EARTA |
| Supply of technical equipment for operating of the 90 inspectors of the Regional units of EARTA trained by the end of the project; 50 experts of EARTA trained by the end of the project; 27 chief experts of EARTA trained by the end of the project; 5 IT experts trained for the maintenance of the Information system by the end of the project; | Effective co-operation with the other institutions |

### Objectively verifiable indicators

- Decreased number of the road accidents due to technical reasons and social legislation at least by 30% until 2010;
- Decreased check-time of the documents by 50% until 2010;
- Increased number of vehicles checked at least by 25% until 2010;
- Increase of the work of the checks from 1% of the working hours of the drivers (according to Directive 88/599/EEC) to 2% in 2008 and 3% in 2010 (in accordance with Directive 2006/22/EC).

### Sources of Verification

- Regular project reports by the consultant
- Monitoring reports on Phare programme.
- Certificate of provisional acceptance

### Assumptions

- Proper use and maintenance of the procured means is ensured.
### Information system

3. Equipment launched and equipment supplied, matching the needs of all regional units of BEARTA.
4. Exchange of information between all the regional units of BEARTA and the central office in real time as well as the other concerned government institutions.

### Equipment supplied according to the technical specifications, developed by the Short Term Experts from the previous twining project BG2003/IB/TR-01

- Decrease of the time for exchange of information between all the regional units of BEARTA and the central office from 20 days to real time.

### Activities | Means | Assumptions
--- | --- | ---
1. Development of a design for an Information system and putting it into service. The technical specifications for the modules of 1st step, whose presence are mandatory to make the system work are already drafted by the Short Term Experts from the previous twining project BG2003/IB/TR-01.
   - Training of the staff for using the Information system and training the IT staff for its maintenance.
   - 1 Service contract
   - 1 Supply contract
   - Effective co-ordination between the parties involved in the implementation of the planned activities;

2. Supply of the equipment for the operation of the Information system

3. Supply of necessary equipment, based on the experience using equipment provided in the frame of previous Twinning Project BG2003/IB/TR-01.
ANNEX 2: Detailed implementation chart

<table>
<thead>
<tr>
<th>Component</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year 1</td>
<td>Qtr 4</td>
<td>Qtr1</td>
</tr>
<tr>
<td>1. Service contract</td>
<td>D/T</td>
<td>T</td>
<td>C</td>
</tr>
<tr>
<td>2. Supply contract</td>
<td>D/T</td>
<td>T</td>
<td>C</td>
</tr>
</tbody>
</table>

D – Design/Tender preparation  
T – Tendering  
C – Signature of Contract  
I – Implementation
ANNEX 3: Contracting and execution of contract, by quarter, for full duration of project (including disbursement period)

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative contracting schedule by quarter in MEUR (planned)</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007 Qtr1</td>
<td>Qtr2</td>
</tr>
<tr>
<td>Service (PHARE)</td>
<td>0.405</td>
<td></td>
</tr>
<tr>
<td>Total Phare contracting</td>
<td>0.405</td>
<td></td>
</tr>
<tr>
<td>Service (NF)</td>
<td>0.135</td>
<td></td>
</tr>
<tr>
<td>Total National Co-financing</td>
<td>0.135</td>
<td></td>
</tr>
<tr>
<td>TOTAL CONTRACTING</td>
<td>0.540</td>
<td>0.540</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative Execution of contracts by quarter in MEUR (planned)</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007 Qtr1</td>
<td>Qtr2</td>
</tr>
<tr>
<td>Service (PHARE)</td>
<td>0.243</td>
<td>0.243</td>
</tr>
<tr>
<td>Total Phare Execution of contracts</td>
<td>0.243</td>
<td>0.243</td>
</tr>
<tr>
<td>Service (NF)</td>
<td>0.081</td>
<td>0.081</td>
</tr>
<tr>
<td>Total National Co-financing</td>
<td>0.081</td>
<td>0.081</td>
</tr>
<tr>
<td>TOTAL EXECUTION OF CONTRACTS</td>
<td>0.324</td>
<td>0.324</td>
</tr>
</tbody>
</table>
### Project title
Improvement of the efficiency of the road transport control system

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative contracting schedule by quarter in MEUR (planned)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007</td>
</tr>
<tr>
<td></td>
<td>Qtr1</td>
</tr>
<tr>
<td>Supply (PHARE)</td>
<td>0.795</td>
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<tr>
<td>Total Phare contracting</td>
<td>0.795</td>
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<tr>
<td>Supply (NF)</td>
<td>0.265</td>
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<tr>
<td>Total National Co-financing</td>
<td>0.265</td>
</tr>
<tr>
<td>TOTAL CONTRACTING</td>
<td>1.060</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative Execution of contracts by quarter in MEUR (planned)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007</td>
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<tr>
<td></td>
<td>Qtr1</td>
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<tr>
<td>Supply (PHARE)</td>
<td>0.477</td>
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<td>Total Phare Execution of contracts</td>
<td>0.477</td>
</tr>
<tr>
<td>Supply (NF)</td>
<td>0.159</td>
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<tr>
<td>Total National Co-financing</td>
<td>0.159</td>
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<tr>
<td>TOTAL EXECUTION OF CONTRACTS</td>
<td>0.636</td>
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<tr>
<td>Preparation, tendering and contracting of supply and service</td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Drafting of the Tender Dossier</td>
<td></td>
</tr>
<tr>
<td>Approval of the Tender Dossier</td>
<td></td>
</tr>
<tr>
<td>Publication of the Tender Announcement</td>
<td></td>
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<tr>
<td>Tender Period</td>
<td></td>
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<tr>
<td>Tender Evaluation</td>
<td></td>
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<tr>
<td>Contract Negotiation</td>
<td></td>
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<tr>
<td>Endorsement of Contract</td>
<td></td>
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<tr>
<td>Signature of Contract</td>
<td></td>
</tr>
<tr>
<td><strong>Implementation</strong></td>
<td></td>
</tr>
<tr>
<td>Technical assistance</td>
<td></td>
</tr>
<tr>
<td>Final System Acceptance Test</td>
<td></td>
</tr>
</tbody>
</table>
ANNEX 4

Pre-feasibility Study

The responsibility of Road Transport in Bulgaria belongs to the Ministry of Transport, and - under its authority - to the Executive Agency of Road Transport Administration (EARTA). EARTA is a public agency part of the State administration, which includes under the shape of a General Directorate the State Automobile Inspectorate (SAI) along with its 27 regional units, existing for many years, and 6 other Directorates in charge of other issues linked to Road Transport.

The scope of EARTA’s activity is wider than in most of Member States, since it covers not only professional transport of freight and passengers (access to the profession and the market as well as control), but also training and exams for driving licences of all categories, type approval and periodical testing of all type of vehicles, licensing and control of taxis, specific regulation of transport of dangerous goods, etc). EARTA has a staff of about 574 employees.

A first part of technical equipment allowing inspectors to perform control on a better way has been delivered. It remains mandatory to go on in the frame of a second supply contract, since it was proved that the available budget (700 000 euros) would cover only one third of the actual needs.

The development of the information system also must be implemented through a dedicated programme in order to fully achieve this purpose.

First project in the field of Road Transport and intended to BEARTA was finalised in January 2006. This twinning project proved to be very useful, and reached its results as well as possible. The project showed that there is a need to develop a control information system.

As mentioned here-above, additional assistance was considered relevant. Twinning partners had in July approved a report describing 4 additional needs, as follows:

1. second supply contract for equipment and tools for the inspectorate
2. service contract for the creation of the data base (information system), for which feasibility and technical specifications were provided by STE in the frame of the Twinning Project BG2003/IB/TR-01.
3. assistance to setting up of organisation related to digital tachograph
4. additional institution building assistance including training in the field of transport of dangerous goods.

A study-tour had been organised to Lithuania in order to see what had been done on the same topic during a previous twinning project. A representative of the Ministry of Transport had attended this trip, with a view to support the application for an European funding for the creation of the database itself.

French Expert Bertrand JAMES provided a detailed analysis of this information system, and drafted the detailed technical specifications for 4 modules of this information system. Thus a first call for tender can be launched as soon as the budget is available. He has also described the scope and content of 4 last modules, necessary to build a global information system, able
to cover the total range of activities of BEARTA, and assist the steering board to improve EARTA’s functioning and monitor its activities in a view of transparency.

Indicative calculation on the technical equipment supply

**Software:**

Step 1
Development of software : modules
1- Administration,
2- Contrôle
3- Edition
4- Access to the profession and issuing of licenses
Technical specification is ready (modules 1 to 4).
Development of technical specification (modules 5 to 9)

**340 500 Euro**

Step 2
Development of software : modules
5- monitoring type-approval procedures (including exchange procedures with other MS)
6- monitoring technical centres
7- monitoring of training centres (mainly driving schools)
8- monitoring of exams and psychological tests

**200 000 Euro**

**Total Budget: 540 500 Euro**

**Hardware:**

Database and Application Server – 2 pieces

<table>
<thead>
<tr>
<th>feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Processor</td>
<td>64-bits, Multiprocessor, RISC</td>
</tr>
<tr>
<td>Memory</td>
<td>Up to 16GB</td>
</tr>
<tr>
<td>Disc Storage</td>
<td>Internal: 100GB</td>
</tr>
<tr>
<td></td>
<td>External: 400GB</td>
</tr>
<tr>
<td>Operating System</td>
<td>64- bits, Multi-user, Multi-task</td>
</tr>
</tbody>
</table>

**30 000 Euro**

*Personal Workstation – 30 pieces*

<table>
<thead>
<tr>
<th>feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Processor</td>
<td>32/64-bits, Single</td>
</tr>
<tr>
<td>Memory</td>
<td>Up to 256MB</td>
</tr>
<tr>
<td>Disc Storage</td>
<td>Internal: 100GB</td>
</tr>
<tr>
<td>Operating System</td>
<td>32/64- bits</td>
</tr>
</tbody>
</table>
30 000 Euro

*Mobile Workstation – 100 pieces*

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Processor</td>
<td>32/64-bits, Single</td>
</tr>
<tr>
<td>Memory</td>
<td>Up to 512MB</td>
</tr>
<tr>
<td>Disc Storage</td>
<td>Internal: 80GB</td>
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<tr>
<td>Operating System</td>
<td>32/64-bits</td>
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</tbody>
</table>

150 000 Euro

*Multifunctional Device - 70 pieces*

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<tbody>
<tr>
<td>Printer</td>
<td>1200x4800dpi</td>
</tr>
<tr>
<td>Copier</td>
<td>18ppm black; 13ppm color</td>
</tr>
<tr>
<td>Scanner – flatbed</td>
<td>600x2400dpi</td>
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</tbody>
</table>

17 500 Euro

*Mobile Laboratories - 12*

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laboratory vehicle</td>
<td>3.5t bus</td>
</tr>
<tr>
<td>Tachograph chart analyzer (complete set incl. software)</td>
<td></td>
</tr>
<tr>
<td>Particles analyzer</td>
<td></td>
</tr>
<tr>
<td>Exhaust gas analyzer</td>
<td></td>
</tr>
<tr>
<td>Weighbridge for axle load</td>
<td></td>
</tr>
<tr>
<td>Device for measuring wheel circumference</td>
<td></td>
</tr>
<tr>
<td>Front-light measuring device</td>
<td></td>
</tr>
<tr>
<td>Various additional tools</td>
<td></td>
</tr>
</tbody>
</table>

Total Budget: 1 059 500 Euro
ANNEX 5

Reference list of relevant laws and regulations


3. Ordinance № 11 on International Road Transport of Passengers and Goods;

4. Ordinance No 12 on the requirements for compulsory use of control equipment for recording data on vehicle movement and crew work in road transport, and the functional and technical requirements for the recording equipment and record;

5. Ordinance No. 13 of the Minister of Transport and Communications on the requirements for compulsory use of speed limitation devices, installed in the motor vehicles (promulgated in State Gazette 51 of 15 June 2004, in force from 15 June 2004);


ANNEX 6: Administrative capacity of the final beneficiaries for the procurement and implementation of the project

1. Name of Beneficiary(ies) - Bulgarian Executive Agency for Road Transport Administration (BEARTA) under the Ministry of Transport in Sofia, Bulgaria
2. Name of PIU (if any)
3. Total Staff of the Beneficiary(ies): 574
   - Current number of staff; - 574
   - At the time of procurement and implementation of the project. - 574
4. Number of Staff to be involved in the implementation of the project (competencies, type of education, project management experience – years and details): 252 with university background.
   - Number on full time basis - 252
   - Number on part time basis.

Administrative capacity to manage and implement the project:

The Road Transport Administration has a number of well experienced and qualified experts to manage successfully the project. The core team proposed to manage the project has a good experience in running another Project - BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings”, co-financed by EU Phare Programme:

1. Svetoslav Stanchev – BEARTA's Secretary General and Director of directorate “State Automobile Inspectorate”, 6 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 20 % of the working hours for the Project Fiche.

2. Lubomir Hristov – Deputy Executive Director of BEARTA, 3 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 20 % of the working hours for the Project Fiche.

3. Krasimir Kalaidjiev – Deputy Executive Director of BEARTA, 8 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 20 % of the working hours for the Project Fiche.

4. Slavka Andreeva – Director of Professional Competence, Psychological Selection and Driver Directorate, 8 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 25 % of the working hours for the Project Fiche.

5. Galin Bankov – Director of Vehicles Directorate, 3 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02
“Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 25 % of the working hours for the Project Fiche.

6. Simeon Arnaudov – Director Road Transport Directorate, 5 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 25 % of the working hours for the Project Fiche.

7. Svetlana Chausheva - Director of Administrative and Legal Services Directorate, 5 years experience within the organization; - 25 % of the working hours for the Project Fiche.

8. Dimitar Dimitrov - Director of Regional Directorate Road Transport Administration - Vidin, 8 years experience within the organization; - 25 % of the working hours for the Project Fiche.

9. Yordan Arabadjiev - Director of Regional Directorate Road Transport Administration - Plovdiv, 8 years experience within the organization; - 25 % of the working hours for the Project Fiche.

10. Pavla Popova – chief expert in Administrative and Legal Services Directorate, 7 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; 50 % of the working hours for the Project Fiche.

11. Katya Koleva – chief specialist in Administrative and Legal Services Directorate, 3 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 50 % of the working hours for the Project Fiche.

12. Stefan Pavlov – chief expert in Vehicles Directorate, 8 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project - 50 % of the working hours for the Project Fiche.

13. Ivan Lerinski – chief expert in Vehicles Directorate, 5 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 50 % of the working hours for the Project Fiche.

14. Christina Velinova - Head of Department in Road Transport Directorate, 5 years experience within the organization. Participation in the progress of implementation BG 2003/004-937.04.02 "Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings", Project - 50 % of the working hours for the Project Fiche.
15. **Latchezar Denkov** – Head of Department in Vehicles Directorate, 8 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project - 50 % of the working hours for the Project Fiche.

16. Borislav Sestrimski - chief expert in Administrative and Legal Services Directorate, 5 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 50 % of the working hours for the Project Fiche.

17. **Yana Kosseva** – chief specialist in Road Transport Directorate, 3 years experience within the organization. Participation in the process of implementation BG 2003/004-937.04.02 “Efficient functioning of the control system for roadside inspections and checks of the driving time, breaks and rest periods on the road and in the undertakings” Project; - 50 % of the working hours for the Project Fiche.

18. Meglena Hristova - chief expert in Administrative and Legal Services Directorate, 2 years of experience within the organization; - 50 % of the working hours for the Project Fiche.

19. **Svetoslav Nachev** – junior inspector in Directorate of “State Automobile Inspectorate”, 2 years experience within the organization, - 50 % of the working hours for the Project Fiche.

20. **Nikolay Kutsev** – junior specialist in Road Transport Directorate, 1 years experience within the organization. - 50 % of the working hours for the Project Fiche.

21. Ivailo Slaveikov - junior specialist in Directorate Vehicles Department, 1 year experience within the organization. - 50 % of the working hours for the Project Fiche.

22. Boian Bogdanov - junior specialist in Directorate Vehicles Department, 1 year experience within the organization; - 50 % of the working hours for the Project Fiche.

23. Ekaterina Sinapova - junior expert in Directorate Vehicles Department, 2 years experience within the organization. - 50 % of the working hours for the Project Fiche.

24. Georgi Palagachev - junior specialist in Directorate Vehicles Department, 1 year experience within the organization. - 50 % of the working hours for the Project Fiche.

Fluency in English language of the core team is a precondition for successful implementation of the project.

Involvement and commitment of the other experts within the Road administration in the process of implementation of specific phases of the project is considered.

A number of trainings and seminars have been attended by the experts within the Road administration:

1. European Union – history, institutions and policies

2. Bulgarian Integration in the European Union
3. European Technical Legislation

4. European Integration

5. Legal System of the European Union

6. Study tour "Control"

7. Study tour "Data base"

8. Training Exchange

9. Study tour "European Policies"

10. Seminar "Road Transport Control. European Best Practices"

5. How many people of those mentioned in item 4 took part in the elaboration of the project? 24

6. Who will be involved in the preparation of ToR for TA, Twinning Contract for Twinnings, TS for Supplies and the relevant documentation for the Works – external aid (funds – where from?) or internal staff? BEARTA

7. Commitment on behalf of the political management of the beneficiary(ies) institution – position of the SPO, his involvement in the procurement and implementation of the project. - Bulgarian Executive Agency of Road Transport Administration and its Executive Director Volodia Kirov