Cross border co-operation between Bulgaria and Greece
2006 Project Fiche on Cross Border Infrastructure “Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass” (Priority 1)

1. Basic Information

CRIS Number: BG 2006/018-387.01.01
Title: “Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass”
Sector: Regional Development / CBC Infrastructure - Transport (IN)
Location: Bulgaria - Greece Border Region
Duration: 24 Months
Contracting deadline: 30/11/2008
Execution of contract deadline: 30/11/2011
Phare funds: € 5,400 million

2. Objectives

2.1 Overall Objective(s):

- Facilitation of cross-border cooperation and promotion good neighbourliness and stability between between Bulgaria and Greece;
- Stimulation of regional economic development and helping these regions to overcome the specific development problems which may arise, inter alia, from their position within the national economies;
- Ensuring compatibility of Bulgarian road network with the road network of European Union by increasing of pavement structure bearing capacity in compliance with Council Directive 96/53/EC (JO L235 – 17.09.1996 p.56) concerning the maximum authorized dimensions in national and international traffic and maximum authorized weights in international traffic.

2.2 Project purpose:

- Improved road transport conditions along Road II -86 and thus facilitating the increased traffic flows between Bulgaria and Greece through the new BCCP Rudozem – Xanthi.

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)
• Development and implementation of complex regional structures, programmes and projects for the integrated development of problem areas in the country – underdeveloped, rural, depressive and cross-border areas;

• Preparation of Bulgarian regions for the implementation of the structural policies applied by the EU Member States through the development of strategies and programmes for sustainable social and economic development.

2.4 Contribution to National Development Plan

CBC regions, a part of which is the area of the project, are treated in the National Development Plan (NDP) as a high priority target. The proposed project fully complies with the objectives defined in the NDP, which classifies CBC regions in a separate target group.

2.5 Cross Border Impact

• Support road infrastructure works in order to foster cross border co-operation at a local and national level.

• Facilitate sustainable development, tourism industry and cultural links between the local communities.

• Encourage the economic development on both sides of the border in the region.

3. Description

Road II-86 Plovdiv - Smolyan - Rudozem is the only existing high class road, which goes south and ends at the Bulgarian-Greek Border. It is located in the districts of Plovdiv and Smolyan in the south-eastern part of Rhodopi Mountain. The anticipation is that the majority of the traffic will use road II-86 as a main link to the new Rudozem Border Crossing Check Point.

The length of the direction from the town of Plovdiv (Trakia Motorway) to the border with Greece is about 144 km along road II-86, consisting of section “Plovdiv – Asenovgrad – Smolyan” – 100 km; section “Smolyan” – Rudozem” - 35 km and section “Rudozem – BCCP Rudozem” - 10 km. The construction of the last section “Rudozem – BCCP Rudozem” started in 2005 under the Phare CBC Programme.

The road section to be rehabilitated is located in the Smolyan region. It begins from the Chepelare village at km 80+200 and ends at the Sokolovtsi village at km 94+240. The length of the proposed road section is 14 km. Also envisaged is the construction of a bypass of Rudozem with length of 6 km.

Thus the project can be divided into the following two subsections:

- Rehabilitation from km 80+200 (Chapelare village) to km 94+240 (Sokolovtsi village), with length 14 km; and

- New construction from km 129+476 to km 135+574 (bypass of Rudozem), with length 6 km.
3.1 Background and justification:

The Government of the Republic of Bulgaria is currently in the process of improving the country’s infrastructure with respect to transport. As candidate country for accession to the European Union Bulgaria is seeking to comply with the requirements of the EU transport and border crossing acquits. The road network carrying the international traffic therefore needs to be upgraded to provide a safe and efficient system that is capable of carrying future anticipated traffic volumes.

The Phare CBC Programme with Greece is set against a background of good bilateral relations between the two countries and is recognized by both Governments as an instrument to overcome specific problems and to develop the socio-economic potential of the bordering regions. At present, two operational border crossing points exist at Kulata and Novo Selo, the accesses to which were upgraded by rehabilitation works to the existing E79 and E85 roads under the PHARE funded Southern Border Regions Road Project. In addition, a new Border Crossing Check Point at Ilinden and new access road were completed during 2002. The construction of a 450 m cut & cover tunnel at the Bulgarian-Greek border at Ilinden was finished and is in operation as well.

The proposed project is with strong cross border cooperation character and is planned in close cooperation with the regional and local authorities. The population is allowed to obtain thorough understanding of the envisaged construction activities. The aim of the project is to improve the exploitation safety and comfort of the existing and increasing future traffic. The rehabilitated section will comply with the EU standards, and in particular as regards the maximum authorized weight of 11.5 T per axle.

3.2 Sectoral rationale

The project implementation will have long-term beneficial impact on the cross-border commerce and regional cooperation, and is in line with governmental sector strategy to open new border crossing links with Greece and improve the access to border crossing infrastructure between the two countries. The road to be rehabilitated is continuation of the access road to the new BCCP Rudozem-Xanthi (FM 2003) and the project for rehabilitation and partial reconstruction of the section from Srednogortsi to Sokolovtsi (FM 2005).

According to the strategies for development of cross-border regions, the southern border region of Bulgarian is characterized by poor condition of the road network. The principal problems of transport infrastructure are as follows: low category of the existing roads; low density of the road network; difficult access through the border between Bulgaria and Greece – the number of cross-border checking points is insufficient; the existing road pavement is in bad condition; the road directions of national and regional importance are not corresponding with the European requirements for safety and comfort while travelling.

The Phare CBC Programme with Greece is focused on investment, for infrastructure projects of mutual interest in the transport and environment sectors, therefore contributing to develop the co-operation with Greece and the accession preparation of the Republic of Bulgaria.

3.2.1 Sequencing
The detailed design for the “Rehabilitation and partial reconstruction of Road II-86 Sokolovtsi – Smolyan – Srednogortsi - Rudozem from km 94+240 to km 135+574” will be prepared till the middle of year 2006 through the PHARE CBC Project Preparation Facility, FM 2003 BG/GR. The services contract includes preparation of detailed design for the construction of Rudozem bypass.

3.3 Results

3.3.1 Project

“Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass”

3.3.1.1 Purpose

- Improved road transport conditions along Road II-86 and thus facilitating the increased traffic flows between Bulgaria and Greece through the new BCCP Rudozem – Xanthi.

3.3.1.2 Results

- rehabilitated road section II-86 from Chepelare to Sokolovtsi with length of 14 km
- unobstructed traffic via Rudozem using the new bypass

The pavement of the road from Chepelare to Sokolovtsi is in poor condition and has low road operational characteristics. It is anticipated that significant traffic volumes will use Road II-86 as a main link to the new Rudozem BCCP and the project implementation aims to improve the road transport conditions along the direction. The majority of road rehabilitation involves strengthening of the existing pavement by means of asphalt overlays of varying thickness depending upon the condition of the pavement structure. The road rehabilitation also includes surface water drainage works, shoulder surface upgrading, road markings, the replacement, refurbishment or provision of new traffic signs, guardrails and kerbs.

The Project will be split into Construction Supervision Services Contract and Construction Works Contract.

3.4 Activities (including Means)

**Construction Supervision Services (0.60 MEuro)**

- preparation of Tender Dossier for Service Contract (no additional funding will be required);
- tender procedure;
- contract monitoring and management during project implementation.

**Construction Works (6.60 MEuro)**
- preparation of Tender Dossier for Works Contract - under FIDIC Conditions of Contract 1999 (no additional funding will be required);
- tender procedure;
- contract monitoring and management during project implementation;
- rehabilitation and partial reconstruction of 14 km of Road II-86 and bypass of Rudozem;
- taking-over of the works.

3.5 Linked Activities:

Since Phare Cross-Border Co-operation Programme Bulgaria/Greece has started in Bulgaria five road projects at the amount of 52 MEURO have been successfully completed (150 km of rehabilitation and 15 km new construction).

Some of the major road construction projects, which Phare CBC Programme currently supports, are:

- Under CBC BG/GR 2000 – 18,60 MEUR for the construction of the 18 km access road (Podkova-Makaza) to the new Border Crossing between Greece and Bulgaria (Makaza - Nimfeia);
- Under CBC BG/GR 2001 - 10,2 MEURO for Rehabilitation and partial reconstruction of Road II-19 section “Simitli – Razlog”;
- Under CBC BG/GR 2002 - 10,3 MEURO for Rehabilitation and partial reconstruction of Road II-19 section “Razlog – Bansko – Gotse Delchev – Sadovo”;
- Under CBC BG/GR 2002 – 4,6 MEUR for Construction of the second tube of the tunnel on road E-79 (Dupnitsa By-Pass);
- Under CBC BG/GR 2003 – 7 MEUR for the Construction of Access Road to the Rudozem border crossing between Bulgaria and Greece;
- Under CBC BG/GR 2005 – 6,5 MEUR for Rehabilitation and partial reconstruction of Road II-86 Sokolovtsi – Smolyan – Srednogortsi from km 94+240 to km 125+364
- Under EIB loan - Lot 1 “Rehabilitation, strengthening and improvement of Road E79 Daskalovo – Dupnitsa”, 54 MEURO

3.6 Lessons learned:

**Cost and time overruns.** The problem was highlighted in recent Monitoring and Assessment reports (EMS Interim Evaluation Reports R/BG/TRA/02.011 dated 02 August 2003 and R/BG/TRA/03.005 dated 14 July 2003). The following steps will be taken to avoid cost and time overruns:
- Expenditure will be controlled more closely, by ensuring that variation orders are issued as soon as the varied work has been identified and correctly measured or estimated. No varied work will be approved unless it has been properly substantiated;

- The engineer will be required to notify the employer, as soon as certain quantities of the work have reached 80% of their contract quantity and advise if the quantities are expected to exceed their contract value;

- The progress of works will be closely monitored using weekly summaries from the contractor with the quantities of the more important works (earthworks, pavement, milling etc.) planned and executed during the period. This will help early identify potential problems and delays.

**Design problems.** Omissions and errors in designs have been a serious problem during a number of previous Phare contracts mainly due to obsolete designs. To mitigate the consequent delays and cost implications the beneficiary will conclude a consultancy contract with the designer of the project to ensure his presence on site and the timely issue of additional designs and redesigns. If it is necessary meetings between employer/engineer/designer will be held to define design problems and respective solutions.

**Insufficient administrative capacity.** This has been a problem during the implementation of most similar projects. However the staff within the REA CBC PIU has been constantly increasing and additional training has been carried out. Apart from the higher management staff of REA PIU engaged with the project, at least one expert will be assigned full-time to its implementation and there will be one person, responsible for the design issues of this and no more than one other project.

4. **Institutional Framework**

- **Recipient country – Republic of Bulgaria**

- **Beneficiary Institution** – Road Executive Agency (REA), which will act as the employer under FIDIC Conditions of Contract.

- **Engineer** – the engineer will be appointed after restricted International Tender Procedure for the supervision contract according to “Practical Guide to contract procedures for EC external actions”.

- **Contracting Authority** - Ministry of Regional Development and Public Works (Phare CBC IA, hereafter).

- **Owner of the asset after project completion**: Road Executive Agency

The Regional Road Administration will bear the responsibility to cover all operational, administrative and maintenance costs.

The project is in full relevance with government regional policy to promote and support the population in the border regions and with relevant Legal Framework.
It is also in compliance with all existing relevant bilateral agreements between Bulgaria and Greece, concerning Border links and relationships (agreements achieved between Prime Ministers of Bulgaria and Greece during the meeting on 31 October – 1 November 2002).

5. Detailed Budget

<table>
<thead>
<tr>
<th></th>
<th>Phare support</th>
<th>Co-financing</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>€M</td>
<td></td>
<td>National</td>
<td>Other</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Funds</td>
<td>Sources</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(*)</td>
<td></td>
</tr>
<tr>
<td>Year 2006 - Investment support</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>jointly co funded</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Supervision Services and TA for Independent Evaluator</td>
<td>0,450 M€</td>
<td>0,150 M€</td>
<td>-</td>
</tr>
<tr>
<td>Construction works</td>
<td>4,950 M€</td>
<td>1,650 M€</td>
<td>-</td>
</tr>
<tr>
<td>Investment support – sub-total</td>
<td>5,400 €M</td>
<td>1,800 €M</td>
<td></td>
</tr>
<tr>
<td>% of total public funds</td>
<td>75 %</td>
<td>25 %</td>
<td></td>
</tr>
<tr>
<td>Total project 2006</td>
<td>5,400 €M</td>
<td>1,800 €M</td>
<td></td>
</tr>
</tbody>
</table>

(*) For the implementation of investment measures a minimum 25 % co-financing is provided from the Bulgarian national budget through the National Fund.

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

6. Implementation Arrangements

6.1 Implementing Agency

Implementing Agency

CBC Implementing Agency
The CBC Implementing Agency is the Ministry of Regional Development and Public Works (MRDPW), which retain overall responsibility for the implementation of the project (signature of contracts, authorisation and payments of invoices).

Ministry of Regional Development and Public Works
Phare CBC Implementing Agency
Beneficiary Institution

The project beneficiary institution is Road Executive Agency (REA). It 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 and approval of variations and invoices for payment.

For Work Contracts under FIDIC 1999 rules, an official of the REA acts as the Employer and the invoices have to be certified by an independent Engineer contracted and financed by Phare Programme. REA 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 for assessment of progress made and remaining work to be done. Works will be tendered to contractor with appropriate financial capacity, technical and FIDIC experience.

Road Executive Agency (REA)

Bul. Macedonia 3

Contact person: Ms Galina Vassileva

Head of EU Phare Programme Department

Tel: 00359-2-952-11-47; Tel: 00359-2-952-61-37

gvassileva@rea.bg

Engineer – the Engineer will be appointed after restricted International Tender Procedure for the supervision contract according to “Practical guide to contract procedures by the general budget of the European Communities in the context of external actions”

6.2 Twinning

N/A

6.3 Non-standard aspects

There are no “non-standards aspects”. The “Practical Guide to contract procedures for EC external actions will strictly be followed valid as from the 01/02/2006. These provisions are valid until Bulgaria becomes a member state of the European Union. After accession, the national procurement legislation will be in force.
6.4 Contracts

Two contracts are anticipated:
Service Contract for Construction Supervision.
Estimated value of contract: **0.600 MEUR**.

The duration of the Supervision Contract is expected to be 42 months:
1 month - mobilization, 24 months – supervision during construction, 12 months - Defect Notification Period, 5 months – Final Payment

Works Contract for Construction Works.
Estimated value of contract: **6.600 MEUR**.

The duration of the Works Contract is expected to be 41 months:
24 months - construction, 12 months - Defect Notification Period, 5 months – Final Payment.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Construction Works</th>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Project Completion</th>
</tr>
</thead>
</table>

Supervision Services

<table>
<thead>
<tr>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Project Completion</th>
</tr>
</thead>
</table>

8. Equal Opportunity

The project implementation procedures will ensure that the project brings benefits to men and women and to ethnic groups in equal measure. Special attention will be paid to guarantee that women and members of ethnic groups are included in the project activities.

9. Environment

Environmental screening as well as Environmental Impact Assessment Report is envisaged only for Rudozem bypass. The road sections, subject to this assignment will be rehabilitated and partially reconstructed and consequently no Environmental Impact Assessment is necessary.

10. Rates of return

The socio-economic analysis shows project benefit from the sections to be rehabilitated average 18 % IRR.
11. Investment criteria (applicable to all investments)

11.1 Catalytic effect

Without PHARE assistance the project will not be implemented in the near future, because of lack of funds. Thus EU Phare funds are appearing as the economic assistance to the country and will mobilise economy during Pre-Accession period achieving better socio-economic effect.

11.2 Co-financing

For the implementation of investment measures a minimum 25% co-financing is provided from the Bulgarian national budget through the National Fund.

11.3 Additionality

No other financing sources from the private sector or from IFIs will be available for financing of the project.

11.4 Project readiness and size

The detailed design for the section to be rehabilitated will be completed till October 2006.

The detailed design for the Rudozem bypass will be prepared till the middle of year 2006 through the PHARE CBC Project Preparation Facility, FM 2003 BG/GR.

The land acquisitions for Rudozem bypass, which are responsibilities of Smolian Municipality, will be completed before the Works contract is awarded. The project complies with minimum project size requirements.

11.5 Sustainability

This project is in line with the priorities indicated in the bilateral agreement between the Governments of Greece and Bulgaria, which is a basis for the development of border region between the two countries. Further, it complies with the Council Regulation 1266/1999 on co-ordination of pre-accession assistance.

The project will facilitate the increased traffic flows arising from the construction of the new BCCP Rudozem – Xanthi and thus will foster economic cooperation and sustainable development of the region. No adverse effects on the environment resulting from construction activities are expected.

11.6 Compliance with state aids provisions

The project complies with the state aids provisions.

12. Conditionality and sequencing
In case the total cost of the project exceeds the amount envisaged in the project fiche the shortfall will be covered by additional national co-financing.

In order to minimize consequent delays REA will ensure design compatibility prior to contract conclusion. Designers’ superintendence will be provided on site and financed by REA if design problems arise during construction.

ANNEXES TO PROJECT FICHE

1. Logframe in standard format (compulsory) for each project - see Annex 6 of this Guide for guidance – plus (optional) sector monitoring sheet for sector programmes
2. Detailed implementation chart (compulsory for year 1, optional for future years)
3. Contracting and disbursement schedule, by quarter, for full duration of project (including disbursement period) (compulsory for year 1)
4. For all projects: reference list of feasibility/pre-feasibility studies, in-depth ex ante evaluations or other forms of preparatory work. For all investment projects, the executive summaries of economic and financial appraisals, environmental impact assessments, etc, should be attached (compulsory)
5. Reference list of relevant laws and regulations (compulsory)
6. Reference list of relevant strategic plans and studies (may include institution sector strategies, development plans, business development plans, etc) (compulsory)
## Annex 1 – Logical framework matrix in standard format

### “Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass”

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Facilitation of cross-border cooperation and promotion of good neighbourliness and stability between between Bulgaria and Greece; - Stimulation of regional economic development and helping these regions to overcome the specific development problems which may arise, inter alia, from their position within the national economies; - Ensuring compatibility of Bulgarian road network with the road network of European Union.</td>
<td>- Commerce between Bulgaria and Greece - Gross Regional Product - Bearing capacity of the road – 11,5 ton/axel</td>
<td>- Trade statistics - Regional GDP statistics - Measurements by Central Laboratory, road network statistics</td>
</tr>
</tbody>
</table>

### Project Purpose

<table>
<thead>
<tr>
<th>Project Purpose</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Improved road transport conditions along Road II -86 and thus facilitating the increased traffic flows between Bulgaria and Greece through the new BCCP Rudozem – Xanthi.</td>
<td>- Reduction of travel time along Road II-86 - Reduction in accidents on the road section and enhancement of road safety - Reduction of vehicle operating costs after project completion</td>
<td>- Traffic surveys carried out by the Central Laboratory for Roads and Bridges; - Police road accidents statistics; - HDM model run by Central Laboratory for Roads and Bridges</td>
<td>-</td>
</tr>
</tbody>
</table>

**Total Budget:** 7.200 MEUR

**Phare Budget:** 5.400 MEUR
<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 14 km rehabilitated road section along Road II-86</td>
<td>- Improved technical characteristics and parameters of the road section</td>
<td>- Measurements by CRBL (Central Roads’ and Bridges’ Laboratory) Studies</td>
<td>- Most of constructions works does not exceed cost estimates and no major contingency during construction.</td>
</tr>
<tr>
<td>- unobstructed traffic via Rudozem using the new bypass</td>
<td></td>
<td>- REA studies and reports</td>
<td>- Adherence to work schedules, construction standards and rules.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Preparation of tender documents for works and services contracts;</td>
<td>- Compatibility of detailed design;</td>
<td>- Tender Evaluation Reports</td>
<td>- Continuity of staff and policy in the REA and MRDPW enabling implementation of the project without delays.</td>
</tr>
<tr>
<td>- Tendering;</td>
<td>- Availability of funds to cover Engineer’s and Contractor’s costs.</td>
<td>- Project Progress Reports</td>
<td>- Construction companies have sufficient capacity.</td>
</tr>
<tr>
<td>- Construction Supervision Services;</td>
<td>- Own inputs from MRDPW and REA</td>
<td>- Project Final Report</td>
<td></td>
</tr>
<tr>
<td>- Supervision of the construction works Contract</td>
<td></td>
<td>- Technical Specification and As-built documents</td>
<td></td>
</tr>
</tbody>
</table>
### Annex 2 – Detailed implementation chart

**Project:** “Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass”

<table>
<thead>
<tr>
<th>Components</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Construction Works</td>
<td>J F</td>
<td>M A</td>
<td>J J</td>
<td>A S</td>
<td>O N D</td>
</tr>
<tr>
<td>2. Supervision Services</td>
<td>J F</td>
<td>M A</td>
<td>J J</td>
<td>A S</td>
<td>O N D</td>
</tr>
</tbody>
</table>

D = Design/Tender preparation  
C = Contracting  
I = Implementation/works  
T = Tender procedure

### Annex 2 – Detailed implementation chart

**Project:** “Rehabilitation and partial reconstruction of Road II-86 Sokolovtsi – Smolyan – Srednogortsi from km 94+240 to km 125+364”

<table>
<thead>
<tr>
<th>Components</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Construction Works</td>
<td>I I I</td>
</tr>
<tr>
<td>2. Supervision Services</td>
<td>I I I</td>
</tr>
</tbody>
</table>

D = Design/Tender preparation  
C = Contracting  
I = Implementation/works  
T = Tender procedure
Annex 3 – Contracting and disbursement schedule by quarter

Project: “Rehabilitation of Road II-86 Chepelare – Sokolovtsi and construction of Rudozem bypass”

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative contracting schedule by quarter in M Euro (planned)</th>
<th>Total Allocation €M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007</td>
<td>2008</td>
</tr>
<tr>
<td></td>
<td>Q4</td>
<td>Q1</td>
</tr>
<tr>
<td>Phare contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Supervision Services (Phare)</td>
<td>0.450</td>
<td>0.450</td>
</tr>
<tr>
<td>Total Phare Contracting:</td>
<td>5.400</td>
<td>5.400</td>
</tr>
</tbody>
</table>

National contribution

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
</tr>
<tr>
<td>1. Supervision Services (NF)</td>
<td>0.150</td>
<td>0.150</td>
<td>0.150</td>
<td>0.150</td>
<td>0.150</td>
<td>0.150</td>
</tr>
<tr>
<td>2. Construction Works (NF)</td>
<td>1.650</td>
<td>1.650</td>
<td>1.650</td>
<td>1.650</td>
<td>1.650</td>
<td>1.650</td>
</tr>
<tr>
<td>Total National Co-financing:</td>
<td>1.800</td>
<td>1.800</td>
<td>1.800</td>
<td>1.800</td>
<td>1.800</td>
<td>1.800</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Disbursement</th>
<th>Cumulative disbursement schedule by quarter in M Euro (planned)</th>
<th>Total Allocation €M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2007</td>
<td>2008</td>
</tr>
<tr>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
</tr>
<tr>
<td>Phare contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Supervision Services (Phare)</td>
<td>0.270</td>
<td>0.315</td>
</tr>
<tr>
<td><strong>Total Phare disbursement:</strong></td>
<td>0.765</td>
<td>0.795</td>
</tr>
<tr>
<td>National contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Supervision Services (NF)</td>
<td>0.090</td>
<td>0.105</td>
</tr>
<tr>
<td>2. Construction Works (NF)</td>
<td>0.165</td>
<td>0.260</td>
</tr>
<tr>
<td><strong>Total National Co-financing:</strong></td>
<td>0.255</td>
<td>0.260</td>
</tr>
</tbody>
</table>
Annex 4 - Reference to feasibility /pre-feasibility studies
The Project is not supported by Pre-Feasibility Study (see Item 10).