1. **Basic Information**

1.1 CRIS Number: 2003/005-632.01

1.2 Title: Construction of the Access Road to Strumiani - Berovo Border Crossing between Bulgaria and FYROM

1.3 Sector: Infrastructure - Transport (IN)

1.4 Location: Bulgaria, South West region

2. **Objectives**

2.1 **Overall Objectives**

- Reduce isolation of border regions and encourage investments and cross-border trade.
- Through this improved communication link, development of both regional and national economic co-operation.
- Preparation of Bulgarian border 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.
- Make the Bulgarian road network compatible with the road network of the European Union.

2.2 **Project purpose**

- Facilitate the increased traffic flow between Bulgaria and Macedonia through the new BCCP Strumiani - Berovo.

2.3 **Accession Partnership and NPAA priority**

- 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.

**NPAA (Medium-term priority):**

- Promotion of cross-border co-operation.

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.
  The main municipality from the Bulgarian side concerned with the need for construction of a suitable approach road to the proposed new Cross Border Checkpoint is Strumiani.
- Facilitate an increase in the trade and cultural links between the two countries.
- Encourage the economic development on both sides of the border in the region.

3. Description

3.1 Background and justification

Background

The South West Border region is acknowledged to be isolated by its geographical situation. This combined with a general lack of access has severely disadvantaged the population in the region.

To reduce the isolation of the border region and encourage investment and cross-border trade Bulgaria and Macedonia signed on 14.06.1999 in Skopie an Agreement to open two new Border crossing between the two countries (Strumiani – Berovo, Simitli - Pehchevo). In addition, each country has undertaken to carry out the necessary feasibility and technical studies in order to provide road links to the proposed crossing points and to provide the border facilities.

Only three operational border-crossing checkpoints exist - BCCP “Gueshevo”, BCCP “Stanke Lisichkovo” and BCCP “Zlatarevo”. The access to BCCP “Gueshevo” was upgraded by rehabilitation of E871 (I-6), a total of from Pernik to Kiustendil (Lot 2A), financed by European Investment Bank.

The proposed project consists of rehabilitation and new construction of approx. 30 km of a III class approach road to the new “Strumiani - Berovo” Border Crossing Check Point between Bulgaria and Macedonia.

The existing Third Class Road No 1008, with asphalt pavement, separates from Road E-79, Sofia – Kulata at Strumiani village, km 0+000 and continues in west direction up to road junction to Tsaparevo, km 15+398. The rehabilitation section follows the existing road III-1008 from Strumiani to road junction Tsaparevo. This road is with parameters 6/8 m.

The rehabilitation section is designed with the following parameters:

- design speed 30 km/h;
- road clearance 6/8 m, including:
  - traffic lanes 2x3.00 m
  - guiding strips 2x0.25 m
  - road shoulders 2x0.75 m
  - road shoulders at guardrails 2x1.25 m
- maximal longitudinal gradient 10 %
- strengthening of the existing pavement structure:
  - dense asphalt concrete 4 cm
  - binder course 5 cm
The new road is a continuation of the existing road. From km 15+398 to km 30+198 there is an earth road without any pavement. The proposed new construction starts from km 15+398 passing through mountainous terrain and ends at km 30+198 at the Border with the Republic of Macedonia. The design for the new route is closely following the existing earth road. In order to improve the technical parameters of the new one in some places it is moving away from the existing one.

The new road is designed in accordance with the joint Protocol signed by representatives of the two countries dated 24 August 1999 (see Annex 5) and is with the following parameters:

- design speed 30 km/h;
- road clearance 6/9 m, including:
  - traffic lanes 2x3.00 m
  - guiding strips 2x0.25 m
  - road shoulders 2x1.25 m
  - road shoulders at guardrails 2x1.25 m
- maximal longitudinal gradient 10 %
- new pavement structure:
  - dense asphalt concrete 4 cm
  - binder course 4 cm
  - bituminous crushed stone 7 cm
  - crushed stone base 40 cm

The traffic will use road E79, Sofia - Kulata as a main link to the new ‘Strumiani - Berovo” Border Crossing Check Point. This transport link is expected to become across border link of regional importance between the Republic of Bulgaria and the Republic of Macedonia. According to Protocol 1, the main technical parameters of the road Berovo – Klepalo on the Macedonian territory are: estimated daily traffic for 2010 – 1039 vehicles (including 999 cars, 16 buses, 24 lorries)

There is a Detailed Design available (2000) and the land acquisition is ongoing which will be completed till the end of 2003.

Duration of the construction: 20 months.

Justification

Bulgaria is currently in the process of conversion to a market led economic system. As an integral part of this process, the country is actively pursuing a policy of greater accessibility to trade and economic links with its neighbouring countries Greece, Romania, FYROM and Turkey. Its key geographical position supposes heavy flow of international traffic to cross the Bulgarian borders.

The road will link the district of Blagoevgrad in Bulgaria with the relevant municipalities in the border region in Macedonia as follows: Berovo, Kochani, Radovish, Vinitsa, Zarnovtsi and Blatets. The road on Macedonian territory is a connection of the border with I-class road Berovo-Skopie.

The project is also in compliance with the Agreement (Skopie, 14 June 1999) between the Republic of Macedonia and the Republic of Bulgaria for opening two new international road Border Crossing Check Points Strumiany - Berovo, Simitli - Pehchevo). On Macedonian
The BCCP, as well as the feeding infrastructure, has been already constructed since 2001. The last section of the road from the border to Berovo village is also finished. The construction of the BCCP on Bulgarian territory is going to start in the second half of 2004 and will be completed together with the road connection. The BCCP and the feeding infrastructure will be financed by the Bulgarian State Budget.

The project is in relevance with the National Programme for the Completion and Development of the National Road Network in Bulgaria.

### 3.2 Linked activities

Cross Border Cooperation Programme Bulgaria/Greece:

- **BG9803.01.01** Lot 3 Rehabilitation of E-79 road “Dupnitca – Kulata”: Completed.
- **BG9803 01.02** Lot 4 Rehabilitation of E-85 road “Harmanli – Svilengrad”: Under Implementation (completed date August 2003).
- **BG9803 01.03** Lot 5 Construction of the Access Road to the new border crossing at Ilinden (link Goce-Delcev - Drama): Completed.
- **BG9904.02.01** Construction of Border Crossing Check Point Ilinden: Completed.
- **BG0008.01** Construction of the Access Road (Podkova - Makaza) to the new Border Crossing between Greece and Bulgaria (Makaza - Nimfea): Under Implementation.
- **BG0008.02** Construction of Cut & Cover Tunnel at Gotse Deltsen – Drama Border Crossing: Under Implementation.
- **2002/000-624-01** Construction of Second tube of the Tunnel at km 327 on road E-79 (Dupnitsa By-Pass)
- **2002/000-624-02** Rehabilitation and Partial Reconstruction of Road II-19 “Razlog – Bansko – Gotse Delchev – Sadovo”.

### 3.3 Results

- Provide access road of approx. 30 km to a new BCCP Strumiani - Berovo.
- The travel distance between the villages in the region and FYROM will be considerably shortened as an alternative to the existing crossing points at BCCP “Gueshevo”, BCCP “Stanke Lisichkovo” and BCCP “Zlatarevo”.
- Time and operating cost savings, improved traffic safety and comfort.

### 3.4 Activities

- **Construction Supervision Services (0.500 MEUR)**
  - preparation of Tender Dossier for Service Contract (no additional funding will be required);
  - tendering procedure;
  - contract monitoring and management during project implementation.
• **Construction Works (8.200 MEUR)**
  - preparation of Tender Dossier for Works Contract -under FIDIC Conditions of Contract 1999 (no additional funding will be required);
  - tendering procedure;
  - rehabilitation and new construction of an III class approach road with length of 30 km to the new “Strumiani - Berovo” Border Crossing Check Point between Bulgaria and FYROM;
  - taking-over of the works.

• **Publicity Action Plan**
  The Contractor, the project will be awarded to, will be required to propose and carry out a Publicity Action Plan. The plan will promote the project and EU contribution in the local and national media.

3.5 **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 not be allowed to certify payments exceeding the Contract amounts without prior written approval;
  - the Engineer will be required to notify the Employer, as soon as certain quantities of the works 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 over aged designs; identified in EMS Interim Evaluation Reports R/BG/TRA/02.011). 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 proves necessary meetings between Employer/Engineer/Designer will be held to define design problems and respective solutions.

  *All of the above activities have been performed on other Phare projects and have proven to have positive effect.*
• **Insufficient administrative capacity.** This has been a problem during the implementation of most similar projects. However the staff within the 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 – Bulgaria*

- **Beneficiary Institution** – Road Executive Agency (REA).
- **Engineer** – the Engineer will be appointed after restricted International Tender Procedure for the supervision contract according to “Practical Guide to contract procedures financed from the General Budget of the European Communities in the context of 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 the existing bilateral agreement between Bulgaria and FYROM, concerning Border links and relationships (Skopie, 14 June 1999).

5. **Detailed Budget (in MEUR)**

<table>
<thead>
<tr>
<th>Components</th>
<th>PHARE Support</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investment</td>
<td>Institution</td>
<td>Total Phare</td>
<td>National Co-</td>
<td>IFI</td>
</tr>
<tr>
<td></td>
<td>Support</td>
<td>Building</td>
<td>(=I+IB)</td>
<td>financing</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>0.500</td>
<td>0.500</td>
<td>0.500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supervision Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction works</td>
<td>2.220</td>
<td>2.220</td>
<td>5.980</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>2.720</td>
<td>2.720</td>
<td>5.980</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The PHARE contribution will finance up to **2.720 MEUR**, the rest of the financing up to **8.700 MEUR** will be financed by the Bulgarian State Budget.
6. Implementation Arrangements

6.1 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).

The project beneficiary institution is Roads 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 of 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 contractors with appropriate financial capacity, and technical and FIDIC experience.

6.2. Twinning

N/A

6.3. Non-standard aspects

There are no “non-standards aspects”. The ‘Practical Guide to contract procedures financed from the General Budget of the European Communities in the context of external actions” will be strictly followed.

6.4. Contracts

Two contracts are anticipated:

Service Contract for Construction Supervision.
Estimated value of contract: **0,500 MEUR**.

The duration of the Supervision Contract is expected to be **38 months**: 1 month - mobilization, 20 – supervision during construction, 12 months - Defect Notification Period, 5 months – Final Payment.

Works Contract for Construction Works.
Estimated value of contract: **8,200 MEUR**.

The duration of the Works Contract is expected to be 37 months: 20 months - construction, 12 months - Defect Notification Period, 5 months – Final Payment.
7. Implementation Schedule

<table>
<thead>
<tr>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2004</td>
<td>August 2004</td>
<td>November 2007</td>
</tr>
</tbody>
</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

An Environmental Impact Assessment Study has been prepared. The Ministry of Environment and Waters issued a positive decision ? 10/2002 dated 13.12.2002 on the EIA Report. The land acquisition procedure has started and will be finished before signing of contracts. No additional funding required.

10. Rates of return

It is hard to access the economic efficiency of the road and the Border Check point, which have not been constructed yet. The expected traffic has been taken into consideration in the design and the project assures a good economic efficiency.

11. Investment criteria

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

The project is to be co-financed by Bulgarian Government who will provide nearly 69 % of the total cost of the project, which is 5,980 MEUR.

11.3 Additionally

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 is completed. An Environmental Impact Assessment Study has been prepared. The Ministry of Environment and Waters issued a positive decision ? 10/2002 dated 13.12.2002 on the EIA Report. The land acquisition procedure has started and will be finished before signing of contracts.
REA will be responsible for the preparation of the Tender Dossier for the Works (including Technical Specification) and Service Contracts and tendering procedure.

The project complies with the 2 MEUR minimum PHARE allocation requirements.

11.5 Sustainability

Road Executive Agency as a specialized institution will be responsible for the future maintenance and operational costs of the constructed road.

11.6 Compliance with the state aids provisions

The project complies with the state aids provisions.

11.7 Contribution to National Development Plan

The proposed project will contribute to the achievement of the objectives declared in the National Development Plan.

12. Conditionality and sequencing

- The Bulgarian authorities undertake the obligation to cover any additional cost, above the envisaged 8,700 MEUR, necessary for the completion of the whole project during its implementation timeframe. If the total cost of the project is greater than the amount envisaged in the project fiche, the extra support required will be provided by additional national co-financing. The additional national co-financing will be provided by:
  ✓ either allocating extra national funds to conclude a contract with the contractor proposed further to the completion of the procurement process following the Practical Guide to Phare, Ispa and Sapard Contract Procedures,
  ✓ or increasing of the cost of the on-going Phare financed contract via an addendum.

- 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.

- All measures for the traffic management during construction will be taken to allow maximum safety of all persons legally engaged in the works, the traveling public and third parties.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement
4. Reference to feasibility /pre-feasibility studies
5. Protocol 2 of the Technical meeting of the Joint Bulgarian-Macedonian Group of Experts, on August 24th 1999
6. Map with location of the project
## Construction of the Access Road to Strumiani - Berovo Border Crossing between Bulgaria and FYROM

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce isolation of border regions and encourage investments and cross-border trade.</td>
<td>Increased GDP regional share</td>
<td>Governmental and international statistic</td>
</tr>
<tr>
<td>Through this improved communication link, development of both regional and national economic co-operation.</td>
<td>Increase Macedonian and other foreign investment in the region</td>
<td>National GDP statistic</td>
</tr>
<tr>
<td>Preparation of Bulgarian border 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.</td>
<td>Increase in the level of transport links between two countries.</td>
<td></td>
</tr>
<tr>
<td>Make the Bulgarian road network compatible with the road network of the European Union.</td>
<td>Correspondence with EU requirements and regulations</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Purpose</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilitate the increased traffic flow between Bulgaria and Macedonia through the new BCCP Stumiani - Berovo.</td>
<td>It is expected about 25% increase of traffic crossing the border till 2010</td>
<td>Annual Traffic surveys carried out by the Central Laboratory of Roads and Bridges.</td>
</tr>
</tbody>
</table>

### Assumptions
- Economic growth in other sectors
- Bulgarian Government continues its current commitment to reform and to accession to the EU
<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Provide access road of approx. 30 km to a new BCCP Strumiani - Berovo.</td>
<td>• Successful completion of the project</td>
<td>• Engineer’s Construction Completion report</td>
<td>• Most of constructions works does not exceed cost estimates and no major</td>
</tr>
<tr>
<td>• The travel distance between the villages in the region and FYROM will be considerably shortened as an alternative to the existing crossing points at BCCP “Gueshevo”, BCCP “Stanke Lisichkovo” and BCCP “Zlate”</td>
<td>• Reduction of average travel distance by more than 80 km.</td>
<td>• Statistics issued by the municipalities; Annual Statistical Guide.</td>
<td>contingency during construction.</td>
</tr>
<tr>
<td>• Time and operating cost savings, improved traffic safety.</td>
<td>• Reduction of average travel time</td>
<td>• REA studies and reports.</td>
<td>• Parallel progress in FYROM for access road and BCCP construction.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Coordination for building of common BCCP.</td>
</tr>
<tr>
<td>Activities</td>
<td>Means</td>
<td>Sources of Information</td>
<td>Assumptions</td>
</tr>
<tr>
<td>------------</td>
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<td>------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Construction Supervision Services (0.500 MEUR)</strong></td>
<td>• Tender documents available, incl. Technical Specification for construction</td>
<td>• Tender Evaluation Reports</td>
<td>• Land acquisition completed</td>
</tr>
<tr>
<td>- preparation of Tender Dossier for Service Contract (no additional funding will be required);</td>
<td>• Selection of adequately qualified and capable Contractor and Engineer</td>
<td>• Progress Reports</td>
<td>• Geological study well prepared.</td>
</tr>
<tr>
<td>- tendering procedure;</td>
<td></td>
<td>• Project Final Report</td>
<td>• Continuity of staff and policy in MRDPW and REA enabling implementation of the project without delays.</td>
</tr>
<tr>
<td>- contract monitoring and management during project implementation.</td>
<td></td>
<td>• Publicity Action Plan</td>
<td>• Construction companies have capacity</td>
</tr>
<tr>
<td><strong>Construction Works (8.200 MEUR)</strong></td>
<td></td>
<td></td>
<td>• No unforeseen technical or construction problems.</td>
</tr>
<tr>
<td>- preparation of Tender Dossier for Works Contract - under FIDIC Conditions of Contract 1999 (no additional funding will be required);</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- tendering procedure;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- rehabilitation and new construction of an III class approach road with length of 30 km to the new “Strumiani - Berovo” Border Crossing Check Point between Bulgaria and FYROM;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- taking-over of the works.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Publicity Action Plan</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Contractor, the project will be awarded to, will be required to propose and carry out a Publicity Action Plan. The plan will promote the project and EU contribution in the local and national media.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Annex 2 – Detailed implementation chart

**Project:** Construction of the Access Road to Strumiani - Berovo Border Crossing between Bulgaria and FYROM

<table>
<thead>
<tr>
<th>Components</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Construction Works</td>
<td>D</td>
<td>C</td>
<td>I</td>
<td>T</td>
<td>T</td>
</tr>
<tr>
<td>2. Supervision Services</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</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: *Construction of the Access Road to Strumiani - Berovo Border Crossing between Bulgaria and FYROM*

<table>
<thead>
<tr>
<th>Components</th>
<th>Cumulative contracting schedule by quarter in MEUR (planned)</th>
<th>Total Phare Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2004</td>
<td>2005</td>
</tr>
<tr>
<td>Phare contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Supervision Services</td>
<td>0,500</td>
<td>0,500</td>
</tr>
<tr>
<td><strong>Total Phare contracting</strong></td>
<td>2,720</td>
<td>2,720</td>
</tr>
<tr>
<td>National contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Construction Works</td>
<td>5,980</td>
<td>5,980</td>
</tr>
<tr>
<td><strong>Total contracting:</strong></td>
<td>8,700</td>
<td>8,700</td>
</tr>
<tr>
<td>Components</td>
<td>Cumulative disbursement schedule by quarter in MEUR (planned)</td>
<td>2004</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Q3</td>
</tr>
<tr>
<td>Phare contribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Supervision Services</td>
<td></td>
<td>0,050</td>
</tr>
<tr>
<td>2. Construction Works</td>
<td></td>
<td>0,222</td>
</tr>
<tr>
<td>Total Phare disbursement</td>
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<td>0,272</td>
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<tr>
<td>National contribution</td>
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<tr>
<td>2. Construction Works</td>
<td></td>
<td>0,598</td>
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<tr>
<td>Total disbursement:</td>
<td></td>
<td>0,870</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Annex 4 - Reference to feasibility /pre-feasibility studies

This project is supported by Detailed Design, prepared by REA at 2000.

The proposed project consists of rehabilitation and new construction. The Detailed Design of rehabilitation section (Third Class Road 1008 from Strumiani to road junction Tsaparevo) permits a design speed 30 km/h, width 6/8 m, max. longitudinal gradient 10 % and strengthening of the existing pavement structure. The new road (Third Class Road 1008 from Strumiani to road junction Tsaparevo) is designed in accordance with the joint Protocol signed by representatives of the two countries dated 24 August 1999 and is with following parameters: speed 30 km/h, width 6/9 m, max. longitudinal gradient 10 % and new pavement structure, according to the requirements of the expected future traffic. The construction and future operation of the continuing road link between Bulgaria and FYROM will have no harmful impact on the environment and population.
Annex 5

PROTOKOL 2

Today, August 24 \textsuperscript{th} 1999, a technical meeting of the Joint Bulgarian-Macedonian Group of Experts was held at the BCCP “Klepalо” /Strumiani – Berovo/ (list of Bulgarian participants attached in Annex 1 and annex with the Macedonian participants) and the following

DECISIONS
were adopted:

1. The coordinates of the border crossing point according to the Bulgarian geodetic measurement system (all the coordinates are in the 1970-system) are:
   \( \phi = 4487110,75 \)
   \( \kappa = 8468599,375 \)
2. The coordinates of the border crossing point according to the Macedonian geodetic measurement system are:
   \( \phi = 4613445,400 \)
   \( \kappa = 7664121,530 \)
3. The coordinates of two operating points along the road axis on Bulgarian territory (according to annex 3) were defined

P. 2
\( \phi = 4487065,77 \)
\( \kappa = 8468644,16 \)

P. 1
\( \phi = 4487102,98 \)
\( \kappa = 8468607,13 \)
On Macedonian territory

P. A
\( X = 4613469,992 \)
\( \kappa = 7664095,540 \)

4. The Macedonian party shall submit a whole design documents set for the construction works made on the road surface at the BCCP “Klepalо” up to 15.09.1999

5. The Bulgarian party shall submit within two months a detailed regulation plan of the BCCP “Klepalо” for the joint activities in compliance with the Bulgarian legislation in force
   The detailed regulation plan to be submitted by the Bulgarian side has to be accepted by the Macedonian side and agreed by the Bulgarian-Macedonian Committee.
6. The Macedonian party shall ensure:
- obligatory checks according to the Macedonian legislation in the zone of the joint checking with the Republic of Bulgaria
- according to Protocol 1, the main technical parameters of the road Berovo – Klepalo on the Macedonian territory are: estimated annual daily traffic for 2010 – 1039 vehicles (999 cars, 16 buses, 24 lorries)
  - design speed 40 (30 km/h)
  - surface width 2 x 3,0 = 6,0 m
  - lateral strips 2 x 1,0 = 2,0 m
  - ditch width 0,5 m
  - maximum longitudinal slope 11%
  - width of the transition zone of the border line 2 m
  - road lanes 2 x 3,0 m
  - 2 road lanes for each direction (3,0 + 3,5 m)
  - split isle 2,5 m
  - road dimensions:
    - asphalt concrete AB-11 – 4 cm
    - bituminous gravel BNS 22A – 8 cm
    - compacted rubble layer – 30 cm
    - road bedding layer – 20 cm

7. The Bulgarian and the Macedonian parties shall submit upon request the necessary information within the terms foreseen.

For the Macedonian Part of the Group

Risto Dimitrov

Ministry for Urbanism and Construction of the Republic of Macedonia

For the Bulgarian Part of the Group

Atanas Atanasov

Ministry of Regional Development and Public Works of the Republic of Bulgaria
Annex 6

REPUBLIC OF BULGARIA

PROGRAMME PHARE CBC BULGARIA FYROM

Strumiani road

PROPOSAL FOR FINANCING WECS RANDAM 2003
Agreement
between The Government of Republic of Bulgaria
and
The Government of Republic of Macedonia
for construction of new border crossing check point and road segment
between both countries

The Government of Republic of Bulgaria and The Government of Republic of Macedonia hereinafter called “Contracting parties”:

Proceed from amicability, collaboration and good neighborliness between both countries;

Considering real opportunities for further strengthening and development of long-term collaboration, which is mutually advantageous and equal in rights for both countries, as well as a willingness to create maximal favorable conditions for that development;

Realizing the decision for European and regional transport infrastructure improvement;

And in implementation of the contract agreement, laying down in the Minutes of the first session of intergovernmental Bulgarian-Macedonian Committee for Commerce and Economic co-operation, on April 30, 1999, in Skopje.

Have agreed as follows:

Article 1
Contracting parties within the end of 2002, each country on its own territory shall construct and open new border crossing check point and road segment connecting city Sandanski and village Strumyani on the territory of Republic of Bulgaria to the city Berovo on the territory of Republic of Macedonia.

Article 2
Contracting parties within the end of 2002, each country on its own territory shall construct and open new border crossing check point and road segment connecting city Simitli on the territory of Republic of Bulgaria to the city Pehchevo on the territory of Republic of Macedonia.

Article 3
Each Contracting parties shall construct, reconstruct and modernize on its own territory access road network. In the same time each party shall construct the necessary infrastructure for the both new road border crossing checkpoint functioning in respect of passengers and loads operation.

Location of border crossing and position of the third new CBCP shall be specified by Joint expert commission, as defined in Article 4 of this Agreement, within 6 months after the date of coming into force of this Agreement in accordance with Spatial Plan of Republic of Macedonia and related plans of Republic of Bulgaria.
Article 4
The Contracting parties shall create a Joint Expert Commission, which shall define road network technical data, the road segment location, border intersection point, checkpoints, buildings, sort of loads and passengers, the both new CBCP functioning regime, law and legislative issues connected to common internal road border crossing checkpoints and all common interest issues related to this Agreement implementation.

The Joint Expert Commission shall work and take decisions according to both governments instructions.

The first meeting of the Joint Expert Commission shall hold within 2 months of the date of coming into force of this Agreement.

Article 5
In case of raising of different opinions between two Contracting parties in interpretation or enforce of this Agreement, they shall be submitted for solution in Joint Expert Commission, as defined in Article 4 of this Agreement. If the Joint Expert Commission could not propose within 3 months mutual acceptable decisions, shall be resolved by negotiations between two governments.

Article 7
This Agreement shall enter into force on the 30th day after the date on which the second notification was received by the other Party.

This Agreement was signed in Sofia on June 14, 1999 in two originals in the official language of each country - Bulgarian language according to the Constitution of Republic of Bulgaria and Macedonian language according to the Constitution of Republic of Macedonia, both texts being equally authentic.

For the Government of Republic of Bulgaria
Evgeni Bakardzhiev

For the Government of Republic of Macedonia
Dushko Kadievski