1. Basic Information

1.1 Désirée Number: HU0102-05
   Twinning Number: HU/IB/2001/TR/01

1.2 Title: Adoption and implementation of the Road Traffic Control "acquis"

1.3 Sector: Transport

1.4 Location: Budapest and Regional and County Offices of the General Inspectorate of Transport, Hungary

2. Objectives

2.1 Overall Objective(s):
Adoption and effective implementation of the Transport Acquis.

2.2 Project purpose:
• Hungarian legislation fully compliant with the Acquis in the field of road traffic control
• Road traffic control institutions apply new legislation competently.

2.3 Accession Partnership and NPAA priority

• **Medium-term priority:** AP 3.2 Complete alignment in road transport.

• **NPAA 4.5/A/1.1.c-e:** For EU technical regulations concerning road vehicles by conducting regular supervisions the responsible bodies for implementation are the General Inspectorate for Transport and its regional inspectorates. NPAA 4.5/A/1.1.e As to instruments, the testing stations performing individual vehicle-, part- and component testing which is inevitable for type examinations will have to be modernised and gas analysis and shock absorber testing instruments will have to be procured.

• **NPAA 4.5/A/1.1.e:** The measurement of the weight of vehicles will have to be continued, but with a modernised set of instruments.

• **NPAA 4.5/A/1.1.e:** Driving and resting times and the full extension of their control also require gradual implementation by amending Decree No. 89/1988 (XII.20.) MT of the Council of Ministers or by adopting a new government order in this field, first with respect to international, then to domestic transport.

• **NPAA 4.5/A/1.3.c:** In relation to the implementation of the AETR Agreement. The order and procedures of supervision will be determined in a Government Decree, already under elaboration. This Government Decree will be extended to domestic transport for the application of Regulation (EEC) 3820/85. The staff of the monitoring organisation will have to be trained at a high level.

• **NPAA 4.5/A/1.1.e:** Equipment capable of rapidly analysing tachographs including digital ones will be procured. Similarly, it is necessary to control the
speed limiting devices by adopting the authentication and instruments used in the Member States.

- **NPAA 4.5/A/1.1.e** In order that the above monitoring activity efficiently comply with the requirements regarding the safety of transport and the protection of the environment, a relatively high level of instrumentation has to be reached.

- **NPAA 4.5/F/1.2.e** The development of the administrative institutions is needed for enforcement. For the training and examination of the specialised trainers are required at the General Inspectorate for Transport.

- **NPAA 4.5/F/1.3.e** Under the institutional development required for implementation, the number of well-trained supervisors will have to be increased in 2000 and 2001. Supervisors shall also receive regular training.

### 2.4 Contribution to National Development Plan: Not applicable

### 2.5 Cross Border Impact: Not applicable

### 3. Description

#### 3.1. Background and justification:

Hungary is crossed by three of the Helsinki road corridors. Thus, transposition and full application of EU transport legislation in Hungary are crucial.

Legal harmonisation is being carried out, or has been completed in the following fields:


- **Council Directive 96/53/EC** of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic should be fully harmonised – except of the transitional requirements concerning the Article 1, (1) b); Article 7. and the Annex – by amending the Ministerial Decree No. 6/1990. (IV. 12.) KÖHÉM (technical requirements) and the Ministerial Decree No. 4/1999. (II. 12.) (controlling and specified conditions) in the first half of year 2001.

- **Council Regulation 3820/85/EEC; 3821/85/EEC; and Council Directive 88/599/EEC** regulating driving and resting times for drivers of buses and heavy-vehicles, giving detailed rules for installing, using and inspection of recording equipment, and providing standard checking procedures have been partly adopted by Hungary’s signature of the AETR Agreement (European Agreement Concerning the Work of Vehicles Engaged in International Road Transport), which covers for the time being only international transport. The order and procedures of supervision will be determined in a Government Decree currently un-
der preparation. This Government Decree will be extended to domestic transport for the application of Regulation (EEC) 3820/85; 3821/85/EEC; and Council Directive 88/599/EEC.

- Hungary is party to the international agreements and rules applicable to the transport of dangerous goods (ADR: European Treaty on the International Transportation by Road of Dangerous Goods). The international provisions are applicable to domestic transport, and the differences permitted for domestic transport are in line with the Directives concerning transport of dangerous goods. In addition to this further legislation will be prepared before Accession.

- Council Directive 95/50/EC aiming at compliance with the requirements concerning the transport of dangerous goods and ensuring their safety, as it provides for a uniform procedure of supervising the road transport of dangerous good will be adopted by the end of 2001.

The table below summarises the calendar for the adoption of the legislation including the one to be prepared under the present project. Assistance is needed for the drafting and checking of new legislation to ensure compliance with the Acquis.

<table>
<thead>
<tr>
<th>Already adopted EU legislation</th>
<th>Legislation to be adopted by the end of 2001</th>
<th>Legislation to be adopted first half of 2002</th>
</tr>
</thead>
</table>

The General Inspectorate for Transport (GIT) and its regional inspectorates are responsible for the enforcement of the above legislation. However, given the increased number and variety of tasks there are serious gaps in terms of number and qualification of GIT staff. High-level technical equipment is also lacking for the proper implementation of the road traffic control acquis.

3.2. Linked activities:

Two mobile stations for the complete technical checking of vehicle have already been purchased by the GIT, and another one is being obtained from Hungarian budgetary sources.

(In the field of road traffic control there has not been Institution Building project implemented.)

3.3. Results:

- The required Hungarian legislation for full harmonisation is prepared (See Annex 5.)

- 300 Hungarian GIT experts are well-trained (Council Regulation (EEC) No 3821/85 and Council Regulation (EEC) No 3820/85: The establishment of the new working order requires the increase of the number of drivers, the training of a suitable number of drivers, the modernisation/change of the equipment and technology applied to date and the setting up of additional resting places in order to comply with the driving times. ...training of experts with adequate qualifications, setting up and operating the technical background.)
• One simulator for testing drivers at the GIT Central Testing Station (Council Regulation (EEC) No 3821/85 and Council Regulation (EEC) No 3820/85 – See above.)


• All the 19 counties and the capital are provided with mobile scales (Council Regulation (EEC) No 3821/85 and Council Regulation (EEC) No 3820/85 : The efficient supervision of compliance with the provisions of the order has to be ensured. In addition to installing tachographs, also the scope of the tasks of the General Inspectorate for Transport and the county inspectorates for transport has to be extended.)


3.4 Activities:

3.4.1. Twinning

The PAA will spend 12 months in Hungary, and will work together with the expert staff of the Ministry of Transport and Water Management and the General Inspectorate of Transport in the fields of:

• legal harmonisation, and
• elaboration of the institutional and infrastructure background for the effective implementation and enforcement of the regulations with emphasis on preparing training material and carrying out the training for the staff.

Hungarian officials will acquire comprehensive knowledge of different models of implementation of legislation in member states.

The training will aim at: Introduction with different models of institutional network and co-operation of road control, system of international co-operation, EU standards and implementation of EU legislation, models of legal and administrative procedures.

Scope of the twinning (tasks of the PAA):

1 Co-operation with the staff of the Ministry of Transport and Water Management and the General Inspectorate of Transport in the completion of legal harmonisation in the field of road traffic control.

• Interpreting the EU legislation
- Advise Hungarian officials in charge of drafting legislation in line with EU requirements, suitable to the Hungarian environment
- Advising in determining the scope of authorities for the implementation of the harmonised community legislation, based on EU models

2 Co-operation with the representatives of transport sector officials (from the Ministry of Transport and Water Management and the General Inspectorate of Transport) and employee’s unions representing Hungarian haulage companies in the interest of efficient implementation of road control legislation.
   - Review of the institutional and territorial organisation of the Hungarian road control system and giving advise in respect of utilising the experience of EU models
   - Transfer of experience of application of the relevant EU legislation in different member states

3 Preparation of manuals, etc. for the training of 300 GIT officers. Checking equivalency and consistence of the training system and training materials in the relevant Hungarian control institutions in respect of the EU requirements

4 Assistance to the procedures of tendering, contracting and implementation.

5 Organising training programs regarding implementation the relevant EU legislation for the Hungarian trainers and experts, held by EU short term experts

Guaranteed results (benchmarks) of the twinning program
- Implementing EU regulations that have not yet been reflected in Hungarian legislation
- Improvement in the transport market protection against distortion from competition
- Improvement of road traffic safety
- Decreasing environmental pollution
- Improvement of social conditions relating to road transport
- Training materials are prepared
- Required equipment are in place and operate effectively
- Training activities are carried out for 300 officers

Profile of the PAA:
He or she shall:
- be an expert of road traffic control both for its technical and legal aspects
- have relevant experience in member states administration and in twinning procedures, if possible
- have an excellent command of spoken and written English.

Short and medium term experts
Areas not directly covered by the PAA can be taken over by short- and medium-term experts. It is expected that the twinning partner(s) will bring the experience of two EU member states, to familiarise Hungary with different models in place within the EU.
The concrete assignments will be subject to the preparation of the technical Covenant and the recommendations of the twinning partner(s).

### 3.4.2. Equipment supply

Implementation of the measures originating from the harmonised legislation requires the following technical equipment:

- One simulator for testing truck drivers situated in the future at its headquarter
- Four mobile stations for (regulatory, safety and environmental) road control (in order that all the 7 regions be covered)
- Twenty mobile recording equipment (tachographs) so that the 19 counties and the capital are covered

### 4. Institutional Framework

The administrative responsibility falls on the CFCU. The overall technical responsibility is with the General Inspectorate of Transport, which is the national authority responsible for road traffic controls. The General Inspectorate reports directly to the Road Transport Department of the Ministry of Transport and Water Management.

### 5. Detailed Budget (€ Million)

<table>
<thead>
<tr>
<th>Phare Support</th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare (I+IB)</th>
<th>National Co-financing*</th>
<th>IFI*</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 1: Twinning</td>
<td>-</td>
<td>0.779</td>
<td>0.779</td>
<td>0.10</td>
<td></td>
<td>0.879</td>
</tr>
<tr>
<td>Contract 2: Supply</td>
<td>2.221</td>
<td>-</td>
<td>2.221</td>
<td>0.741</td>
<td></td>
<td>2.962</td>
</tr>
<tr>
<td>Total</td>
<td>2.221</td>
<td>0.779</td>
<td>3.00</td>
<td>0.841</td>
<td></td>
<td>3.841</td>
</tr>
</tbody>
</table>

The twinning covenant will have a total value of 0.779 M€. The Hungarian co-financing of 0.1 M€ will be used to cover the counterpart costs arising from the implementation of the twinning.

The investment component will be jointly co-financed between Phare and Government resources. The Phare amount is binding as a maximum amount available for the project. The ratio between the Phare and national amount is also binding and has to be applied to the final contract price.

### 6. Implementation Arrangements

#### 6.1 Implementing Agency

The Implementing Agency of the project is the Central Finance and Contracting Unit (CFCU). The CFCU will be the Contracting Authority and in that capacity will issue and evaluate tenders, conclude contracts and authorize the treasury to make contractu-
ally related payments. The Director General of the CFCU will act as PAO of the project. Her contacts are:

**PAO:** Name: Ms. Judit Rózsa, Director  
Institution: CFCU, State Treasury  
Address: 1052 Budapest, Deák Ferenc u.5.  
Phone: +(36-1) 327-36-52 Fax: +(36-1) 327-35-72

The Ministry of Transport and Water Management will be responsible for the technical part of the project in terms of design, evaluation follow up and monitoring. The Director General of the Ministry will act as Senior Programme Officer. His contacts are:

**SPO:** Name: Dr. Győző Kenéz, Director general  
Institution: Ministry of Transport and Water Management  
Address: 1077 Budapest Dob utca 75-81.  
Phone: +(36-1) 352-8863 Fax: +(36-1) 352-8862

### 6.2 Twinning

The beneficiary institution will be the General Inspectorate of Transport. Contact person is:

Name: Ms. Ildikó Dalmainé Szerző, Director  
Institution: General Inspectorate of Transport  
Address: 1066 Budapest Teréz krt. 38.  
Phone: +(36-1) 311-52-53 Fax: +(36-1) 332-65-32

The Contracting Authority of the twinning component will be the CFCU, headed by Ms. **Judit Rózsa** (for details see above)

### 6.3 Non-standard aspects

The Practical Guide and the Twinning Manual will be strictly followed.

### 6.4 Contracts

The programme shall be implemented through: one twinning arrangement in a value of € 0,779 million and a supply international open tender in a value of € 2,962 million.

### 7. Implementation Schedule

<table>
<thead>
<tr>
<th>Component</th>
<th>Start of Tendering</th>
<th>Start of Project Activity</th>
<th>Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning</td>
<td>04. 2001</td>
<td>01.2002</td>
<td>12.2002</td>
</tr>
<tr>
<td>Equipment supply</td>
<td>01.2002</td>
<td>09.2002</td>
<td>12.2002</td>
</tr>
</tbody>
</table>
8. **Equal Opportunity**

All participating Hungarian institutions are equal opportunity employers. No discrimination of any kind will be applied.

9. **Environment**

The project will result in measuring environmental requirements of vehicles, therefore it will fully contribute to the improvement of the environment.

10. **Rates of return**

Not applicable.

11. **Investment criteria**

11.1 **Catalytic effect:**
The Phare contribution will accelerate the adoption and enforcement of the *Acquis*.

11.2 **Co-financing:**
National co-finance amounts to 25 percent of total costs for the supply contract and 12 percent for the twinning component.

11.3 **Additionality:**
No other financiers will be displaced by the Phare intervention.

11.4 **Project readiness and Size:**
All necessary preparatory studies for the investment component of the project have been completed. The PAA will assist in developing them into the technical specifications required for the Phare tendering and contracting. The investment component complies with the minimum project size requirements.

11.5 **Sustainability:**
All supported investment actions are sustainable in the long term beyond the date of Accession. They comply with EU norms and standards, and are coherent with the sector policies of the EU. Maintenance and operation costs of all equipment will be covered by the Hungarian national budget.

11.6 **Compliance with state aids provisions**
All investments will respect the state aids provisions of the Europe Agreement.

11.7 **Contribution to National Development Plan:** Not applicable.

12. **Conditionality and sequencing**

- The necessary working environment for PAAs - including appropriate office facilities - will be the responsibility of the GIT.
- Technical Specifications for the equipment (supply tender) to be purchased will be available by the time of signing the twinning covenant.
- Sequencing shall be as outlined in the implementation schedule.
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
4. Reference to feasibility /pre-feasibility studies. For all investment projects, the executive summary of the economic and financial appraisals, and the environmental impact assessment should be attached
5. List of relevant Laws and Regulations
**Logframe Planning Matrix**

**for Project**

**Legal Harmonisation Concerning the Control of Road Traffic and its Enforcement**

**Overall Objectives**

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adoption and effective implementation of the <em>Transport Acquis</em></td>
<td>• Transport traffic in Hungary (including transit traffic) functions as safely and orderly as in comparable EU Member States.</td>
<td>• International transport and traffic statistics</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Reports of international transporters’ and forwarders associations</td>
</tr>
</tbody>
</table>

**Project purpose**

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hungarian legislation fully compliant with the <em>Acquis</em> in the field of road traffic control</td>
<td>• Road controls including environmental and safety checks are carried out in Hungary at frequencies and quality standards comparable to those in EU Member States</td>
<td>• Reports of the GIT</td>
</tr>
<tr>
<td>Road traffic control institutions apply new legislation competently.</td>
<td></td>
<td>Regular Reports of the Commission on Hungary</td>
</tr>
</tbody>
</table>

**Results**

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hungarian legislation for full harmonisation of road control legislation prepared for approval by the competent authorities</td>
<td>• Legal documents concerning the topics listed in section 3.1 and Annex 5</td>
<td>• The Legal Department of the Ministry will provide information on the progress of the harmonisation process</td>
</tr>
<tr>
<td>Training programme successfully completed</td>
<td>• 300 Hungarian GIT experts graduated from the training programme</td>
<td>• Reports on attendance and course test results on the trainings will be available at the GIT</td>
</tr>
<tr>
<td>All required equipment delivered and fully operational</td>
<td>• One simulator, 4 mobile stations and 20 mobile scales in place</td>
<td>• Documentation on technical acceptance and the completion of the installation process approved by the GIT (provisional and final acceptance protocols)</td>
</tr>
</tbody>
</table>

**Activities**

<table>
<thead>
<tr>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Drafting road control legislation</td>
<td>• The GIT will purchase a third mobile station</td>
</tr>
<tr>
<td>• Training GIT experts</td>
<td>• Co-financing available as and when required</td>
</tr>
<tr>
<td>• Selecting and acquiring equipment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• High quality twinning covenant ready on schedule</td>
</tr>
<tr>
<td></td>
<td>• Technical specification for the equipment to be purchase to be available by the time of signing the twinning covenant</td>
</tr>
</tbody>
</table>

**Preconditions**
## IMPLEMENTATION CHART

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Month</td>
<td>J F M A M J A S O N D</td>
<td>J F M A M J A S O N D</td>
</tr>
<tr>
<td>1. Component: Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Component: Equipment supply</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Design (20% shading)**: 20%
- **Tendering and contracting (50%)**: 50%
- **Contract Implementation and Payments (100%)**: 100%
### ANNEX 3.

**CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE (MEUR)**

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Twinning</strong></td>
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<td></td>
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</tr>
<tr>
<td>Commitment</td>
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<td>0,779</td>
<td>0,779</td>
<td>0,779</td>
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</tr>
<tr>
<td>Disbursement</td>
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<td>0,38</td>
<td>0,58</td>
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<tr>
<td><strong>Supply</strong></td>
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<tr>
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<tr>
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<tr>
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<tr>
<td>Disbursement</td>
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<td>0,19</td>
<td>0,38</td>
<td>1,912</td>
<td>3,0</td>
</tr>
</tbody>
</table>

- Amounts in MEUR,
- Only for the Phare contribution
REFERENCE TO FEASIBILITY STUDIES

All necessary preparatory studies have been completed at the General Inspectorate. These studies are the following:


ANNEX 5.

LIST OF RELEVANT LAWS AND REGULATIONS

- Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport
- Council Directive (EC) No 96/53 of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic
- Ministerial Decree 5/1990. (IV. 12.) KöHÉM on the technical inspection of road vehicles
- Ministerial Decree 6/1990. (IV. 12.) KöHÉM on the technical conditions of putting into and keeping in traffic of road vehicles
- Ministerial Decree 4/1999. (II. 12.) KHVM on the permitted maximum axle and total weight load and the maximum authorised dimensions and the relating procedures of the transport authorities and the managers of roads