1. Basic information:
1.1 Desiree number: PL0003.09
1.2 Title: Transport administration and acquis.
1.3 Sector: Administration
1.4 Location: Poland

2. Objectives:
2.1 Wider objectives:
• To strengthen administration capacity in order to implement _acquis communautaire_ in transport sector, especially in maritime safety, environmental protection, traffic safety, social legislation and technology;
• To approximate Polish legal instruments in maritime safety to the EU standards;
• To adapt road and railway transport to EU standards in the area of environmental protection and to reduce pollutant emissions and noise from these transport sectors;
• To improve road traffic safety.

2.2 Immediate objectives:
• Implementation of the EU standards and legislation in the field of maritime safety into the Polish legal system and to create conditions for practical application of the law;
• Reinforcement of the maritime administration responsible for the control of maritime safety in terms of monitoring the compliance of rules and regulations governing the maritime safety issues;
• Strengthening of Flag State Control (FSC) and Port State Control (PSC) including improvement of data interchange in scope of their activities;
• Enforcement of the procedures for the reporting system of the maritime transport of dangerous goods;
• Development of the passenger registration system for passenger ships,
• Elaboration of a programme of specific legal, organisational and technical measures required for the adaptation of road and railway transport to EU standards in the area of environment protection,
• Development of the back-up test facilities and methodology necessary for control of conformity and compliance of the transport fleet with the environmental requirements in force, as well as determination of the effectiveness of implemented measures;
• Ensuring the possibility of inspection of recording equipment in road traffic (including transit) meeting the relevant EU technical requirements;
• Development and strengthening the competence and technical level of institutions carrying out metrological controls of tachographs;

2.3 Accession Partnership and NPAA priorities
The maritime safety objective is the realisation of an AP short-term priority: „To align legislation on maritime safety standards”. The task „Reinforcement of maritime administration in a view of implementation of EU legislation and standards in the field of maritime safety” was submitted as short-term priority to the NPAA which has been adopted in May 2000.
The objectives concerning road safety and environmental protection are an AP medium-term priority „To complete alignment and reinforce administrative/enforcement capacity in road transport (road safety) and railways”.
They remain in strict alignment with the NPAA, which identifies priorities in the area of the ecological impact of transport and harmonisation of social, safety and technology legislation in transport sector (NPAA Priority No. 3.4.4.1. The NPAA priorities include legislative actions in such areas as the institutional strengthening and technical equipment.
Actions aimed at adjustment to the EU regulations are contained in Polish Position in the transport chapter.

2.4 Contribution to National Development Plan: n.a.
2.5 Cross-Border Impact: N/a

3. Description:
3.1 Background and justification
This project contains three sub-projects:
1. Reinforcement of maritime administration in view of the implementation of EU legislation and standards in the field of maritime safety and environment protection.
1.1 A number of EU instruments are foreseen to be implemented into Polish law in the area of maritime safety and the protection of maritime environment. This requires the revision of existing Polish acts,
regulations and executive orders and the development and issuing of new legislation. In order to implement these instruments, the following activities have already been taken up: Act on safety at sea – which is undergoing the final stages of legislation; Act on Maritime Code – draft already submitted to Government; Regulation of Minister of Transport and Maritime Economy on training, certification, and watchkeeping of seafarers on Polish seagoing vessels(undergoing final stage of legislation).

The activity of administration in the scope of approximation to EU standards includes, inter alia:

- analysis of issues covered by EU bodies in comparison with existing Polish legal system;
- preparation of draft acts, regulations and standing orders for implementation of EU legal instruments into Polish law;
- provision of measures necessary for application of new instruments;
- provision of information to institutions concerned, especially at regional level, on new requirements of EU, new legal instruments, and their implementation into Polish law.

Prompt implementation of EU requirements is expected from Maritime Administration. These objectives require reinforcement of existing administrative structures in order to speed up the implementation process.

1.2 At present Poland is negotiating the contract for building a VTS system for the Gdansk Bay area. A similar system is in its final stage in the Pomorska Bay area and at the fairway to the Szczecin harbour. Limited funds did not allow to implement AIS reception in the VTS system. Therefore, Maritime Administration can use only traditional methods (ships’ speed and course, current velocity and wind condition) to gather the information about the position of ships carrying dangerous and hazardous substances. Such a calculation is never precise. Implementation and integration of AIS and VTS systems will improve data exchange to speed up salvage procedures. The requirement concerning data exchange about the transport of dangerous goods derives from the Directive 93/75.

2. Reduction of adverse impacts of the transport on the environment and human health.

During recent years Poland experienced a fast motor vehicle growth, which, confronted with the bad condition of road infrastructure, causes one of the highest accident indicators in Europe. Other implications of this growth are air pollution and noise problems affecting the environment and human health.

The increase of pollutant emissions from road transport will make it difficult to meet requirements specified in international conventions on air pollution e.g. Convention on Long-range Transboundary Air Pollution. According to long-term forecasts this growth will continue in years to come.

The excessive noise from railway is also of great concern. The programme for the environment protection in transport has been prepared to deal with emerging problems. It is a follow-up of the ‘Transport and Environment’ conference (Vienna, 1997) and the Programme of Common Actions of EU ECE established after the conference. The programme is based on the assumptions that the adaptation of transport to EU standards will contribute to a considerable improvement of the situation. One of the main activities is consequently the development of the standards of emission of polluting substances and noise for railways and road vehicles.

Polish legislation in the field of environment and human health protection in the transport sector is close to EU requirements. This is a result of adoption of many UN ECE Regulations concerning technical and ecological standards. A majority of these standards are in line with the EC Directives.

However, important problems have emerged during the implementation of the legislation, caused by the lack of appropriate equipment in the scientific, research and controlling institutions.

The activity aimed at motor vehicles has already started. A motor vehicle emission laboratory has been partially set up, however its equipment needs complementing to meet fully the requirements of Directive 70/220/EEC as amended by Directive 98/69/EEC.

3. Implementation of EU social legislation – adaptation of the Polish Measurement Administration’s laboratories to the metrological control of digital tachographs.

At present Poland is prepared for the verification of mechanical and electronic tachographs, but has no measuring instruments for checking the new generation of digital tachographs. The requirement of digital tachograph verification derives from the Council Regulation No 2135/98. The project constitutes an important part of tasks connected with implementation of the Regulation and concerns competence training and purchase of necessary measuring equipment. After the training of two groups by EU experts, the Central Office of Measures will ensure a subsequent training of Polish Measurement Administration and other units.

In order to implement the Regulation, the following activities were already taken up: the Regulation of the Ministry of Transport and Maritime Economy on technical conditions of vehicle and their necessary equipment (OJ 1999, No 44, item 432) was enacted; the revision of the Law on Measures and the revision of the metrological regulations on tachographs are being prepared; the list of measuring instruments submitted to obligatory pattern approval was amended.
In the scope of twinning we intend to take advantage of EU metrological institutes’ experience especially with respect to the control equipment selection and elaboration of measuring methods.

3.2 Linked activities

The project will be a continuation of part of the Country Operational Programme PHARE’97 „Harmonisation of the Polish Metrology Law” which was signed on 19th December 1997, between the EC and the Office of the Committee of European Integration, and Programme PHARE’99 „Preparation of a legal basis and establishing the Road Transport Inspection in Poland”. Part of the project concerns control using the tachographs by the hauliers.

3.3 Results

- Establishment of 2 information centres for collection and distribution of information on vessels carrying dangerous goods with regard to Vessel Traffic and Management Systems with the use of AIS.
- Maritime Administration provided with necessary equipment for monitoring on, and communication and data-interchange with the ships carrying dangerous goods.
- Enforced executive procedure specifying responsibilities of Maritime Administration and other operators of dangerous goods maritime carriage.
- Reinforced administrative capacity of the 3 Maritime Offices creating the conditions for implementation of EU standards and regulations in the field of maritime safety.
- Reinforced PSC activity with regard to data interchange and improvement of ship inspection activities.
- Improved qualifications of Maritime Offices, PSC and FSC personnel for realisation of EU standards and regulations in the field of maritime safety.
- Implementation of the registration system for passenger ships according to the Directive 98/41.
- Implemented acquis in the field of reduction pollutant emissions derivative from motor-car transport.
- Established motor vehicle emission laboratory and implemented test procedures meeting requirements established in Directives 70/220 EEC, 93/116/EC and 97/24/EC relating to pollutant emissions; elaborated programme of adaptation of motor vehicle fleet to EU emission requirements.
- Elaborated programme of measures for the reduction of noise emissions from railway rolling stock and rail lines to meet EU requirements; modernised noise railway laboratory and noise measurement procedures adapted according to METARAI1 project sponsored by EU.
- Implemented EU legislation on performing metrological control of tachographs – legal basis, competence and technical possibilities of the Polish Measurement Administration adjusted to the EU requirements in the field of vehicle tachographs. Tachograph verification routines and procedures of metrological control adjusted to the Council Regulation (EU) No 2135/98.

3.4 Activities

1. Reinforcement of maritime administration in a view of implementation of EU legislation and standards in the field of maritime safety and environmental protection

Investment part of the project: equipment of appropriate standard enabling creation of electronic data base and ensuring the possibility of fast and easy data interchange for FSC and PSC; computer equipment and software enabling the access to EU and IMO data bases (working papers, legislation, resolutions) for the Maritime Offices; Procurement of the equipment for improvement of inspection bodies and ensuring the relevant information on ships carrying dangerous goods.

Twinning part of the project:
- seminars – 200 people (in groups of 20);
- study visits – 100 people (in groups of 10);
- stages and trainings – 25 people (approx. 2 weeks); Training for the personnel of FSC and PSC aimed at improvement of data interchange system; Training for the Maritime Offices’ staff on implementation of EU legislation in the field of maritime safety; Elaboration of executive procedures for legal instruments specifying responsibilities of maritime administration and other operators in maritime transport regarding information interchange as well as testing and implementation of AIS information and its harmonisation with the requirements of information exchange in scope of carriage of dangerous goods and development of the passenger registration system for passenger ships,
- Elaboration of working paper concerning implementation of the passenger registration system for passenger ships according to Directive 98/41.
- long-term expert (PAA) – 18 months (co-ordinating also the twinning activities under point 3.4.2 and 3.4.3). The long-term twinning co-ordinator should recruit from the senior personnel of the Ministry of Transport of one of the EU Member States and should demonstrate relevant experience in the management of similar projects, as well as knowledge in the fields covered by the project.
- short term experts – 45 m/months;
Short-term experts should demonstrate high experience and knowledge to provide expertise in the fields relating to activities described under item 3.4, twinning part.

2. **Reduction of adverse impacts of road and rail transport on the environment and human health.**

   Investment part of the project: specialised equipment for motor vehicles emission test laboratories in the Road Transport Institute in Poland; Modernisation of existing railway noise laboratory.

   Twinning part of the project:
   - seminars – 120 people (in groups of 20)
   - study visits – 50 people (in groups of 10)
   - stages and trainings – 25 people (approx. 2 weeks)
   - long-term expert (PAA)
   - short term experts – 40 m/months.

   ⇒ Twinning will cover:
   - Training for the personnel of the motor vehicles emission test laboratories and railway noise laboratory;
   - Analysis and preparation of the alignment of Polish legislation in the field of environmental protection from vehicle emissions and noise with the EU legislation;
   - Elaboration and implementation of the procedures meeting requirements established in EU Directives;
   - Elaborating the programme of measures for the reduction of noise emissions from railway rolling stock and rail lines of high speed to meet EU requirements;

3. **Implementation of EU social legislation – adaptation of the Polish Measurement Administration’s laboratories to the metrological control of digital tachographs.**

   Investment part of the project: necessary measuring instruments for digital tachographs.

   Twinning part of the project:
   - seminars – 50 people (in groups of 10)
   - study visits – 40 people (in groups of 10)
   - stages and trainings – 5 people (approx. 2 weeks)
   - long-term expert (PAA)
   - short term experts – 4 m/months

   ⇒ Twinning will cover: Revision of the tachograph verification methods according to Council Regulation (EU) No 2135/98 and training for employees of measuring verification offices.

4. **Institutional framework**

   Ministry of Transport and Maritime Economy will be co-ordinator and implementing authority of the project. In the field of maritime safety the beneficiaries of the subproject will be the Maritime Offices in Gdynia, Szczecin and Slupsk, PSC and FSC in Polish seaports. Ministry of Transport and Maritime Economy will become owner of equipment.

   In the field of environmental aspects of road transport the beneficiary of the subproject will be the Road Transport Institute, which also will become owner of the equipment.

   In the field of environmental aspects of rail transport the beneficiary of the subproject and owner of the equipment will be the Railway Scientific and Technical Centre.

   In the field of digital tachographs control the beneficiary of the subproject and owner of the equipment will be the Central Office of Measures, which is responsible for metrological control and supervision of measuring equipment.
### 5. Detailed Budget (EURO)

<table>
<thead>
<tr>
<th>INVESTMENT</th>
<th>INSTITUTION BUILDING</th>
<th>TOTAL PHARE (IV+IB)</th>
<th>NATIONAL CO-FINANCING</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>IV</td>
<td>IB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Reinforcement of maritime administration in a view of implementation of EU legislation and standards in the field of maritime safety and environmental protection</td>
<td>500 000</td>
<td>500 000</td>
<td>570 000</td>
<td>0</td>
<td>1 070 000</td>
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<tr>
<td>2) Reduction of adverse impacts of the transport on the environment and human health</td>
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<td>500 000</td>
<td>1 480 000</td>
<td>0</td>
<td>1 980 000</td>
</tr>
<tr>
<td>3) Implementation of UE social legislation – adaptation of the Polish Measurement Administration’s laboratories to the metrological control of digital tachographs</td>
<td>1 300 000</td>
<td>1 300 000</td>
<td>320 000</td>
<td>0</td>
<td>1 620 000</td>
</tr>
<tr>
<td>Twinning part of the project (covering all subprojects)</td>
<td></td>
<td>-</td>
<td>2 200 000</td>
<td>150 000</td>
<td>2 350 000</td>
</tr>
<tr>
<td>Total</td>
<td>2 300 000</td>
<td>2 200 000</td>
<td>4 500 000</td>
<td>2 370 000</td>
<td>7 020 000</td>
</tr>
</tbody>
</table>

The Polish authorities have assured that the Government cofinancing is available either through the reserve budget foreseen specifically by the Ministry of Finance for this purpose each year, or directly through the budget of the relevant Ministry.

### 6. Implementation arrangements:

#### 6.1 Implementing Agency:

**PAO**: P. Samecki, Undersecretary of State at the Office of the Committee for European Integration. Al. Ujazdowskie 9, Warsaw. Tel.: 4822 694 75 42, 4822 694 7195, 4822 694 6064. FAX: 4822 694 7194, 4822 625 0380. **CFCU**: Foundation “Cooperation Fund”, 6/12 Nowy Swiat St., 00-400 Warsaw.

The CFCU is responsible for handling tendering, contracting and payments of contracts on behalf of the Ministry of Transport which itself shall be responsible for preparing projects and managing their technical implementation.

#### 6.2 Twinning

Beneficiaries of the twinning will be: Ministry of Transport and Maritime Economy, The Road Transport Institute, the Railway Scientific and Technical Centre and the Central Office of Measures.

The activities will be co-ordinated by a long term twinning co-ordinator and a senior project officer appointed by MTME in close co-operation with senior officers nominated by the beneficiary institutions. They will be supported by a number of short-term experts coming for assignments of 1-3 months and selected to provide assistance within the specific activities.

Twinning will be implemented through different types of activities: studies and analyses of institutional and technical nature, best knowledge exchange (including manuals), stages, study visits abroad and training provided mainly in Poland (seminars, workshops).

Measuring laboratories accredited in the field of the tachograph control will be included into the training part of the project.

#### 6.3 Non-standard aspects: n.a.

#### 6.4 Contracts

The project foresees 4 contracts for a total of 4,5M€ (3 supply contracts and 1 twinning contract:

**Contract 1** - procurement of: equipment for the creation of an electronic database ensuring the possibility of fast and easy data interchange for FSC and PSC (0,15M€); computer equipment and software for access to EU and IMO databases for the Maritime Offices (0,15M€); equipment for improvement of inspection bodies and ensuring information maintenance on ships carrying dangerous goods (0,2M€). **Total 0,5M€.**
Contract 2 - procurement of equipment for motor vehicles emission test laboratories in the Road Transport Institute in Poland (0,3M€); noise measuring equipment for noise railway laboratory (0,2M€). Total 0,5M€.

Contract 3 - procurement of measuring instruments for digital tachographs for measuring administration’s verification offices (1,3M€). Total 1,3M€.

Contract 4 - Twinning (3 subprojects) Total 2,2M€.

7. Implementation schedule:
   - Start of design of project - January 2001
   - Start of tendering – July 2001
   - Start of project activity – October 2001
   - Completion – September 2003

8. Equal opportunity:
Male and female participation in the project will be based on the relevant standards of the EU concerning EOE and will be assured by official announcements published to recruit the staff needed for the project.

The main criterion for staff recruitment will be appropriate qualifications and experience in similar projects, not sex or age. Both men and women will have equal opportunities and salaries.

9. Environment: N.A.

10. Conditionality and sequencing:
   Sequencing:
   **Reinforcement of maritime administration in a view of implementation of EU legislation and standards in the field of maritime safety and environmental protection**
   Establishment of the two information centres for collection and distribution of information on vessels carrying dangerous goods with regard to Vessel Traffic and Management Systems with the use of Automatic Identification System,
   **Reduction of adverse impacts of transport on the environment and human health.**
   Establishment of motor vehicle emission laboratory and implementation of EU test procedures, Elaboration of a programme of measures for the reduction of noise emissions from railway rolling stock and rail lines of high speed, modernisation of the existing external noise railway laboratory and adaptation of EU noise measurement procedures.
   **Implementation of UE social legislation – adaptation of the Polish Measurement Administration’s laboratories to the metrological control of digital tachographs.**
   By the moment of accession Poland will secure adequate legislative and infrastructures conditions for application of Regulation 2135/98 (date of entry into force - 1 January 2003).
### LOGFRAME PLANNING MATRIX FOR PROGRAMME

<table>
<thead>
<tr>
<th>Programme number</th>
<th>Transport administration and acquis</th>
<th>Date of drafting</th>
<th>Planning period</th>
<th>Total budget of project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>22 February 2000</td>
<td>01-01/09-03</td>
<td>6.87 M€</td>
</tr>
</tbody>
</table>

#### Wider Objectives

1. To strengthen administration capacity in order to implement *acquis* in transport sector, especially in maritime safety, environmental protection, traffic safety, social legislation and technology;
2. To approximate Polish legal instruments in maritime safety to the EU standards;
3. To adapt road and railway transport to EU standards in the area of environmental protection;
4. To improve road traffic safety.

#### Indicators of Achievement

<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>? Polish legislation Harmonised to EU legislation in the field of maritime safety, environmental protection and social conditions in transport;</td>
<td>? International and local statistics, measuring, opinions;</td>
<td>? No full implementation of requirements of EC/70/220 amended by 98/69/EC.</td>
<td></td>
</tr>
<tr>
<td>? Staff of the maritime, road and rail transport and measurement administration trained;</td>
<td>? Results of analysing and research.</td>
<td>? No full implementation of requirements of EC/70/220 amended by 98/69/EC.</td>
<td></td>
</tr>
<tr>
<td>? Relevant institutions of the maritime, road and rail transport properly equipped</td>
<td>? Consultants; recommendations;</td>
<td>? No full implementation of requirements of the Council Regulation No 2135/98</td>
<td></td>
</tr>
<tr>
<td>? Improved road traffic safety.</td>
<td>? Progress report on Poland’s Application for membership of the European Union.</td>
<td>? No full implementation of requirements of EC/93/75 and EC/98/41</td>
<td></td>
</tr>
</tbody>
</table>

#### Immediate Objectives

5. Implementation of EU standards and legislation in the field of maritime safety to Polish legal system and create conditions for application of law;
6. Reinforcement of maritime administration responsible for controlling maritime safety;
7. Strengthening of Flag State Control (FSC) and Port State Control (PSC) including improvement of data interchange in scope of their activities;
8. Enforcement of the executive procedures for the reporting system of the maritime transport of dangerous goods;
9. Development of registration system for passenger ships
10. Elaboration of a programme of specific legal, organisational and technical measures required for the adaptation of road and railway transport to EU standards in the area of environment protection;
11. Increase Poland’s ability to meet EU requirements concerning the recording equipment in road transport, unification of relevant technical requirements and elimination of trade barriers in the market between Poland and EU;

#### Indicators of achievement

<table>
<thead>
<tr>
<th>(5)</th>
<th>(6)</th>
<th>(7)</th>
<th>(8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>? Implemented EU standards and legislation in the field of maritime safety</td>
<td>? Consultants reports</td>
<td>? Lack of reduction of harmful impact on environment pollutant emissions and noise derivative from road and rail transport</td>
<td></td>
</tr>
<tr>
<td>? Reinforced maritime administration and Flag State Control (FSC) and Port State Control (PSC)</td>
<td>? Strategic plans and programmes</td>
<td>? Lack of effective co-operation among institutions involved in the project,</td>
<td></td>
</tr>
<tr>
<td>? Implemented procedures for the reporting system of the maritime transport of dangerous goods</td>
<td>? Environmental surveys</td>
<td>? Failure to purchase necessary equipment on time.</td>
<td></td>
</tr>
</tbody>
</table>
Development of back-up test facilities and methodology for control of conformity and compliance of transport fleet with the environmental requirements in force, as well as determination of effectiveness of measures;

Ensuring the possibility of inspection of recording equipment in road traffic (including transit);

Development and strengthening the competence and technical level of institutions carrying out metrological controls of tachographs;

<table>
<thead>
<tr>
<th>Results of Projects</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creation of 2 centres for collection and distribution of information on vessels carrying dangerous goods with the use of Automatic Identification System.</td>
<td>personnel of FSC and PSC trained in operating data interchange systems.</td>
<td>Monitoring and evaluation reports</td>
<td>Lack of opportunities for investigations of reduction pollutant emissions derivative of motor-car transport</td>
</tr>
<tr>
<td>Maritime Administration provided with equipment for communication and data-interchange with ships carrying dangerous goods and possibility monitoring movement of ships carrying dangerous goods.</td>
<td>FSC and PSC equipped with the necessary equipment.</td>
<td>Results of measuring and tests</td>
<td></td>
</tr>
<tr>
<td>Enforced procedure specifying responsibilities of Maritime Administration and goods operators concerning reporting on dangerous goods.</td>
<td>Maritime Offices personnel trained in the implementation of the EU legislation in the field of maritime safety.</td>
<td>Strategic plans and programmes</td>
<td></td>
</tr>
<tr>
<td>Reinforced administrative capacity of the Maritime Offices in Gdynia, Szczecin and Słupsk creating the conditions for implementation of EU standards and regulations in the field of maritime safety.</td>
<td>Maritime Offices equipped with computer equipment and software enabling the access to EU and IMO data bases.</td>
<td>Environmental surveys</td>
<td></td>
</tr>
<tr>
<td>Reinforcement of PSC activity with regard to data interchange and improvement of ship inspection.</td>
<td>maritime administration equipped with equipment for improvement of inspection bodies and ensuring information maintenance on ships carrying dangerous goods.</td>
<td>Traffic surveys</td>
<td></td>
</tr>
<tr>
<td>Improved qualifications of Maritime Offices, PSC and FSCol personnel for realisation of EU standards and regulations in the field of maritime safety.</td>
<td>elaborated procedures for legal instruments specifying responsibilities of maritime administration with regard to information interchange and implementation of AIS information harmonised with the requirements of information exchange in scope of carriage of dangerous goods and passengers.</td>
<td>Laboratory tests</td>
<td></td>
</tr>
<tr>
<td>Prepared implementation of registration system for passenger ships according Directive 98/41.</td>
<td>implemented Directive 93/75</td>
<td>Reports of involved laboratories.</td>
<td></td>
</tr>
</tbody>
</table>

01.09 Transport administration and acquis / 8
<table>
<thead>
<tr>
<th>Implemented acquis in the field of reduction pollutant emissions derivative from motor-car transport.</th>
<th>Elaborated working paper concerning implementation of the passenger registration system for passenger ships according Directive 98/41.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Established motor vehicle emission laboratory and implemented test procedures meeting requirements established in 70/220 EEC, 93/116/EC and 97/24/EC.</td>
<td>Motor vehicles emission test laboratories in the Road Transport Institute equipped with necessary equipment.</td>
</tr>
<tr>
<td>Elaborated programme of measures for the reduction of noise emissions from railway rolling stock and rail lines to meet EU requirements; modernised existing external noise railway laboratory and noise measurement procedures adapted according to METARAI1 project sponsored by EU.</td>
<td>Implemented test procedures meeting current and future requirements established in EU Directives on motor vehicles emission tests.</td>
</tr>
<tr>
<td>Implemented EU legislation on performing metrological control of tachographs – legal fundamentals, competence and technical possibilities of the Polish Measurement Administration adjusted to the EU requirements in the field of vehicle tachographs. Tachograph verification routines and procedures of metrological control adjusted to the Regulation (EU) No 2135/98.</td>
<td>Detailed comparison of the implementation arrangements and procedures of type approval prepared.</td>
</tr>
<tr>
<td>Elaborated programme of measures for the reduction of noise emissions from railway rolling stock and rail lines of high speed meeting EU requirements.</td>
<td>Modernised existing external noise railway laboratory and equipped it with the necessary noise measuring equipment.</td>
</tr>
<tr>
<td>Implemented noise measurement procedures according to METARAI1 project sponsored by EU regulations.</td>
<td>Trained personnel of the motor vehicles emission test laboratories and railway noise laboratory.</td>
</tr>
<tr>
<td>Employees of measuring verification offices trained on requirements of the Regulation 2135/98 and control routines.</td>
<td></td>
</tr>
</tbody>
</table>
measuring verification offices’ and accredited employees trained on tachograph control routines and operation of measuring instruments.

measuring administration’s verification offices equipped with necessary measuring instruments (suitable for digital tachographs).

Inputs

(13)

Training of the engaged personnel, provision of measuring equipment, rooms for motor vehicles emission laboratory. Equipment: for road, rail and maritime transport administration.

Annex 2: Cumulative Implementation, contracting and disbursement schedule of the programme

<table>
<thead>
<tr>
<th>Programme Title</th>
<th>Date of drafting</th>
<th>Planning period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport administration and acquis</td>
<td>22.02.2000</td>
<td>01.01/09.03</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Project</th>
<th>PLANNED</th>
<th>Cost Estimate</th>
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<td>Q4 2000</td>
<td>M€</td>
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<td>Q1 2001</td>
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| Total programme | 4.5 |

D = design of project/ C = tendering and contracting / I = contract implementation and payment