1. Basic Information

1.1 Desire Number: RO0003.01.01

1.2 Title: Infrastructure facilities for Cenad/Kiszombor Border Crossing Point, 2nd phase

1.3 Sector: Transport

1.4 Location: Romania/Hungary Border, Timiș County, Romania.

2. Objectives

2.1 Wider Objectives

1. Achievement of the direct links between each Romanian county located on the West border of Romania and the neighbouring counties located on the Hungarian border, focusing on developing the cross border co-operation

2. Improve and increase cross border road traffic between Romania and Hungary

3. Support European integration and the development of trans-national networks

2.2 Immediate Objective

1. Completion of the road infrastructure (on the Romanian side of the border, in the areas of influence of Cenad-Kiszombor Border Crossing Point, the entrance road and access roads to BCP, parking lots and other),

2. Completion of the urban infrastructure (water supply, energy supply, sewerage system, telecommunication network),

3. Building of the Custom's House

4. Opening of the border crossing point.

2.3 Cross Border Impact:

The impact related to Timiș County and Csongrad County will consist in a strong increase in the development of mutual exchange in all the fields, such as economy, commerce, tourism, culture, ethnic background and so on. The major effect will consist in the achievement of a traffic balance between Romania and Hungary. The border crossing point will overtake about a third part of the transit achieved, today, through the border crossing point of Arad County. Therefore, the biggest part of the road transport of goods in Timiș and other counties (Caraș-Severin, Mehedinti, Dolj and other) will use this new route that has the advantage of shortening the road distance between Timișoara and Szeged with about 50 km and also avoids crossing a big city (Arad). Therefore, the access to Western markets, both for supply and sale of products, will be encouraged. This effect will make a difference for the economic agents, in the first place, who placed important production capacities on the communication axis Timișoara - Sinnicolau-Mare – Szeged. Their presence will continue to be an important element for the local and regional development. One should mention that a part of these economic agents with foreign capital (DELPHI PACKARD Romania, ZOPPAS INDUSTRIES Romania, SOLECTRON, etc) choose this location, taking into account the possibility of opening Cenad-Kiszombor Border Crossing Point and the business development opportunities that comes from this perspective.

Establishing this road link will represent an encouraging element for the co-operation between the Romanian and Hungarian firms, between institutions of education and research, with favourable effects for both sides.

A positive effect will also occur for the population of the Western area of Timiș County, which is forced to travel more than 100 km for reaching the nearest border crossing point, before the opening of Cenad-Kiszombor Border Crossing Point. This fact discouraged the cross-border human contacts and the development of cross-border co-operation.

Also, by encouraging mutual acquaintance, the people, the organisations, the institutions and the firms from the cross-border co-operation area can discover the conscience of being a part of the European common space. In this way, an important part of the European Integration will be covered, as far as the shaping of mentalities and attitudes is concerned.

3. Description
3.1 Background and justification

Although Timiș County is the most developed county from the Western part of Romania, and it is an important centre for economic development, both in the West Economic Region No.5 and Romanian-Hungarian Cross-border Co-operation Region, it does not have a direct road link with Hungary. This situation leads to an unnatural isolation of Timiș County related to the neighbour Csongrad County that directly affects the development of the economical and commercial relations between the two counties, and it is also affected the direct road link with the member states of the European Community.

The project's objective is to complete the necessary constructions and endowments with a view to opening Cenad-Kiszombor Border Crossing Point. At the same place, before 1941 there was a border crossing point, which has been re-opened for short periods since 1999. The opening of Cenad-Kiszombor Border Crossing Point will ensure the direct link between Timiș County (Romania) and Csongrad County (Hungary). In the same time, this border crossing point will connect the two counties to the IV European communication channel, with direct effects on the economic development of the region, due to the development of the transport traffic in the region and to the economic, cultural, tourist and ethnic contacts and exchanges.

3.2 Linked activities

The achievement of the investment target for Cenad-Kiszombor border crossing point represent the completion of the second stage of an integral concept started in 1999 through the financing approval of the project, “Rehabilitation of DN6 from km 629+500 to km 639+500 (10 Km) between Timișoara and the Hungarian border (Cenad-Kiszombor )”, as part of CBC Romania/Hungary – RO 9912. program.

"Cenad-Kiszombor Border Crossing Point" project is an integral part of the implementation stage of the "Strategy of Regional Development of West Border Region" program, achieved as part of the PHARE CBC 1996 RO/HU program, finalised on December 1999. The project is included in the list of priority draft projects selected for the year 2000, being considered as project of maximum priority.

Also, the project is included in the development strategic program of Timiș County, and it also appear in the Regional Concept of Economic Development - West Region No.5 of Romania, completed in 1998 as part of a co-operation program between the counties of the region, co-financed by Phare Partnership Program.

3.3 Results

The Cenad - Kiszombor Border Crossing Point project will have the following results:

- Completion of the road/traffic infrastructure
- Completion of the urban infrastructure of the BCP
- Building the Custom House
- Opening the border crossing point to international traffic

By completing these results, the immediate objectives of the project will be fully achieved.

3.4 Activities

**Activity 1: Updating the execution documentation, organising the tender of execution and project management during the implementation period**:

- Up-dating the execution documentation (execution project) for the work necessary to achieve the BCP Cenad Kiszombor, will be done by an authorised designing organisation. Up-dating of the execution documentation and the tender of execution will be co-ordinated by a Project Implementation Unit (PIU) of Timiș County Council, or appointed by Timiș County Council with the agreement/participation of the other concerned institutions (the Customs Administration, the National Administration of Roads). The financing to up-date the execution project and to organise the tender will be provided by Timiș County Council from its local budget in the amount of 37,000 Euro.

The expected term of achievement for up-dating the execution project and organising the tender is 12 months.

- PIU - Project Implementation Unit will provide the co-ordination and the technical management of the project activities (i.e. all 5 activities) during the entire life of the project, (ie 30 months). The expenses for co-ordination and management of the project, in amount of 38,000 Euro will be provided by Timiș County Council. Phare funds (25,000 Euro) may be used to ensure technical
assistance for design and monitoring of the project (including contracting of the independent engineer for the works components), to be contracted through a tender procedure.

The total budget of the Activity 1 is 100,000 Euro.

**Activity 2: Creating the road infrastructure in the area operating Cenad-Kiszombor border crossing point**

Completing the work for the carriage way area - road junction, including the access roads and way out of the border crossing point, parking place and accessory works (pavements, parks, drains, gates, traffic lights etc) and connecting it to the national road DN6 – km 639+500 that will be rehabilitated at the time, will be the result of activity 2.

Additional works for the rehabilitation of DN6 (between km 629+500 to km 639+500) may also be financed. The work will be completed by the construction company that will win the bidding process of the road infrastructure execution works. The financing is fully solicited from the PHARE CBC programme. The planning term for the completion of the work is 1 year. The necessary budget for the activity 2 is 720,000 Euro.

**Activity 3: Creating the urban infrastructure of border crossing point (water supply, sewage system)**

The result of activity 3 will be the creation of the urban infrastructure which will include: water supply, including drilling operation, pumping station, accumulator tank, distributed network and accessories (junction, hydrants, paling etc); pluvial sewage, including sewage system, discharge connection, oil decanter, pluvial waters collecting tank and pumping station; electric power supply and telecommunication works. The execution of works will be contracted with a specialised construction company, which will win the bidding for the tendered execution works. The financing is fully solicited from PHARE CBC programme. The expected term for completing the urban infrastructure works is about 9 months and these works will run parallel to the works mentioned at activity 2.

The necessary budget for completing the works of Activity 3 is 255,000 Euro.

**Activity 4: Constructing the Custom's House buildings of the border crossing point and the additional buildings including the endowing with utilities, equipment and outfit**

Activity 4 will result in the construction of the Custom's House and their facilities, including the endowment with the necessary equipment and utilities necessary to commission a border crossing point. The execution of these works will be provided by construction companies and equipment suppliers contracted by the Customs General Management, which will provide, as local co-financing, the necessary means for the completion of these works. The expected term for completing the works of building construction and endowment is about 9 months and these works will run parallel to the works mentioned at activity 2 and 3. The necessary budget for the activity 4 is 245,000 Euro.

**Activity 5: The opening of Cenad-Kiszombor border crossing point to international traffic**

Activity 5 consists of organising the legal operational services and functioning of Cenad-Kiszombor Border Crossing Point, focusing on its official opening at the term which will be established by common agreement with the Hungarian partner. This activity includes the co-ordination and management works completed by PMU-TCC, in co-operation with the Customs General Management, for the completion of the project activities necessary to be done in parallel with the Hungarian side, so that the works can be completed simultaneously in order to open the border crossing point on the established terms. The necessary means for the official opening of Cenad-Kiszombor border crossing point will be provided as partnership between both sides, and also by attracting financial support from other local authorities interested in this project.

The budget for the activity 5 is about 10,000 Euro and it will be provided by local contribution and financial support.

4. **Institutional Framework**

The achievement of this project will be ensured by a project partnership, agreed by the institutions involved and interested in the completion of this project – Timiş County Council, as initiator, co-financing party and co-ordinator of the project activities, The Customs General Management of Timişoara, as co-financing party and administrator of Cenad-Kiszombor Border Crossing Point, the Roads General Management of Timişoara, Ministry of Internal Affairs for overtaking the specific services when the border crossing point will be opened. The project was planned and agreed to be run in parallel with the Hungarian partners of Csongrad Border Crossing Point.

a). "Engineer" - Appointed as the Engineer will be the specialised firm (design and execution) which will be contracted on the basis of tenders.
b). "Employer" - The Employer will be Timiș County Council, as the beneficiary.
c). The Customs General Management will be the owner of the asset after the project completion.

5. **Detailed Budget**

<table>
<thead>
<tr>
<th>Activities</th>
<th>Phare Support</th>
<th>Phare Support</th>
<th>Phare Support</th>
<th>Phare Support</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investment</td>
<td>Institutio</td>
<td>Total Phare</td>
<td>National</td>
</tr>
<tr>
<td>In Euro</td>
<td>Support</td>
<td>n Building</td>
<td>(I + IB)</td>
<td>Cofinancing *</td>
</tr>
<tr>
<td>1- Design and monitoring</td>
<td>25.000</td>
<td>25.000</td>
<td>75.000</td>
<td>100.000</td>
</tr>
<tr>
<td>2- Road infrastructure</td>
<td>720.000</td>
<td>720.000</td>
<td>0</td>
<td>720.000</td>
</tr>
<tr>
<td>3- Urban infrastructure (water supply, sewage system)</td>
<td>255.000</td>
<td>255.000</td>
<td>0</td>
<td>255.000</td>
</tr>
<tr>
<td>4- Custom's House buildings and the necessary utilities</td>
<td>0</td>
<td>0</td>
<td>245.000</td>
<td>245.000</td>
</tr>
<tr>
<td>5- The opening of border crossing point to international traffic</td>
<td>0</td>
<td>0</td>
<td>10.000</td>
<td>10.000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1.000.000</strong></td>
<td><strong>1.000.000</strong></td>
<td><strong>330.000</strong></td>
<td><strong>1.330.000</strong></td>
</tr>
</tbody>
</table>

(*) The co-financing will be provided by the Romanian side (Customs General Management, Timiș County Council). The Customs General Management provided a letter of commitment that states its co-financing in this project.

6. **Implementation Arrangements**

6.1 Implementing Agency

The project will be managed under the Decentralised Implementation System (DIS). The Implementing Agency will be the Central Finance and Contracts Unit (CFCU) in the Ministry of Finance (CBC Implementing Agency – CBC/IA). The Implementing Authority is the National Agency for Regional Development (NARD), within which a CBC Programme Co-ordination Unit has been established (CBC PCU).

The main beneficiaries of this project will be Timiș County Council (TCC), the Customs General Management and the National Administration of Roads (NAR) within the Ministry of Transport. Timiș County Council will set up a project team staffed with full experts and the appropriate technical assistance for the project team will be provided, financed by the programme.

Timiș County Council as PIU is responsible together with the Programme Implementing Authority towards the CBC Implementing Agency for the technical management of the project: preparation of the Term of Reference and Technical Specifications, support to preparation of tender documents, evaluation criteria, participation in the evaluation of tenders, ensuring the timely provision of invoices for payment. For the works contract under FIDIC rules, on official behalf of the project beneficiary acts as the employer and invoices have to be certified by the independent Engineer contracted and financed by the Programme.

PIU - the Project Implementation Unit will be nominated by Timiș County Council and the Department of Urbanism and Public Works, (with headquarters in Romania, Timișoara, Blvd. Revoluției nr. 17 din 1989, tel: 00.40.56.193676, fax: 00.40.56. 190587) with the agreement/participation of the other concerned institutions: the Customs Administration, the National Administration of Roads (NAR).

Project beneficiary institutions will report monthly to the Implementing Agency (CBC/IA) about the commitment and disbursement schedules and they will provide with sufficient details to allow assessment of progress made and the remaining work to be accomplished.

Referring to institutional arrangement for this project, we mention the following responsibilities:

- ToR and Technical Specifications for the Rehabilitation Works: TCC/NAR
- Preparation and launching of tender: CBC IA/PIU/NARD-CBC PCU
- Awarding the contract: CBC IA/NARD-CBC PCU
- Supervision of works: TCC/NAR
- Final acceptance: CBC IA
- Reporting: NARD/CBC PCU+PIU/TCC+NAR
- Co-ordination: NARD/CBC PCU+PIU/TCC+NAR

6.2 Non-standard aspects
The DIS Manual will strictly be followed.

6.3 Contracts

The PHARE programme will provide 1.000.000 EURO and the national co-financing will be 330.000 EURO.
Activities 1, 2, 3 will be contracted on the basis of tenders.
PHARE financed contracts shall be signed by the Central Finance and Contracts Unit (CFCU) within Ministry of Finance, as PHARE CBC Programme Implementing Agency.

7. Implementation Schedule

The project specifications will be ready: June 2000
Start of project activity: January 2001
Completion of works: July 2002
The project's completion is stipulated for a period of about 2 years, after the date of financing approval. The execution works are expected to start in the third trimester of 2001. This period can be modified in accordance with the date of opening the Phare financing and the co-financing from the state budget. A detailed implementation schedule will be produced within the final Phare application and/or at the beginning of the project implementation.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Execution project specifications, design completed and tender process</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>BCP traffic infrastructure</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Urban infrastructure</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Buildings and facilities constructions, including the supply of equipment</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Opening the CBP</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: In the 1st and 2nd quarters of 2001, the financing request will be prepared, together with all the execution project specifications and design completed. It will also start the tender process of works.

8. Equal Opportunity

Equal participation in project by women and men will be ensured.

9. Environment

The distinction has to be made between the environmental impacts of the civil works themselves and the impact due to the achievement of the border crossing point construction.
The first series of impacts will be carefully monitored during the works period. The tender documents will provide for environmental protection measures: reduction of dust levels by the emission’s control at the materials preparation places, control of water run-off stream, prevention of the water pollution, control of equipment’s noise emission.
The second series of impacts, determined by the effective functioning of the border crossing point will be kept in environmental friendly ranges by a proper design and exploitation of the sewage and purifying facilities and a strict regulation of the possible environment-affecting activities that could be undertaken in the area of the border crossing point.

10. Rates of return

Financial rate of return is: 1.53
Economic internal rate of return is: 1.51
The feasibility study no. 36078/080 had been completed in 1997

11. Investment criteria

11.1 Catalytic effect
The PHARE support will catalyse construction of Cenad - Kiszombor Border Crossing Point, for which no financing is presently available.

11.2 Co-financing
The project is co-financed by the Customs General Management for the completion of the buildings and customs’ facilities, and also by the Timiș County Council for up-dating the execution project and the co-ordination activities of the project.
11.3 Additionality
PHARE support has strong additionality because of the limited Romanian budget resources and as no IFI financing is envisaged for the proposed works. In addition, private financing is not likely for construction of Cenad - Kiszombor Border Crossing Point.

11.4 Project readiness and Size
The feasibility study is made and all the necessary preliminary notes are obtained. All the qualified institutions agree with the achievement of this project, including the Hungarian side. The land necessary for this project belongs to Cenad locality, which has a strong interest and involvement in the achievement of this project.

This project is the follow-up of the RO9912.01.02 project (rehabilitation of DN6 road between Timisoara and Cenad) financed under CBC 1999 RO/HU for 1MEUR. Therefore the total cost of the global project is about 2.5 MEUR, and the total Phare allocation 1999/2000 is 2 MEUR.

11.5 Sustainability
The expenditures for functioning and maintenance will be fully overtaken after the completion of the project, i.e. the end of PHARE financing, by the organisations legally endowed to administrate Cenad-Kiszombor Border Crossing Point (The Customs General Management, Roads Regional Management Timișoara).

11.6 Compliance with state aids provisions
All PHARE financed actions will respect the PHARE rules for procurement and award of contracts.

12. Conditionality and sequencing
1. The Customs General Management ensures its co-financing commitment on the project.
2. Timiș County Council ensures its co-financing commitment on the project.
3. The civil works contract will follow the FIDIC Conditions of Contract.
4. The civil works contract will be concluded in EURO.
5. Each civil works project will include an adequate independent supervision of projects. The Supervision Consultant will have the role of the Engineer as defined under the FIDIC Conditions of Contract. The supervision consultant will also approve the working drawings.
6. Works will be tendered to contractors with relevant financial capacity, and technical and FIDIC experience.
7. The programme will be publicised according to a publicity action plan to be prepared by the IA and endorsed by the Commission before tendering the works.
8. All measures for the traffic management during construction will be taken to allow maximum safety of all persons legally engaged in the works, the travelling public and third parties.
9. The "General Conditions relating to Financing Memorandum", in annex of the Framework Agreement signed between the Commission of the European Communities and Romania on March 12, 1991, fully apply. In particular, no PHARE funds will be used for land acquisition, Value Added Tax or other taxes.
10. The General Customs Administration, NAR and Timiș County Council undertake to finance any additional costs which may arise in order to ensure timely completion of the project.

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
4. Reference to feasibility/ pre-feasibility studies
### ANNEX 1 - LOGFRAME PLANNING MATRIX

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Budget:</strong></td>
<td>1,33 MEUR</td>
<td>Phare contribution: 1.00 MEUR</td>
</tr>
</tbody>
</table>

#### Wider Objective
- Achievement of the direct links between each Romanian county located on the West border of Romania and the neighbouring counties located on the Hungarian border, with a view to developing the cross border co-operation
- Improve and increase cross border road traffic between Romania and Hungary
- Support European integration and the development of transnational networks

#### Indicators of Achievement
- Increased road traffic more than 5 times, until the year 2005
- Develop Danube-Cris-Mures-Tisa Euroregion
- Increased trade, economic, cultural, tourists and health contacts between the two countries

#### How, When and By Whom Indicators Will Be Measured
- TCC reports, Monitoring and Assessment reports
- Regional development data (local authorities, Chamber of Commerce and Trade)
- Transport companies and organisations
- International and national statistics and traffic surveys

#### Assumptions and Risks
- Continued political commitment towards European Integration and development of the Single Market
- The Government and the resort ministries could consider the project as a low priority project and, consequently, it would not be co-financed from the state budget.

#### Immediate Objectives
- Completion of the Custom House
- Completion of the road/traffic infrastructure
- Completion of the urban infrastructure
- Opening of the border crossing point

#### Indicators of Achievement
- Financial indicators
- Material consumption indicators
- Construction execution schedule observation
- Custom services

#### How, When and By Whom Indicators Will Be Measured
- Supervision consultant
- Technical survey teams of TCC
- Statistics and reports from the TCC, NAR and the CGD

#### Assumptions and Risks
- In-coordination of the execution proceedings for the construction and the opening of the two sides, Romanian and Hungarian, of the border crossing point that could determine delays in the new communication route and, consequently, delays in the establishment of expected effects of economic growing of the region.
<table>
<thead>
<tr>
<th>Outputs</th>
<th>Indicators of Achievement</th>
<th>How, When and By Whom Indicators Will Be Measures</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Border crossing point construction and infrastructure are completed</td>
<td>• Commitment/disbursement ratios for the PHARE component</td>
<td>• Supervision consultants reports</td>
<td>• Available co-financing sources from Customs General Management</td>
</tr>
<tr>
<td>• The Cenad-Kiszombor border crossing point opened to international traffic</td>
<td>• Timely handing-over of the civil works to IA</td>
<td>• TCC Strategic Plans and Work programmes</td>
<td>• Available complementary resources to cover potential supplementary costs on the PHARE -financed works</td>
</tr>
<tr>
<td></td>
<td>• Quality of the construction works in accordance with international standards</td>
<td>• Laboratory tests</td>
<td>• Availability of high-quality contractors and consultants</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Availability of qualified management staff at PIU/TCC to technically manage the project</td>
</tr>
</tbody>
</table>

**Inputs**

- Civil Works
- Works Supervision Services

**Notes:**
- TCC=Timiș County Council
- NAR=National Road Administration
- CGD=Custom General Direction
- IA = Implementing Agency
### ANNEX 2: Implementation Chart

**RO0003.01.01 - Infrastructure facilities for Cenad/Kiszombor Border Crossing Point, 2\textsuperscript{nd} phase**

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget</th>
<th>2001</th>
<th>2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure facilities for Cenad / Kiszombor Border Crossing Point, 2\textsuperscript{nd} phase</td>
<td>1,330 *MEUR</td>
<td>01.01 - 03.03</td>
<td>30.06.01</td>
</tr>
<tr>
<td>Pre-Construction Activities</td>
<td></td>
<td>01.07.01</td>
<td>01.07.02</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td>30.09.02</td>
</tr>
<tr>
<td>Defects Liability Period:</td>
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<td></td>
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<tr>
<td>Period: 12 months</td>
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</table>

*Total budget, including Timiș County Council and Custom General Direction contribution of 0.33 MEUR.*
ANNEX 3 - Expected Contractual Commitments & Disbursement Schedule

**RO0003.01.01 - Infrastructure facilities for Cenad/Kiszombor Border Crossing Point, 2nd phase**

### CUMULATIVE COMMITMENT (CONTRACTING) SCHEDULE

<table>
<thead>
<tr>
<th>PLANNED</th>
<th>Budget Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>II</td>
</tr>
<tr>
<td>2001</td>
<td>2002</td>
</tr>
<tr>
<td>Civil Works (one contract for Activities 1-3)</td>
<td>1.000.000</td>
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<tr>
<td>Total Programme</td>
<td>1.000.000</td>
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</table>

### Cumulative Disbursement (Payment) Schedule (Quarters)

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<th>PLANNED</th>
<th>Budget Allocation</th>
</tr>
</thead>
<tbody>
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<td>I</td>
<td>II</td>
</tr>
<tr>
<td>2001</td>
<td>2002</td>
</tr>
<tr>
<td>Activity 1</td>
<td>10.000</td>
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<tr>
<td>Activity 2</td>
<td></td>
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<td>Activity 3</td>
<td></td>
</tr>
<tr>
<td>Total Programme</td>
<td>10.000</td>
</tr>
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</table>
This project is the follow-up of the RO9912.01.02 project (rehabilitation of DN6 road between Timisoara and Cenad) financed under CBC 1999 RO/HU for 1MEUR. The feasibility study is made and all the necessary preliminary notes are obtained.

The land necessary for this project belongs to Cenad locality, which has a strong interest and involvement in the achievement of this project.

The update of the execution documentation will be finance through this project (first component)