STANDARD SUMMARY PROJECT FICHE

1. Basic Information

Number: 2002/000-625-01
Title: Cross Border Check Point and ferryboat at Turnu Magurele (Romania) – Nikopol (Bulgaria)
Sector: IN (Infrastructure)
Location: Romania – Three South Muntenia Region – Teleorman County – Turnu Magurele City

2. Objectives

2.1 Overall Objective

• To improve the co-operation between Romania and Bulgaria by enhancing communication infrastructure and developing economical relations

2.2 Purpose of the project

• To improve the Cross Border co-operation between Bulgaria and Romania by the construction of a new Border Crossing Checkpoint and a ferryboat complex.
• To facilitate passing through the Border Crossing by passengers and vehicles by reducing waiting time and border crossing formalities

2.3 Accession Partnership and NPAA priority

NPAA 2001 (short-term priority):
• Extension and rehabilitation of the transport infrastructure.
• Modernising the means of transportation and the transportation equipment.

NPAA 2001 (medium-term priority):
• Improvement of regional transport infrastructure by strengthening the links between economic poles and Pan-European transport corridors and by improving the road access to the economic areas.

2.4 Cross Border Impact

The proposed project will:
• Foster the cross border co-operation at a local level;
• Increase the co-operation in the economic, social and cultural field between Romania and Bulgaria, through improved communication link;
• Increase the volume of goods exchanged and the number of travellers;
• Streamline the international traffic.
2.5 Local Impact

The proposed project will:
- Increase the economic co-operation between the Romanian and Bulgarian local actors
- Facilitate the access to the local areas
- Decrease the unemployment in the border region

3. Description

3.1 Background and justification

Background

At present, the main border crossings between Romania and Bulgaria along Danube are: Russe/ Giurgiu bridge (65% of the traffic of goods and 60% of the traffic of passengers), Vidin/Calafat (25% of the traffic of goods and 25% of the traffic of passengers) and Oriahovo/Bechet (10% of the traffic of goods and 5% of the traffic of passengers).

In the area, the existing border crossing checkpoint between Turnu Magurele(Romania) and Nikopol (Bulgaria) have a small size with limited capacity and not in compliance with international standards. At present, the Danube border crossing at Turnu Magurele is realised by a motorboat, which can cover only the small border crossing traffic and with low safety conditions (i.e. in winter, the number of passengers is 50/day, three days/week and in summer the number is around 100 passengers/day, three days/week). Following these conditions, the local population and the travellers are forced to make considerable detour in order to cross the Danube in safe conditions (Russe / Giurgiu bridge is located around 100 km distance to the east).

The opening of a cross border point at Turnu Magurele / Nikopol has been discussed between the two neighbouring countries for 8 years ago.

In order to take measures to improve the situation, the Romanian and Bulgarian Governments agreed on a programme to modernise the existing border crossing check points and to establish new border crossing check points. Within this agreement, regarding the Check Point for Turnu Magurele (Romania) – Nikopol (Bulgaria), the Romanian Government Decision no.158/04.09.1994 was issued, which represent the legal basis for this border crossing check point functioning. Despite the obtaining of the assets and agreements foreseen by the law, the project could not be completed due to the lack of financial resources.

The Bulgarian authorities, through the Resolution no.291/09.07.1993, support the opening of a border crossing checkpoint, including the ferry boat facilities, between Nikopol (Bulgaria) and Turnu Magurele (Romania).

Justification

The project aims to build a new cross border checkpoint and new ferryboat facilities in order to improve the existing situation.

Romania has a strategic position in Europe, joining the West and East with the North and the South of Europe, on the road passage, air passages, river and maritime passage. The position, remarkable favourable, on the transit axis between Europe and Asia, require the necessity of developing and taking advantages of these possibilities, granted by the geographical position,
in order to enhance the policy of greater accessibility to trade and economic links with the neighbours.

As it was already mentioned, at present there are only three Danube border crossing points between Romania and Bulgaria: Bechet/Oriahovo, Calafat/Vidin and Giurgiu/Russe, located at very long distances between them. Due to the fact that there is a 275km distance between the border crossing points Calafat/Vidin and Giurgiu/Russe, it is obviously necessary to establish a new border crossing point at Turnu Magurele, point located at mid distance. Regarding to the pre-accession process of Romania and Bulgaria to the EU, the project becomes vital for the development of economic exchanges between the two countries.

This project is in line with the priorities indicated in the Joint Programming Document Romania-Bulgaria 2000-2002: Priority 1 - Improvement of local trans-national infrastructures: "Concerning the Transport sector including roads and railways, both countries consider of major importance the improvements of connecting infrastructures (bridges and ferries across the Danube) and the necessary facilities in order to foster the economical exchanges." In addition, “The ferryboat Nikopol – Turnu Magurele Complex” is included in the development strategy of Nikopol town, of Pleven Region and of Bulgaria country. “The checkpoint for cross border Turnu Magurele (Romania) – Nikopol (Bulgaria) and custom unity” objective is included in the Development Programme of Turnu Magurele Municipality.

3.2 Linked activities

There are no Phare projects directly linked to this proposal. But Phare CBC has already supported the improvement / creation of border crossing points:

*Phare 2001 CBC BG/RO: RO0103.01 “Construction of a border-crossing checkpoint in Silistra”*

*Phare 2000 CBC BG/RO: RO0002.03.01 “Facilitation of the Danube River Border Crossing”*. Under this project, the border crossing formalities between Romania and Bulgaria will be allowed, harmonised and streamlined in order to reduce the waiting time at the border.

3.3 Results

- Opening of a new border crossing point at Turnu Magurele – Nikopol
- Construction of the shored facilities and procurement of a ferry boat
3.4 Activities

This project includes 5 main components.

Component 1 – Technical Assistance for preparation of the tender documentations for component 2 and 3

Under this component will be provided the tender documentations for the component 2 and 3 as follows:

- Tender Dossier including detailed design and engineering for component 2 “Construction of the checkpoint”
- Tender Dossier including Technical Specifications for the component 3 “Procurement of equipment”
- Drafting the Terms of Reference for the component 5 “Supervision of works”

The tender documentations will be prepared according to Phare rules.

The beneficiaries will deliver the Terms of Reference for this component and will closely collaborate with the Technical Assistance’s contractor in order to assure the fulfilling of the requirements.

This component will be realised under a Framework contract, concluded following Phare procedures.

The budget foreseen for this component is 0.15 MEUR, Phare funds.

It is foreseen that these activities to be realised in seven months.

Component 2 - Constructions of the checkpoint

This activity includes the constructions of the following items:

- Infrastructure utilities: water supply, energy supply, heating supply systems, telecommunication network and sewage network
- Buildings – this activity include the construction of all the necessary buildings related to the border crossing control specific activities, provided by the involved institutions as: Ministry of Interior, Ministry of Public Finances, Ministry of Public Works, Transport and Housing, Ministry of Agriculture, Forests and Food Industry and Ministry of Health, according to the Governmental Decision no. 158/09.04.1994.
- Shored facilities: this activity include the construction of the loading /unloading platforms for vehicles, enforcement/rehabilitation of the banks, internal roads network, parking areas, warehouses

These activities will be realised under a works contract, concluded accordingly with the Phare procedures.

For this component, the budget foreseen is 2.60 MEUR, Phare funds.

It is foreseen that this activity will be fulfil in nineteen months.

Component 3 – Procurement of equipment

Under this component all the necessary equipment for the infrastructure utilities, without the transport equipment, will be procured.

The budget foreseen for this activity is 0.40 MEUR, Phare funds.
The supplies and the equipment will be procured under a supply contract, concluded according to the Phare procedures. It is foreseen that this activity will be realised in ten months.

Component 4 – Procurement of transport equipment – transport ships

Under this component, the Romanian beneficiaries of this project will procure the equipment for transport and transport ships.

The transport ships will comply with the EU standards, and not only to the Danube Commission standards.

The transport ships, RO-RO (ferryboat) type, will have a maximum capacity of 20 auto trains and around 100 passengers. The border crossing time will be about 60 minutes, for a 1000m distance across the Danube. The activity cycle will include: vehicles loading/unloading, bank detachment, crossing towards navigable way, the ship anchorage to the border crossing point platform, crossing in the opposite way, including the opposite bank anchorage. The ferryboat is able to realize 16 shipments/day (16 working hours). In these conditions, it can be carried on maximum 320 auto trains daily.

It is foreseen to be procured a new ferryboat, completing the following criteria:

- **BARGE of 1400 T**: tonnages: \( ?_m : 284 \text{ t} \); \( \text{LC} : 1424 \text{ t} \); \( ?_M : 1707 \text{ t} \); dimensions: \( \text{LOA}: 71.00 \text{ m}; \text{LBP}: 68.20 \text{ m}; \text{B}: 11.60 \text{ m}; \text{D}: 2.70 \text{ m}; \text{d}_m: 0.45 \text{ m}; \text{d}_M: 2.40\text{m}; \)
- **CARGO DETAILS**: grain capacity: 800 \( m^3 \); no.
- **of holds**: 1; **no of hatches**:1; **holds lengths**: 55.00; **hatch dimension**: 55.00*7.00;  
- **PUSHER of 2*820 HP**: tonnages: \( ?_m : 304 \text{ t} \); \( \text{LC} : 84 \text{ t} \); \( ?_M : 388 \text{ t} \); dimensions: \( \text{LOA}: 33.16 \text{ m}; \text{LBP}: 31.50 \text{ m}; \text{B}: 10.17 \text{ m}; \text{D}: 3.30 \text{ m}; \text{d}_m: 1.50 \text{ m}; \text{d}_M: 1.70\text{m}; \)

Navigation aids and radio communication equipment: radar, radio-telephone.

The budget foreseen for this component is 1.20 MEUR, financed in cash by Teleorman County Council (60% - 0.72 MEUR) and Turnu Magurele Local Council (40% - 0.48 MEUR).

This activity will take six months.

Component 5 – Supervision of works

The works Supervision will be realized under a Framework contract, concluded according to the Phare procedures.

The budget foreseen for this component is 0.1 MEUR.

4. Institutional framework

There are two beneficiaries of this project: Teleorman County Council and Turnu Magurele Local Council.

The owner of the land where the investment will be realised is Turnu Magurele Local Council. For implementation of the project we will create a joint stock company.

The complex for cross border checkpoint by ferryboat Turnu Magurele – Nikopol will be administrated by a joint stock company, settled according with Romanian law, which will have only two shareholders: Teleorman County Council and Turnu Magurele Local Council. The Teleorman County Council will have 60% shares and Turnu Magurele Local Council 40%
shares, according with their contribution for co-financing this project. The Administration Council, uncharged with the management of all activities related to, will be composed by 5 members as following: three members will be nominated by Teleorman County Council, and two members by Turnu Magurele Local Council. The company will be public propriety. All estimated profit will be re-invested in functioning and development of this company.

Other institutions that will benefit from this project as end-users are: Ministry of Public Finances – Customs Administration, Ministry of Interior – Border Police, Ministry of Public Works, Transports and Housing – National Administration of Roads, Ministry of Agriculture, Forests and Food Industry and Ministry of Health.

The regulatory framework for the border crossing is settled through the:
- Law no. 103/27.06.2000 for Romania adhesion to international Convention on cross border goods controls harmonisation, signed in Geneva on October 21st 1982;
- Romanian Government Decision no. 158/ September 4th 1994;
- Turnu Magurele Local Council Decision no. 11/February 21st 2001;

Both Teleorman County Council and Turnu Magurele Local Council are deeply involved in this project including this project in their Development Programmes; moreover, Turnu Magurele Local Council approved and paid the Feasibility Study related to.

The operational plan of complex for Cross Border checkpoint by ferryboat Turnu Magurele – Nikopol has the following components: the principles of functioning and the general process of functioning.

- The activities included in these principles of functioning are:
  - National Roads Agency checking;
  - Customs and Border Police checking;
  - Sanitary-human checking;
  - Sanitary-veterinary checking;
  - Phyto-sanitary checking;
  - Anti-epidemiological disinfecting;
  - Services for the brokers and exchange house;
  - Naval transport crossing the Danube River;

- The activities included in the general process of functioning are shared in three:
  1. Exit from Romania: after the checking process provided by the authorities uncharged with, the vehicles will be lead, through the internal roads, to the loading/unloading platform
  2. Entrance into Romania: after the Danube crossing, the vehicles are waiting in the parking area and will be lead, through the internal roads, to the border checking area
  3. The naval transport: will be realised using 2 convoys (one under Romanian pavilion and one under Bulgarian pavilion) composed by one driver ship and two transport ships, RO-RO (ferryboat) type.

The Danube crossing cycle by the ferryboat consists of the following activities:
1. Unshipping – Shipping
2. Danube Crossing towards navigable way;
3. The ship anchorage and the changing of the driver ship position;
4. Danube Crossing to the opposite side, including the opposite bank anchorage.
5. Detailed budget, in MEUR

<table>
<thead>
<tr>
<th>Components</th>
<th>Phare Support</th>
<th>Total Phare</th>
<th>National Co-financing (*)</th>
<th>IFI</th>
<th>Total</th>
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<td>Investment</td>
<td>Institution</td>
<td>(= I + IB)</td>
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<td>1. Technical Assistance for Preparation of the</td>
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<td>tender documentation</td>
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<tr>
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<td>0</td>
<td>2.60</td>
<td>0</td>
<td>2.60</td>
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<tr>
<td>3. Procurement of equipment</td>
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<td>0</td>
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<td>0.40</td>
</tr>
<tr>
<td>4. Procurement of transport equipment – transport ship</td>
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<td>1.20</td>
</tr>
<tr>
<td>5. Works Supervision</td>
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<td>0</td>
<td>0.15</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>3.0</strong></td>
<td><strong>0.3</strong></td>
<td><strong>3.30</strong></td>
<td><strong>1.20</strong></td>
<td><strong>4.50</strong></td>
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(*) Teleorman County Council and Turnu Magurele Local Council will provide the co-financing: 60% Teleorman County Council and 40% Turnu Magurele Local Council.

6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency will be the Ministry of Development and Prognosis, through its Cross Border Co-operation Directorate, which will retain overall responsibility for the implementation of the programme, including: approval of tender documents, evaluation criteria, evaluation of offers, signature of contracts, authorisation of invoices. The payments of invoices will be made by the Payments Directorate within the same ministry.

The CBC Directorate also includes a unit for the National Co-ordination of CBC programmes nominated as CBC Programme Co-ordination Unit (CBC - PCU) which will support the beneficiaries in their activities concerning the preparation of tender dossiers and related documents.

The beneficiaries are: Teleorman County Council and Turnu Magurele Local Council.

A Joint Romanian – Bulgarian Project Steering Committee (PSC) will be established, comprising representatives of all involved agencies. The PSC will monitor, supervise and coordinate the overall progress and implementation of the project. The PSC will provide guidance for the different components of the project, will approve the results, will define priorities, will approve and monitor activities in order to assure the best implementation of the project.

6.2 Non-standard aspects

There are no “non-standards aspects”. The “Practical Guide to Phare, Ispa and Sapard contract procedures” will strictly be followed.
6.3 Contracts

Four different Phare contracts are foreseen, and their respective values are indicated under point 5 “Detailed budget”.
Component no.1 is expected to be granted through a framework contract, having the value of 0.15 MEUR, Phare funds.
Component no.2 is expected to be granted through a works contract, awarded following a local open tender, having the value of 2.60 MEUR, Phare funds.
Component no.3 is expected to be granted through a supply contract, awarded following an international open tender procedure, having the value of 0.40 MEUR, Phare funds.
Component no.5 is expected to be granted through a framework contract, having the value of 0.15 MEUR, Phare funds.

7. Implementation schedule

A 2-year disbursement schedule will be necessary for this investment project.

<table>
<thead>
<tr>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Project completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.01.2003</td>
<td>01.04.2003</td>
<td>01.02.2006</td>
</tr>
</tbody>
</table>

The extension of disbursement period up to November 2006 is needed to take into account the duration of works (impossibility to work in winter during several months) and the Defect Liability Period of one year after the completion of works.

8. Equal opportunity

Equal opportunity for men and women to participate in all the components of the project will be ensured. Both women and men are involved in project team this stage. We will create possibilities both women and men for their equal involving in the implementation of the project and also, for be part of realisation of all operations during the project.

9. Environment

This is a project aiming to respect nature, leading to its conservation and maintenance, respecting the sustainable development principles.
All activities which will be developed in the different stage of the project will be done in the respects of all environmental law. An EIS isn’t necessary having in a view that all activities and transport ships will function according to legal procedures for environmental protection.

10. Rates of return

The estimated average daily traffic in Turnu Magurele:
- motor vehicles – 80/day;
- buses – 10/day;
- lorries – 125/day;
- passengers – 100/day.
Incomes

The financial income (Danube crossing fees) will enable adequate operation and maintenance activities to be funded. The sustainability of the project will be ensured.

The crossing taxes will be established accordingly to the taxes collected in present at Calafat border crossing point, as follows: vehicles – 8 EUR, buses – 35 EUR, lorries – 60 EUR, passengers – 1 EUR. Taking into account these conditions, the annual income it is expected to be around 496,400 EUR (vehicles), 616,665 EUR (buses), 2,073,540 EUR (lorries), 365,000 EUR (passengers). The total amount should be around 3,135,350 EUR. The income from Romanian part will represent about 1,567,675 EUR.

Expenses

Estimate annual expenses: 566,503 EUR
- energetic power: 66,402 EUR
- maintenance works: 40,200 EUR
- amortisation/depreciation: 68,678 EUR
- water + sewerage + salubrity costs: 1,107 EUR
- advertising and publicity costs: 2,170 EUR
- protocol, sundry expenses: 4,340 EUR
- gas oil, gasoline, oil: 49,368 EUR
- other general expenses: 48,735 EUR
- VAT (19%): 72,390 EUR
- Salaries (net salaries, additions-for night-work, danger etc., additions for years of service, salary tax, social assurance contribution, unemployment contribution etc): 213,113 EUR
Income tax (25%): 364,800 EUR (minimum income)

Overall total annual expenses: 931,303 EUR

Financial rate of return of the project: not applicable;
Economic internal rate of return: not applicable;

11. Investment criteria

11.1. Catalytic effect
Without Phare assistance, the project would have never taken place due to a lack of funds.

11.2. Co-financing:
The project is co-financed by 1.20 MEUR, assured by the Teleorman County Council (60%) and the Turnu Magurele Local Council (40%) which will provide 26% of the total cost of the project. The co-financing will be provided for the component no.4 Procurement of transport equipment and transport ship.

11.3. Additionally:
No other financing sources from the private sector or from IFIs were available for financing this project.
11.4. Project readiness and Size:
The feasibility study is available. It was legally approved through Decision no. 100/2001 of Turnu Magurele Local Council. The feasibility study costs 5400 EUR and was paid by Turnu Magurele Local Council.

The project can start according to the implementation chart (Annex 2). The project complies with the 2.0 MEUR minimum Phare allocation.

11.5. Sustainability:
The project should be self-sustainable through the Danube crossing fees. The beneficiaries will bear the additional running costs for this project, if necessary.

11.6. Compliance with state aids provisions
The project respects the state aids provisions.

12. Conditionality and sequencing

- The European Commission reserves the right to cancel this project and reallocate the funds if proper Terms of References for component 1 (Technical Assistance for preparation of tender documentations) are not submitted to the EC Delegation by the end of 2002.
- The Tender Dossier, including detailed design and engineering for component 2 have to be endorsed by the end-user institutions: Ministry of Public Finances – Customs Administration, Ministry of Interior – Border Police, Ministry of Public Works, Transports and Housing – National Administration of Roads, Ministry of Agriculture, Forests and Food Industry and Ministry of Health.
- Teleorman County Council and Turnu Magurele Local Council undertake to finance any additional costs which may arise in order to ensure timely completion and implementation of this project.
- Teleorman County Council and Turnu Magurele Local Council undertake to finance the operating costs of the Cross-Border Checkpoint in case the Danube crossing shipping fees does not cover the expenses.
- The Romanian authorities and the Bulgarian authorities will ensure a close co-ordination for the preparation and the implementation of the two mirror projects.
- Accordingly to the Agreement signed between Teleorman County Council, Turnu Magurele Local Council and Nikopol City Hall, the taxes settled on the Romanian and the Bulgarian sides will have the same value.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter
4. Reference to feasibility /pre-feasibility studies.
## ANNEX 1 - LOGFRAME PLANNING MATRIX

**Checkpoint and Cross Border by the ferryboat**  
**Turnu Magurele (Romania) – Nikopol (Bulgaria)**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Indicators of achievement</th>
<th>Sources of information</th>
</tr>
</thead>
</table>
| To improve the co-operation between Romania and Bulgaria by enhancing communication infrastructure and developing economical relations | - decrease of the number of the unemployed by 4%;  
- increasing the number of the economical, social and cultural partnerships between Romania and Bulgaria;                                                                                               | - official journal;                    |
|                   |                                                                                                                                                                                                                         | - trade and transport statistic;       |                                  |
|                   |                                                                                                                                                                                                                         |                                        |

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Indicators of achievements</th>
<th>Sources of information</th>
<th>Assumptions</th>
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</thead>
</table>
| To improve the Cross Border co-operation between Bulgaria and Romania by the construction of a new Border Crossing Checkpoint and a ferryboat complex.  
To facilitate passing through the Border Crossing by passengers and vehicles by reducing waiting time and border crossing formalities | - improving traffic between the two countries at the border crossing as follows:  
-100 passengers /day  
- 80 vehicles /day;  
-10 buses /day;  
-125 tracks /day;  
- achievement of a ferryboat; | - official journal;  
- trade and transport statistic;  
- internal documents; | - long term promotion of the project;  
- a good collaboration between the Romanian and Bulgarian institutions in social and economic fields; |
<table>
<thead>
<tr>
<th>Results</th>
<th>Indicators of Achievements</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| • Opening of a new border crossing point at Turnu Magurele – Nikopol  
• Construction of the shored facilities and procurement of a ferryboat | • opening a cross border check point;  
• transport ship operating; | • evaluation reports;  
• site visit | • good quality of works;  
• tender documentation properly prepared  
• a good collaboration between public institutions involved in the cross border activities |

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| Component 1 – Technical Assistance for Preparation of the tender documentation for component 2 and 3  
Component 2 - Constructions of the checkpoint.  
Component 3 – Procurement of equipment  
Component 4 – Procurement of transport equipment – transport ships.  
Component 5 – Supervision of works | • contracts with specialised institutions;  
• technical assistance specialised contract;  
• Phare funds | • tender documentation;  
• official internal documents;  
• interim and final reports. | • good co-operation between the involved institutions  
• appropriate preparation. |
## Annex 2 – Detailed implementation chart

### Cross Border Check Point and ferryboat at Turnu Magurele (Romania) – Nikopol (Bulgaria)

<table>
<thead>
<tr>
<th>Components</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
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<td>D</td>
<td>D</td>
<td>D</td>
<td>C</td>
<td>I</td>
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<tr>
<td>Preparation of tender documentation</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>C</td>
<td>I</td>
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<tr>
<td>Construction of the checkpoint</td>
<td>D</td>
<td>D</td>
<td>D</td>
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<tr>
<td>Procurement of equipment</td>
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<td>Procurement of transport equipment</td>
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<td>Supervision of works</td>
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D = Design/Tender preparation    C = Contracting    I = Implementation/works    R = Review/evaluation
### Annex 3 – Contracting and disbursement schedule by quarter

**Cross Border Check Point and ferryboat at Turnu Magurele (Romania) – Nikopol (Bulgaria)**

#### Cumulative contracting schedule by quarter in MEUR (planned)

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<tbody>
<tr>
<td>1. Technical Assistance for preparation of the tender documentations for the components 2 and 3</td>
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<td>2. Constructions of the checkpoint</td>
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#### Cumulative disbursement schedule by quarter in MEUR (planned)

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ANNEX 4 - Reference to feasibility/pre-feasibility study

Check Point and Cross Border by the ferryboat Turnu Magurele (Romania) – Nikopol (Bulgaria)

I. General Data
1.1 Feasibility Study Design: General Direction for Services, Teleorman;
1.2 Beneficiary: Turnu Magurele Local Council;
1.3 Location: Teleorman County
   on the Danube River: km 597+300 – km 597+575;
1.4 Necessity and opportunity of the investment
At present, the main border crossings between Romania and Bulgaria along the Danube are: Russe/Giurgiu bridge (65% of the traffic of goods and 60% of the traffic of passengers), Vidin/Calafat (25% of the traffic of goods and 25% of the traffic of passengers) and Oriahovo/Bechet (10% of the traffic of goods and 5% of the traffic of passengers), situated at very long distances between them. Due to the fact that there is a 275km distance between the border crossing points Calafat/Vidin and Giurgiu/Russe, it is obviously necessary to establish a new border crossing point at Turnu Magurele, point located at mid distance, from km 597+300 to km 597+575. Taking into account the tourist’s and good’s traffic between West Europe and South Europe, the opening of a new border crossing checkpoint will considerably decrease the distances between western countries and Balkans countries.

The new cross border point Turnu Magurele (Romania) – Nikopol (Bulgaria) will contribute to the development of the border areas economies through the intensification of the co-operation in the economic and trade field.

II. Main functions:
1. Naval transport across the Danube River
2. National Roads Agencies checking
3. Checking customs
4. Border Police Checking
5. Sanitary-human checking
6. Sanitary-veterinary checking
7. Phyto-sanitary checking
8. Anti-epidemiological disinfecting
9. Services for the brokers and exchanging

III. Functioning Process
1. Exit from Romania: after the checking process provided by the authorities uncharged with, the vehicles will be lead, through the internal roads, to the loading/unloading platform
2. Entrance into Romania: after the Danube crossing, the vehicles are waiting in the parking area and will be lead, through the internal roads, to the border checking area
3. The naval transport: will be realised using 2 convoys (one under Romanian pavilion and one under Bulgarian pavilion) composed by one driver ship and two transport ships, RO-RO (ferryboat) type.

The Danube crossing cycle by the ferryboat consists of the following activities:
1. Unshipping – Shipping
2. Danube Crossing towards navigable way;
3. The ship anchorage and the changing of the driver ship position;
4. Danube Crossing to the opposite side, including the opposite bank anchorage.
IV. Technical dates of the investment
1. The land for this investment is the propriety of Turnu Magurele Local Council.
2. The main building (customs) P + 1 has the built surface of 527.31 sq.m
3. Platform and shelter checking – two shelters with 968 sq.m and 10 cabins with 6,6 sq.m
4. Multifunctional building including:
   - storehouse for the disinfecting materials 238 sq.m
   - mechanical workshop with a built surface of 270 sq.m
   - two sanitary groups with a built surface of 81,2 sq.m
5. Hydro-technical buildings containing the grade and the platform protection and consolidation towards Danube
6. Electrical, thermal, telephone and sewerage networks
7. Enclosing
8. Roads and storing platforms