STANDARD SUMMARY PROJECT FICHE

1. Basic Information

Number: 2002/000-625-02
Title: Rehabilitation of National Road NR 3B, between the crossroad with NR3 and Calarasi, from km 0+000 to km 3+020
Sector: Infrastructure (IN)
Location: Romania, South Development Region, Calarasi County, Calarasi

2. Objectives

2.1 Overall Objective

• To develop the economy of the border regions by enhancing the trade and the economic co-operation.
• To motivate the creation and development of corresponding transport links on both sides of the Bulgaria/Romania Border.

2.2 Purpose of the project

• To improve the access to the cross border check point at Calarasi by rehabilitating the access road.

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 realisation of the project will lead to the direct results concerning the international traffic through Ostrov border crossing point on both sides of the Romanian-Bulgarian border, as follows:
• The opening of the Ostrov / Silistra border-crossing point to international traffic and the rehabilitation of the NR 3B from km 0+000 to km 3+020 will improve and increase cross border traffic between Romania and Bulgaria
• It will allow an easier access from the South part of Romania to Bulgaria and will improve the transportation infrastructure at the level of the South East European Development region
• Promote good neighbourliness and promote co-operation between Romania and Bulgaria
2.5. Local Impact

- Optimal transportation conditions for goods and people from Calarasi locality and area to the Bulgaria border point;
- Improvement of economic and tourist potential of Calarasi County through an improved accessibility;
- Reduction of road user’s costs;
- Savings on travel time;
- Improvement of road safety;
- Creation of direct and indirect jobs during the implementation and operational phase.

3. Description

3.1 Background and justification

Background

Taking into account the increase of the traffic between Romania and Bulgaria, it is necessary to provide better conditions for transit traffic.

Under the CBC 2001 RO/BG programme, a new Border Crossing between Calarasi (Romania) and Silistra (Bulgaria) and a new ferry facility will be established, in order to replace the existing out-dated crossing facility. It is now proposed under CBC 2002 RO/BG to rehabilitate the access road to that Border Crossing point.

The actual road has a platform width of 10 m, with shoulders of 1 m and carriageway width of 8 m from concrete. This road will be classified as an open road for the international traffic, being an extension towards the border with Bulgaria (Silistra) and NR 3. Unfortunately, it does not comply with EU standards.

The present situation of the road infrastructures requires an important financial effort from the Romanian authorities. Any aid from outside accelerates the road rehabilitation; otherwise the works will be put off.

Justification

The proposed project is “Rehabilitation of National Road NR 3B, between the crossroad with NR 3 and Calarasi, from km 0+000 to km 3+020”. The road starts from crossroad of NR3 with NR3B (the limit of the project PHARE CBC Romania Bulgaria 2001 ”Border crossing between Calarasi (Romania) and Silistra (Bulgaria) for travellers and goods international traffic” up to the Calarasi city (the limit of the project Economical and Social Cohesion PHARE 2000 Programme “Improvement the access to the IV Pan European Corridor – Rehabilitation of NR 21 between Drajna and Calarasi km 107+500 – km129+602”).

Romania is currently in the process of conversion to a market led economic system. As an integral part of this process, Romania is pursuing a policy of greater accessibility to trade and economic links with its neighbours. Its geographical position inevitably means that international traffic will cross its borders. Therefore it is important to rehabilitate the NR 3B, from km 0+000 to km 3+020. It is expected that the traffic with increase at least by 25% between 2000 and 2004.
Calarasi County is one of the poorest counties of Romania. Its economy, mostly based on agriculture, has been declining since the beginning of the decade. The industry concentrated until recently around Calarasi Iron and Steel Factory, is nowadays almost non-existent. All this exists despite the fact that there is a good potential of this area (a very good land for the agriculture, possibilities for tourism development, being a border county, neighbourhood with the Danube, short distance to Bucharest). Calarasi local authorities tried during this period to stop the economic and social decline in this area. One of the measures taken in this respect was the establishment of a border crossing that would bring a new breath to local economy.

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.”

3.2 Linked activities

- Phare CBC RO/BG 2001: “Border Crossing between Calarasi (Romania) and Silistra (Bulgaria)” (RO0103.01 – 3.3 MEUR). Thanks to that project, a new Border Crossing checkpoint between Calarasi (Romania) and Silistra (Bulgaria) and a new ferry facility will be established, in order to replace the existing out-dated crossing facility.

- Under the economic and social cohesion component Phare 2000, the project "Improve the access to the IV Pan-European Corridor (Drajna – Calarasi, NR 21 road)” has been included in the long list of investment projects. The beneficiary of this project is the Ministry of Public Works, Transport and Housing. The project total budget is 10.80 MEUR (4.00 MEUR is PHARE contribution, 1.33 MEUR Romanian Government and 5.50 MEUR National Administration of Roads – Ministry of Public Works, Transport and Housing). This project aims at rehabilitating the road sector between Calarasi – Slobozia. The implementation of the project will improve the traffic conditions up to the new checkpoint.

- Phare CBC RO/BG 2000: “Facilitation of the Danube River Border Crossing” (RO0002.03.01 – 3.3 MEUR). Under this project, the border crossing formalities between Romania and Bulgaria will be reviewed, harmonised and streamlined in order to reduce the waiting time at the border. The outputs of this project will be also applied to Silistra/Calarasi cross Border Checkpoint.

3.3 Results

- Access road to Calarasi cross-border check point rehabilitated and in compliance with EU standards.
3.4 Activities

Component 1 – Technical Assistance: Tender Dossier including planning and engineering design

Under this component will be provided the tender documentations, including planning, engineering design, technical specifications and terms of reference for the components: 2- Road construction, 3 - Bridge works and 5 – Supervision of works.

The budget foreseen for this component is 0.20 MEUR, financed by the Ministry of Public Works, Transport and Housing through the National Administration of Roads, as co-financing the project.

Component 2 – Road construction

The sector of the NR 3B comprised between km 0+000 and km 0+480 (the beginning of the bridge) will be rehabilitated in accordance with the technical norms approved by MT Order no. 45/1998, meaning: the platform width of 17.00m, the carriage way width of 14.00m each with shoulders of 1,50m width. This works will comprise also the arrangement of the junction between NR 3 and NR 3B, accordingly with Romanian and European standards.

No work will be carried out between km 0+480 and km 0+822, on the Chiciu Viaduct, and between km1+074 and km1+338 on Calarasi Viaduct, because these viaducts were already rehabilitated and the waterproofing replaced in the NAR’s Capital Repairing Program; the works were finished in 2001. The viaducts are dimensioned for E Loading Class in conformity with the Romanian Technical Specifications and these also are open for trucks of 11,5t/axle.

It is foreseen that the national road NR 3B for the sector between km 1+338 (the end of the bridge) and 3+020 will be rehabilitated and widening in conformity with the following specifications:
- 17.00m roadway;
- 14.00m carriageway;
- 2 x 2 lanes of 3.5 m width each with separation of the two carriageways;
- 2 x 1.50m shoulders of which: 2 x 0.75m emergency stopping lines, 2 x 0.75m earth shoulders;

- The length of the road is 3,020.00 m;
- Rehabilitation will be carry out, as much as possible, on the existing route, following the geometrical elements provided in STAS 863-85;
- Sizing of the new road structures or reinforcing of the existing ones will be done for a vehicle of 11,5t/axle charge considering a long term traffic of 15 years;
- Cross section geometrical elements will be according to the technical norms approved by MT Order no. 45/1998, meaning: the platform width of 17.00m, the carriage way width of 14.00m each with shoulders of 1,50m width;
- The NR 3B, from km 0+000 to km 3+020 will be reinforced to European standards in order to enable heavy traffic and opening of Ostrov / Silistra border crossing to international traffic.

These activities will be realised under a works contract, concluded following Phare procedures. The total budget foreseen for this component is 2.10 MEUR, out of which 1.30 MEUR Phare funds. The amount of 0.80 MEUR will be provided by the Ministry of Public Works, Transport and Housing through the National Administration of Roads, as co-financing the project.
Component 3 – Bridge works

For the main span of bridge over the channel between km0+822 and km1+074 with length of 252 m will be replaced the waterproofing and rehabilitated the carriageway. The bridge will be designed for the E loading class and the carriageway width will be of 14.00m framed by unlevelled walkways of 1.00m width out of localities. This activity will be realised under a works contract, concluded following Phare procedures. The budget foreseen for this component is 0.50 MEUR, Phare funds.

Component 4 – Publicity

The budget foreseen for this component is 0.05 MEUR, assured by the Ministry of Public Works, Transport and Housing through the National Administration of Roads, as co-financing the project.

Component 5 – Supervision of works

The works supervision will be realised under a Framework Contract, concluded according to the Phare procedures. The budget foreseen for this component is 0.20 MEUR, Phare funds.

4. Institutional framework

The Beneficiary of this project will be National Administration of Roads. National Administration of Roads will co-finance this project with necessary sum to assure the fulfilling of the activities foreseen under components 1, 2 and 4.

The Road is public property and belongs to the Ministry of Public Works, Transport and Housing – National Administration of Roads. Other institutions that will benefit from this project as end-users are: Ministry of Public Finances – Romanian Customs Administration, Ministry of Interior – General Inspectorate of Border Police, Ministry of Environment, Ministry of Public Works, Transport and Housing.

National Administration of Roads will support all administrative costs necessary for the project implementation. The sustainability of the project will therefore be ensured.

The regulatory framework for the border crossing is settled through the:
- Agreement between Romanian and Bulgarian Ministries of Transport, in order to establish a new Ro-Ro line connection between Calarasi and Silistra, signed in Sofia on November 10th 1998
- Law no. 103 for Romania adhesion to international Convention on cross border goods controls harmonisation, signed in Geneva on October 21st 1982
- Other normative documents in this field.

5. Detailed budget, in MEUR
### Components

<table>
<thead>
<tr>
<th>Components</th>
<th>Phare Support</th>
<th>Total Phare (= I + IB)</th>
<th>National Co-financing (*)</th>
<th>IFI</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1- Technical Assistance</td>
<td>0</td>
<td>0</td>
<td>0.20</td>
<td>0</td>
<td>0.20</td>
</tr>
<tr>
<td>2- Road construction</td>
<td>1.30</td>
<td>1.30</td>
<td>0.80</td>
<td>0</td>
<td>2.10</td>
</tr>
<tr>
<td>3- Bridge Works</td>
<td>0.50</td>
<td>0.50</td>
<td>0</td>
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<tr>
<td>4- Publicity</td>
<td>0</td>
<td>0</td>
<td>0.05</td>
<td>0</td>
<td>0.05</td>
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<tr>
<td>5- Supervision of works</td>
<td>0</td>
<td>0.20</td>
<td>0</td>
<td>0</td>
<td>0.20</td>
</tr>
<tr>
<td>Total</td>
<td>1.80</td>
<td>2.0</td>
<td>1.05</td>
<td>0</td>
<td>3.05</td>
</tr>
</tbody>
</table>

(*) National Administration of Roads will provide the co-financing

### 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 Directorate within the same ministry will make the payments of invoices.

The CBC Directorate also includes a unit for the National Co-ordination of CBC programme 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 beneficiary is National Administration of Roads.

#### 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

In order to achieve the purpose of the project, two contracts are foreseen. Components 2 and 3 will be subject to a unique works contract for 2.6 MEUR, because there are combined works for the same contract, following a local open tender procedure (Phare rules). Component 5 will be realised under a Framework Contract concluded following Phare procedures.
7. **Implementation schedule**

Due to the time needed to implementation of the project and in particular the defect liability period, a 2-year disbursement period will be necessary.

<table>
<thead>
<tr>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Project completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2003</td>
<td>January 2004</td>
<td>March 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 an environmental 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 stages of the project will be done in the respects of all environmental law.

10. **Rates of return**

N/A

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 National Administration of Roads, which will provide 1.05 MEUR, representing 34.42% from the total cost of the project. The co-financing will be provided as follows:

- 0.20 MEUR for the component 1 *Technical Assistance*
- 0.80 MEUR for the component 2 *Road construction*
- 0.05 MEUR for the component 4 *Publicity*

11.3. **Additionality:**

No other financing sources from the private sector or from IFIs were available for financing this project.

11.4. **Project readiness and Size:**
No feasibility study is necessary for a “road rehabilitation project”. The technical design is foreseen under component 1. The project can start according to the implementation chart (Annex 2). The project complies with the 2.0 MEUR minimum Phare allocation requirements.

11.5. Sustainability:

National Administration of Roads will support from own sources the maintaining costs (operating costs) for the a.m. road.

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

12. Conditionality and sequencing

- The National Administration of Roads will provide the co-financing to the project.
- The main beneficiary (National Administration of Roads) undertakes to finance any additional costs, which may arise in order to ensure timely completion and implementation of this project.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter
### ANNEX 1 - LOGFRAME PLANNING MATRIX

**Rehabilitation of National Road NR 3B**

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Indicators of achievement</th>
<th>Sources of information</th>
</tr>
</thead>
</table>
| To develop the economy of the border regions by enhancing the trade and the economic cooperation. | Decrease of the number of the unemployed from Calarasi area from 15.5% to 12.00% level | Official journals  
Trade and Transport Statistics |
| To motivate the creation and development of corresponding transport links on both sides of the Bulgaria/Romania Border. | Improve accessibility in the border region | |

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Indicators of achievements</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| To improve the access to the cross border check point at Calarasi by rehabilitating the access road. | Improve traffic between two countries at the border crossing:  
NR3, km 115+000 – 127+500/  
Average Annual Data Traffic is 1700 Vehicles in 2000; Prognosis for 2005 is 2040 and for 2010 is 2720 Vehicles  
NR 3B, km 0+000 – km 3+500/  
Average Annual Data Traffic is 2130 Vehicles in 2000; Prognosis for 2005 is 2500 and for 2010 is 3200 Vehicles | Trade, social and cultural statistics  
Official Journal  
3. Published accounts | Completion of project RO0103.01 - “Border Crossing between Calarasi (Romania) and Silistra (Bulgaria)” |

<table>
<thead>
<tr>
<th>Results</th>
<th>Indicators of Achievements</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| Access road to Calarasi cross-border checkpoint rehabilitated and in compliance with EU standards. | Rehabilitation of the road | Site visit  
Supervision | Tender documentation properly prepared by the Romanian authorities |
<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| - Planning/design fees - Preparation of the Tender Documentation and technical assistance  
- Road building and construction  
- Bridge Works  
- Publicity  
- Supervision during implementation | - Consulting Contract  
- Technical Assistance Contract  
- Works Contract – Contract with a specialised construction company | - Experience of consultants |
### Annex 2 – Detailed implementation chart for Rehabilitation of National Road NR 3B

<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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<tbody>
<tr>
<td>Components</td>
<td>JASO</td>
<td>D</td>
<td>C</td>
<td>C</td>
<td>I</td>
</tr>
<tr>
<td>1. Road and Bridge</td>
<td></td>
<td>D</td>
<td>D</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Works</td>
<td></td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
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<tr>
<td>2. Consulting</td>
<td></td>
<td>D</td>
<td>D</td>
<td>C</td>
<td>I</td>
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</tbody>
</table>

D = Design/Tender preparation  
C = Contracting  
I = Implementation/works  
R = Review/Defect Liability Period

### Annex 3 – Contracting and disbursement schedule by quarter for Rehabilitation of National Road NR 3B

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

<table>
<thead>
<tr>
<th>Components</th>
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<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>2. Road building and constructions</td>
<td>1.35</td>
<td>1.35</td>
<td>1.35</td>
<td>1.35</td>
<td>1.35</td>
</tr>
<tr>
<td>3. Bridge works</td>
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<td>0.45</td>
<td>0.45</td>
<td>0.45</td>
<td>0.45</td>
</tr>
<tr>
<td>5. Supervision during implementation</td>
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<td>0.20</td>
<td>0.20</td>
<td>0.20</td>
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</tr>
<tr>
<td>Total contracting:</td>
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<td>2.0</td>
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<td>2.0</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>Components</th>
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<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>2. Road building and constructions</td>
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<td>0.60</td>
<td>0.80</td>
<td>1.00</td>
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<td>3. Bridge works</td>
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<td>0.20</td>
<td>0.30</td>
<td>0.45</td>
<td>0.45</td>
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<tr>
<td>5. Supervision during implementation</td>
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<td>0.10</td>
<td>0.10</td>
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<td>0.10</td>
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<tr>
<td>Total disbursement:</td>
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<td>1.00</td>
<td>1.35</td>
<td>1.55</td>
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