PHARE 2003
STANDARD SUMMARY PROJECT FICHE

1. Basic Information

1.1 CRIS Number: PHARE/2003/005-701.01

1.2 Title: “Giurgiu – Improvement of the Border Access Infrastructure”

1.3 Sector: IN – Transport Infrastructure

1.4 Location: Romania, 3 Sud Muntenia Region, Giurgiu county

1.5 Beneficiaries: Giurgiu Town Council in partnership with Administration of Danube River Ports

2. Objectives

2.1 Overall Objective(s):
To improve the infrastructure in the Cross Border region of Romania, as a part of the strategy for sustainable social and economic development, through
- Facilitating a better accessibility of the RO-BG border crossings
- Improving the social and economic cross-border exchange of the regional population and businesses
- Improving the quality of life of people in the Giurgiu border area
- Ensuring the safe accessibility of the Giurgiu Free Trade Zone

2.2 Project purpose:
- To improve the accessibility of the RO-BG border crossings within the town of Giurgiu through
  - Improvement of the quality of the road infrastructure
  - Replacement of a hazardous access bridge over the St. George’s Channel
  - Improved traffic safety and comfort
  - Avoiding heavy traffic from the border crossings and the Free Trade Zone to pass through the town centre
  - Connection of passenger ferry, car ferry, harbour area, Free Trade Zone Giurgiu Northern Industrial Zone and facilitating the access to the railway station “Giurgiu South”, to the National Road No. 5 (Bucharest - Giurgiu) across the Custom Office and to the “Friendship Bridge” over the Danube.

- To enable and strengthen personal contacts and co-operation within the RO-BG border region on local level

2.3 Accession Partnership (AP) and NPAA priority
This project is related to the AP in the following areas:
Economic Criteria
- Increase the volume and quality of public investment, including infrastructure,
- Ensure necessary administrative capacity is in place in order to prepare for the significant investments needed in rail and road infrastructure.

2.4 Contribution to the National Development Plan and/or Structural Funds Development Plan
- The project will contribute to the achievement of the objectives included in the 2nd development direction of NDP during 2003 – 2006 period, as well as to the main priority stipulated in the Regional Development Plan, i.e. “Improvement and Development of Infrastructure”.

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2.5 Cross Border Impact

- The project is in line with the Joint Programming Document for PHARE Romanian / Bulgarian Cross-Border Cooperation 2003 –2006, especially with Priority 1 / Measures1 Improvement / Development of transport infrastructure and accessibility in border area;

  - The project will:
    - Improve the access of the local population and businesses to the economically affordable ferry boats to cross the Danube, thus
    - Contribute to further co-operations between local partners within the Euro-Region;
    - Strengthen the sustainable and well-balanced local cooperation relationship, within the Rousse-Giurgiu Euro-Region (established in 2001)
    - Encourage the economic development on both sides of the border by ensuring the development of the already existent Free Trade Zone, where 350 companies are currently working

3. Description

3.1 Background and justification

Actually the border crossings in Giurgiu / Russe are the most important between Romania and Bulgaria at the Danube river (prior to Calafat / Vidin and Bechet / Oriahovo ferry).

There are three border crossings namely the big Danube Bridge, one trailer ferry and one passenger ferry. Additional to that there is also the harbour for goods and passengers to link the town to the other ports on the Danube river.

Even with this very good preconditions the linkages of the local population and enterprises to their Bulgarian counterparts on the other side of the Danube are not very intense. The big Danube bridge is mainly used for international transit of passengers and goods. This bridge can only be passed by cars (no pedestrians allowed) and is quite expensive for the local population.

The interconnection of local border crossings (ferries) to the town and to the main road connections is in very critical condition. It is only incomplete and the surface is in bad condition with many batches in the asphalt surface and damaged areas, where circulation is difficult and slow.

The Giurgiu Free Trade Zone and the access to the pedestrian ferry is actually endangered because the “Bizetz” bridge (opened in 1905) over the St. George Channel connecting the town and the border crossings is in danger of collapsing. Technical examination concluded that the bridge got damages to both superstructure (riveted cross-bars) and infrastructure (displaced stone bricks), and that the construction of a new bridge is necessary. As an urgency measure severe weight limitations for trucks had to be imposed.

Actually the poor conditions of these road connections are hindering an intensified economic development of the immediate border area and are making the border access (especially for the local population and businesses) difficult and unattractive.

Local and international heavy traffic from the harbour and the ferries has to cross the city centre to reach the Danube bridge and the main (inter)national transport routes. With economic and population development this situation will even deteriorate, putting a high burden on the local population.

In order to meet these challenges and to propose this project, an intense public debate took place in Giurgiu Town and County involving local and regional administration, professional groups and members of the civil society. This debate resulted in prioritising this project and in a partnership agreement of the Town’s Local Council (TLC), the County Council (CC) and Administration of Danube River Ports (ADRP), (PARTNERSHIP approved by the Local Council Decision No. 29 from February 27th, 2003, see ANNEX 6).

This project is among the priorities proposed by the General Town-planning Plan approved through the DLC No. 14 / February 2000, by the County’s Territorial Organization Plan which has been approved through the DCC No. 95 / December 16th , 2002 , and is a major objective of the Local Sustainable Development Strategy for Giurgiu town, approved through the DLC No. 80 / May 16th , 2002.

3.2 Linked activities:

Past experience of the Giurgiu City Council with international assistance project dates back until 1993, most recently
• the “Illumination of Mihai Viteazul Blvd.” (1999, 1,3 MECU Phare)
• Rehabilitation of the Danube Bridge (Phare 1999, Nat. Road Administration)
• Ecological improvement of the Danube (Phare CBC 2000, Ministry of Transport, Ministry of Environment)

This project is related and helps to implement other high priority investment projects such as:
• River Freight Container Terminal in the port area;
• Road P1 + P2, connecting to the National Road (NR) No. 5C Giurgiu - Zimnicea and, over Gloriei Str., to the NR. No. 5B Giurgiu - Ghimpati;
• Connecting ways to county roads, to incoming railways, to the “Friendship Bridge” to Bulgaria, with the purpose of extending the town alongside the Danube;
• Environmental up-grading of the Plants Channel (including water treatment and installation of a river bank sidewalk (project still under study))

3.3 Results:
The implementation of this project will result in:
• Project technical design and associated documents (tender documents)
• 5,1 km modernized road, connecting the passenger ferry boat, the harbour, the Free Trade Zone, the access to the town centre and the car ferry.
• 450 m of newly constructed road section between Unirii Street and National Road No.5
• A new bridge over the St. George Channel; Length = 72.5 m , width = 14 m
• Modernized and secured quays in the port area protecting the road
• Supervision reports, endorsement of payments certificates.

3.4. Activities (Phare contribution 2.665 M€ and local co-financing 0.985 M€):
This project will cover the following components:

Component 1 – Technical project design and project preparation

Budget: 0.140 M€ (local co-financing)

Preparation of the necessary technical plans and tender documents for the work contracts, including engineering design, technical specifications and Terms of Reference.

Component 2 – Project implementation/works contract

Budget: 3.300 M€ (Phare contribution: 2.455 M€ and local co-financing 0.845 M€)

The component consists in three activities:

1. Road rehabilitation and construction
   a) The rehabilitation and upgrading of a 5,1 km road section, connecting passenger ferry – Free Trade Zone – Portului Str. – Aleea Plantelor Str. - car ferry – junction with Unirii Street. The works are covering a total road surface of about 62,000 m². This road is designed as a two lane road with pedestrian side walks and the necessary installations for rain water collection and illumination.
   
   On a length of 3 km of this road mainly the to be reinforced, the road surface improved and pedestrian side walks added.

   On a section of 2 km the road has to be upgraded from an actually unpaved trail.

   The works are corrections of the road’s transversal profile, including correction works in respect to its horizontal and longitudinal profile as well, required by traffic safety and complying with the Law No. 82 / 1998.

   For the upgrading of the road also technical improvements (illumination) and soil and underground protection measures (collecting rain & snow water into a conduit network) are foreseen,

   b) The construction of a new road section between Unirii Street and National Road No.5

   c) On a length of 450 m a new two lane road section as a continuation of the section described under a) has to be constructed.
The investment in this project road construction will contribute to diminishing the heavy traffic in
town center and reducing the pollution degree.

The road will shorten the access to main roads thus ensuring the strict link with the traffic
crossing point to the Customs Office of Giurgiu, to the future highway Giurgiu – Bucharest, to
the NR #5, to the Ring Road #119 (heavy traffic lane).

2. Construction of a new bridge over St. George Channel

The works within that project cover the

• Construction of the infrastructure (arcs + pillars) of the bridge;
• Construction of the superstructure (beams + platforms) of the bridge.

The new bridge of pre-compressed reinforced concrete will have a length of 72.5 m, with 4 vehicle
traffic lanes and 2 sidewalks.

Traffic amount (per day, during summer time, summer 2002 records):
- 8,500 cars
- 1,800 heavy trucks
- 650 passenger busses

The infrastructure of the bridge will be consisting of 2 bows and a pillar, placed in the middle of the
channel’s width and supported by large-diameter in-depth driven pylons, upper joined by beams.

The bridge’s superstructure will be made of pre-compressed concrete beams with adhesive cords
and concrete upper platform.

3. Upgrading and re-building the stone brick reinforcement wall

For the road section alongside the Danube it is necessary to improve the stone brick wall
enforcement of the river dike. This works have to be undertaken between the passenger ferry and the
harbor on a length of 400 m, covering a surface of about 3,200 m². The National Company
“Administration of Danube River Ports”, Giurgiu (ADRP), commits itself for this activity in covering all
operational and administrative costs.

Component 3 – Work supervision and reporting

Budget: 0.200 M€ (Phare contribution)

The Giurgiu Town Council is responsible for the technical and financial management of the project. The
Giurgiu Town Council will

• co-ordinate the drawing up of project’s technical and economic documents,
• inform and consult the partners,
• conclude work contracts,
• supervise and coordinate contract’s fulfillment as per technical documentation,
• ensure the payment of contractors.
• monitor the project during the complete period of implementation

Under this component a service contract will be signed with a specialized company to perform the
supervision of works to be done under components 1, 2 and 3, following national and EU standards and
any legal requirements. The supervisor will be hired on the base of a tender, he’ll have to follow the way
of complying with the documentation, to check out the quality of works, the compliance with the work
schedule and to keep the project within the budget limits.

3.5 Lessons learned:

In the past, the project “Border Crossing Check Point & Commodities Custom Office Terminal” has been
run in favor of the local community. The project required 29 ha. land, including 15 ha. concrete platform.
The experience from this project were:

• Awareness of the transport infrastructure deficiencies and a feasibility study / technical design
  study for a road connection which is the base for this project proposal
• good cooperation between local/regional administration and specialists to reach the goals
• sensitivity of the involved people to new challenges;
• capability to work together with partners (individuals and representatives of authorities);
importance of public consulting and debate on the purpose of reaching the projects’ goals;
experience of effective management in order to achieve the expected results;
importance of involving the local stakeholders and the media for a fruitful implementation of projects, especially in the planning and start phase.

As the EMS Evaluation Report no R/RO/CBC/03037 issued in July 2003 revealed some administrative and financial aspects of co-operation between local beneficiaries and the centre there were taken corrective measures as follows:
- As concerns the lack of expertise at the local level, and the lack of co-ordination and guidance from the centre the CA has closely collaborated with the local beneficiaries, technical designer and authorities, in order to improve the quality of the technical documents, including technical projects, general estimates, implementation time schedule, etc.
- Regarding the delays caused by the preparation of the detailed technical projects only after the programmes are selected, the Contracting Authority, at the time of preparation of the Project Fiches, asked the beneficiaries to get all the necessary documents as a pre-condition of the project approval: feasibility studies, impact assessments studies, and any other related documents. The technical project should be better developed by the local beneficiary who is familiar with the local conditions, rules and regulations regarding constructions.
- The CA asked the beneficiaries to provide in due time all the legal building permits.
- Regarding the financial aspects, taking into account the previous experience, in order to ensure a clearly stated co-financing provided through the local county budgets, there were taken the following measures:
  - a letter of commitment was asked, compulsory accompanied by the decision of the relevant institution: county council, local council, ministries etc.
  - opening a separate bank account by the beneficiaries for each and every project in part, no matter the co-financing is parallel or joint.
  - submission of a monthly Technical Progress Report including the status of co-financing (parallel or joint)

4. Institutional framework

**Beneficiary:**
- Giurgiu Town Council (for project components no. 1 – “Road rehabilitation and construction road infrastructure” and no 2 – “Construction of a new bridge over St. George Channel”)
  
  Official Representative of the whole project: Mr. Eng. Toma Constantin - Deputy Mayor
- State company “Administration of Danube River Ports”, Giurgiu (ADRP) (for project component no. 3 Upgrading and re-building the stone brick reinforcement wall)

**Engineer:**
The engineer will be appointed after restricted Tender Procedure for the supervision contract(s) according to the “Practical Guide to Phare, Ispa and Sapard contract procedures” Tender Procedure For EU and 12 adhesion countries.

**Contracting Authority:**
Ministry of European Integration, Bucharest; Cross Border Cooperation Directorate

**Owners of the assets after project completion:**
- Giurgiu Town Council (for project component road infrastructure and bridge)
- National company “Administration of Danube River Ports”, Giurgiu (ADRP) (for project component stone brick reinforcement wall)

The Giurgiu Town Council will bear the responsibility to cover all operational and administrative costs for the overall implementation of this project and specifically for the project component road and bridge, as well as the maintenance costs of the road and the bridge.

The Giurgiu Town Council commits to cover all operational and administrative costs for the overall implementation of this project except for the project activity “stone brick reinforcement wall” for which the National Company “Administration of Danube River Ports”, Giurgiu (ADRP), commits to cover all operational and administrative costs. The maintenance and operating expenses after project completion will be met by the Special Funds of State Budget, Local Budget and “Administration of Danube River Ports”, Giurgiu (ADRP) contributions.

5. Detailed Budget (in €)
### PHARE Support

<table>
<thead>
<tr>
<th></th>
<th>Investment Support</th>
<th>Institution building</th>
<th>Total PHARE (I + IB)</th>
<th>Beneficiary Co-Finance (*)</th>
<th>IFI (*)</th>
<th>Total EURO</th>
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<tbody>
<tr>
<td><strong>Services contracts, divided in:</strong></td>
<td></td>
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<tr>
<td></td>
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<td>Documentation design, contracting, project checking, Approvals</td>
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<td>0 140.000</td>
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<td>200.000</td>
<td>0 0</td>
<td>0</td>
<td>200.000</td>
</tr>
</tbody>
</table>

**Works Contracts:**

|                                | 2,455.000          | 0                    | 2,455.000            | 845.000                     | 0       | 3,300.000  |
| 1) rehabilitation and construction of road | 1,150.000         | 0                    | 1,150.000            | 410.000                     | 0       | 1,560.000  |
| 2) construction of bridge       | 675.000            | 0                    | 675.000              | 225.000                     | 0       | 900.000    |
| 3) upgrading of the stone brick reinforcement wall | 630.000           | 0                    | 630.000              | 210.000                     | 0       | 840.000    |

**TOTAL**

|                                | 2,655.000          | 0                    | 2,655.000            | 985.000                     | 0       | 3,640.000  |

*THE AMOUNTS IN THE TABLE DO NOT INCLUDE THE V.A.T.*

### 6. Implementation Arrangements

#### 6.1. Implementing Agency

The Romanian CBC Implementing Agency is the Ministry of European Integration, Cross-Border-Cooperation Directorate (MIE), which retains overall responsibility for the implementation of the project (approval of: terms of reference, of tender documents, of evaluation criteria, of evaluation of offers; signature of contracts, authorization and payments of invoices).

The project beneficiary institution(s) are the Giurgiu Town Council (for road and bridge) and the Administration of Danube River Ports”, Giurgiu (ADRP) (for stone wall reinforced dike) They are responsible towards the CBC Implementing Agency for the management of the project: preparation of terms of reference, of tender documents, of evaluation criteria, of evaluation of offers, of contracts and of invoices for payment.

For work contracts under FIDIC rules, an official of the Beneficiary acts as the Employer and the invoices have to be certified by an independent Engineer contracted and financed by the Programme. The Giurgiu Town Council / the Administration of Danube River Ports”, Giurgiu report monthly to the CBC Implementing Agency (with direct copies to the EC Delegation) with monthly disbursement and commitment schedules and with sufficient detail to allow for assessment of progress made and remaining work to be done.

Works will be tendered to contractors with appropriate financial capacity, and technical and FIDIC experience.

#### Ministry of European Integration

Cross Border Cooperation Directorate
2, Libertatii Blvd.
Sector 5 Bucharest
Contact person: Daniela Chisiu – Director
Rooms: 409B, 425b, 426/ fourth floor
Phone: ++40-21-335.53.74, ++40-21-314.67.67/ extn. 319, 320
6.2. Twinning
N/A

6.3. Non-Standard Aspects
There are no “non-standard-aspects”. The “Practical Guide to PHARE, ISPA and SAPARD contract procedures” will strictly be followed.

6.4. Contracts

Contract of Services (Designing, Supervising, etc.)                         (2) 340,000 EURO (out of which, 1 contract is a Phare financed contract for works supervision with a total value of 200,000 EURO)

Contract of Works Purchase (C+M)                                                   (1 ) 3,300,000 EURO

TOTAL 3,640,000 EURO

THE VALUES DO NOT INCLUDE VAT

7. Implementation Schedule

Start of Tendering / Call for Proposals: May 2004

Start of Project Activity: October 2004

Project Completion: November 30, 2007

8. Equal Opportunities
Equal opportunity for men, women and ethnic groups to participate in all the components of the project will be ensured.

9. Environment Protection
All legal framework related to environmental aspects have to be accomplished and all legal endorsements and approvals have to be obtained before launching the tender for works components, including completion of land arrangement aspects.

10. Rate of Return
Financial rate of return: 1.2%
Economic rate of return: 1.9%
On February 26th, 2003, the Feasibility Studies (for road, bridge and quay protection have been completed by “PRO-MT S. R. L.” Giurgiu. (Annex 11)

11. Investment Criteria
11.1 Catalytic Effects
Without PHARE assistance, the project would not be implemented in the near future due to a lack of funding.
Without the implementation of this project, some important related projects for the Euro-Region Rousse - Giurgiu (BG / RO) will not be realized.

11.2. Co-Financing
The Romanian co-financing of this project in total will sum up to € 985,000 which represents 27% of the total cost
This amount will be ensured as follows:
- € 547,000 Giurgiu Town Council
- € 123,000 County Council
- € 315,000 ADRP.

These values do not include VAT
In attachment (ANNEX 9), there are the partners’ signed letters of commitment and their decisions to assure the co-financing.

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

11.4. Project Readiness & Size
A Feasibility Study for the Project has been worked out. This document includes general and specific calculations for the project works.
Preliminary investigations have been carried out on a 1:5000 scaled territorial plan / map.
Geological and hydro-geological investigations have been completed.
Location plans have been drawn for the whole route, riverside protection upgrading, as well as cross-sections and details regarding the bridge and proposed access ways.
All the necessary approvals regarding the project start have been issued (Annex 12). Implementation of the project may now begin as per “Implementation Schedule” (Annex 2).

11.5. Sustainability
The maintenance and operating expenses after project completion will be met by the Special Funds of State Budget, Local Budget and ADRP contributions.

11.6. Compliance with State Subventions
This project fully complies with the state aids provisions.

12. Conditionality and Sequencing

- The Giurgiu Town Council, the County Council and ADRP ensure their co-financing commitment on the project (see ANNEX 9, the partners’ signed letters of commitment and their decisions to assure the co-financing)
- Giurgiu Town Council, the County Council and ADRP undertake to finance any additional costs which may arise in order to ensure timely completion of the project.
- Civil works project will include an adequate independent supervision of project. The Supervision Consultant will have the role of the Engineer as defined under the FIDIC Conditions of Contract.
- All legal framework related to environmental aspects will be accomplished and all legal endorsements and approvals will be obtained before launching the tender for works components including completion of land arrangement aspects.
- The European Commission reserves the right to reallocate the funds in case of the preparation component is not satisfactory implemented or in case the implementation of this component and/or obtaining all necessary legal approvals face too long delays.
- 1/ Giurgiu Town Council, for project component road infrastructure and bridge and 2/ National company “Administration of Danube River Ports”, Giurgiu (ADRP), for project component stone brick reinforcement wall,
undertake to finance the operating costs of the project
undertake the obligation to cover any additional cost, necessary for the completion of the
whole project during its implementation timeframe
Giurgiu -
Improvement of the Border Access Infrastructure

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
4. Executive summary of the economic and financial appraisals
5. Reference to relevant Government Strategic plans and studies
6. Partnership protocol
7. Designing subject abstract
8. General estimate of the investment
9. Commitment letters and decisions of the partners
10. Letter of support from Rousse Municipality
11. Feasibility Study – original and copy
12. Approvals and agreements
## LOGFRAME PLANNING MATRIX FOR

### Project

<table>
<thead>
<tr>
<th>Wider objective</th>
<th>Indicators of achievement</th>
<th>Sources of Information</th>
</tr>
</thead>
</table>
| To improve the infrastructure in the Cross Border region of Romania, as a part of the strategy for sustainable social and economic development | Increased traffic to and from Romanian-Bulgarian border by 15% by end of 2007  
Increased GDP regional share starting with 2008  
Increased local and foreign investment in the region starting with 2008 | Regional statistics  
Government and international statistics |

### Project purpose

| To improve the accessibility of the RO-BG border crossings within the town of Giurgiu.  
To enable and strengthen personal contacts and co-operation within the RO-BG border region on local level | Indicators of Achievement | Sources of Information | Assumptions and Risks |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------|-----------------------|
| - Increased no. of area transiting people by 15% by end of 2007  
- Increased no. of merchant and transport vehicles transiting the town from Custom Office to the harbour and back by 10% by end of 2007  
- Incresed no. of merchant and cruise ships, other ships docking on in Giurgiu Port by 10% by end of 2007  
- Reduced journey duration by 50% by end of 2004  
- All funds committed by end of 2004 | - Custom Office Data Base  
- Road Traffic Study  
- Ship Reg. Book – Port  
- Road, bridge and quay-specific expert reports | - Political and economical area stability  
- EU-compatible national legislation |

### Results

<table>
<thead>
<tr>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
</table>
## Annex 2: Detailed implementation chart for project Giurgiu – Improvement of the Border Access Infrastructure

<table>
<thead>
<tr>
<th>Component 1</th>
<th>Component 2</th>
<th>Component 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project technical design and associated documents elaborated</td>
<td>Project technical design approved by mid 2004</td>
<td>Work supervised and periodically reported</td>
</tr>
<tr>
<td><strong>Component 2</strong></td>
<td><strong>Component 2.1. Road rehabilitation and construction</strong></td>
<td><strong>Component 3</strong></td>
</tr>
<tr>
<td>Road system rehabilitated</td>
<td>Road system rehabilitated</td>
<td>Work supervised and periodically reported</td>
</tr>
<tr>
<td>Construction of a new bridge</td>
<td>Road system rehabilitated</td>
<td><strong>Component 3.1.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td>new build bridge over St. George Channel</td>
<td>Road system rehabilitated</td>
<td><strong>Component 3.2.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td>2.3. Upgrading and re-building the stone brick reinforcement wall</td>
<td>Road system rehabilitated</td>
<td><strong>Component 3.3.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td>Stone brick wall of the river dyke reinforced</td>
<td>Road system rehabilitated</td>
<td><strong>Component 3.4.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td><strong>Component 3</strong></td>
<td><strong>Component 2.2. Construction of a new bridge</strong></td>
<td><strong>Component 3.5.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td>Work supervised and periodically reported</td>
<td>new build bridge over St. George Channel</td>
<td><strong>Component 3.6.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td><strong>Component 2.3. Upgrading and re-building the stone brick reinforcement wall</strong></td>
<td>72.5 m length new build bridge over St. George Channel</td>
<td><strong>Component 3.7.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td>Stone brick wall of the river dyke reinforced</td>
<td>400 m quays length modernized in the Port area</td>
<td><strong>Component 3.8.</strong> Work supervised and periodically reported</td>
</tr>
<tr>
<td><strong>Component 3.8.</strong> Work supervised and periodically reported</td>
<td>all works accomplished on time and within budget by end of 2007</td>
<td><strong>Component 3.9.</strong> Work supervised and periodically reported</td>
</tr>
</tbody>
</table>

### Activities

<table>
<thead>
<tr>
<th>Component 1</th>
<th>Component 2</th>
<th>Component 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical project design and project preparation</td>
<td>Project implementation</td>
<td>Supervision of the project</td>
</tr>
<tr>
<td><strong>Component 2.1. Road rehabilitation and construction:</strong></td>
<td><strong>Component 2.2. Construction of a new bridge:</strong></td>
<td><strong>Component 3.1.</strong> Supervision of works</td>
</tr>
<tr>
<td>- Construction of new road between DN 5 crossing and Unirii St. crossing;</td>
<td>- Carrying out the infrastructure (ark + pillars) of the bridge;</td>
<td><strong>Component 3.2.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td>- Reinforcement of existing road between Unirii St. crossing and the Danube;</td>
<td>- Carrying out the superstructure (beams + platforms) of the bridge.</td>
<td><strong>Component 3.3.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td><strong>Component 2.2. Construction of a new bridge:</strong></td>
<td>- Utilities connection works achieving;</td>
<td><strong>Component 3.4.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td>- Carrying out the infrastructure (ark + pillars) of the bridge;</td>
<td></td>
<td><strong>Component 3.5.</strong> Certification of Interim certificates</td>
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<td><strong>Component 3.6.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td><strong>Component 3.3. Upgrading and building the stone brick reinforcement wall</strong></td>
<td>- Utilities connection works achieving;</td>
<td><strong>Component 3.7.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td>- Rehabilitating and re-building the stone brick reinforcement wall</td>
<td></td>
<td><strong>Component 3.8.</strong> Certification of Interim certificates</td>
</tr>
<tr>
<td>- Utilities connection works achieving;</td>
<td></td>
<td><strong>Component 3.9.</strong> Certification of Interim certificates</td>
</tr>
</tbody>
</table>

### Means

<table>
<thead>
<tr>
<th>Component 1</th>
<th>Component 2</th>
<th>Component 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project technical design approved by mid 2004</td>
<td>5.1 km. of road rehabilitated and upgraded, 450 m of new 2 lane road</td>
<td>all works accomplished on time and within budget by end of 2007</td>
</tr>
<tr>
<td>72.5 m length new build bridge over St. George Channel</td>
<td>72.5 m length new build bridge over St. George Channel</td>
<td>all works accomplished on time and within budget by end of 2007</td>
</tr>
<tr>
<td>400 m quays length modernized in the Port area</td>
<td>400 m quays length modernized in the Port area</td>
<td>all works accomplished on time and within budget by end of 2007</td>
</tr>
</tbody>
</table>

### Sources

<table>
<thead>
<tr>
<th>Component 1</th>
<th>Component 2</th>
<th>Component 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>technical designs</td>
<td>Project site visit at the end of the project, undertaken by the administrative body in charge with the monitoring process</td>
<td>Project reports</td>
</tr>
<tr>
<td>Project site visit at its end, mad by the administrative body in charge with the monitoring process</td>
<td>Project reports</td>
<td></td>
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### Assumptions

<table>
<thead>
<tr>
<th>Component 1</th>
<th>Component 2</th>
<th>Component 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adaptation to PHARE CBC funding provisions and to proposed budgets;</td>
<td>Strong support from the local community and the local authorities</td>
<td></td>
</tr>
</tbody>
</table>
### Annex 2: Detailed implementation chart for project Giurgiu – Improvement of the Border Access Infrastructure

<table>
<thead>
<tr>
<th>Issue variation orders</th>
<th>Taking over certificate under FIDIC</th>
<th>Preconditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measurement of executed works</td>
<td>Documents for hand over according to Romanian legislation</td>
<td>- SF, PT and DE;</td>
</tr>
<tr>
<td>Handing over of the works</td>
<td></td>
<td>- Setting up partnership of Local Council, County Council and DRPA;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Organizing tenders and auctions for carrying out the works;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Concluding of Purchase, Human Resources &amp; Consulting Contracts.</td>
</tr>
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### Annex 2 - Detailed Implementation Chart

**“GIURGIU – IMPROVEMENT OF THE BORDER ACCESS INFRASTRUCTURE”**

#### Implementation Schedule

<table>
<thead>
<tr>
<th>Components</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
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<tbody>
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<td>D</td>
<td>J</td>
<td>F</td>
<td>M</td>
</tr>
<tr>
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<td>J</td>
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</table>

1. **Service Contract**
   - documentation
   - design

<table>
<thead>
<tr>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>D</td>
<td>D</td>
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</table>

2. **Works Contract**
   - rehabilitation and construction of road
   - construction of bridge
   - upgrading of the stone brick reinforcement wall

<table>
<thead>
<tr>
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<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
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<tbody>
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<td>C</td>
<td>C</td>
<td>I</td>
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3. **Service Contract**
   - supervision of works

<table>
<thead>
<tr>
<th>2003</th>
<th>2004</th>
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<th>2006</th>
<th>2007</th>
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**D** = Design  
**C** = Contracting  
**I** = Implementation
### Cumulative contracting schedule by quarter in Mil. EUR (planned)

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<td>Q4</td>
<td>Q1</td>
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<td>Q3</td>
<td>Q4</td>
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### Cumulative disbursement schedule by quarter in Mil. EUR (planned)

<table>
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<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
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