1. Basic Information

1.1 CRIS Number: PHARE 2003/005-701.02
1.2 Title: Dyke along the Danube river into Boianu – Sticleanu precincts
1.3 Sector: Infrastructure (IN)
   Environment (EN)
1.4 Location: Romania – South Region – Calarasi County
1.5 Beneficiary: Calarasi County Council in partnership with National Society for Land Improvements - Calarasi Branch

2. Objectives

2.1 Overall Objective(s):
   • Improved economic development in the Romanian – Bulgarian border region;
   • Improvement of the accessibility of the Romanian – Bulgarian border crossing in Calarasi;
   • Protection of the Romanian border region in Calarasi against Danube floods.

2.2 Project purpose:
   • Consolidation of the dyke along the Danube River into Boianu – Sticleanu precincts;
   • Defense against flooding into Boianu – Sticleanu precincts;

2.3 Accession Partnership (AP) and NPAA priority

NPAA (medium-term priority): The policies in this area aimed at stopping the decline of the economy, creating the prerequisites for economic recovery and preparing Romania for EU accession. The following objectives are set for promoting a favourable business environment: achieving flexibility of the central administration and of the staff involved in Romania’s official international relations so as to stimulate international trade and to harmonise the domestic and global business environments.

2.4 Cross Border Impact
The project is in line with the newly adopted JPD 2003-2006, namely with priority 3 “Environmental Protection and Management” The main impact of the project consists in:
 Improvement of the traffic conditions in the border area and thus
 Fostering the cross border contacts at local and regional level;
 Increasing the commercial exchanges and tourism development between Romania and Bulgaria.

3. Description

3.1 Background and justification:

There is an old dyke alongside the Danube, protecting the hinterlands against the floods of the river. This Dyke alongside the Danube West of the Calarasi – Silistra border crossing is in critical conditions. There are substantial erosion areas and there are no arrangements for traffic, except an incidental path at the top of the dyke. Circulation for vehicles can only take place there during periods without rain.

The main objectives of the project are the dyke consolidation, as well as the improvement by surface treatment of the transport infrastructure. The dyke consolidation has as main objective the defence against flooding and the rehabilitation of the erosion areas. The existent earth dyke can not face the periodical Danube flooding, thus being a threat for crops, economic agents in the area and even for the rural localities situated along the Danube: Gradistea, Ciocanesti, Dorobantu, Manastirea, Spantov, Chiselet, Ulmeni.
The dyke consolidation will stop the present erosion phenomena and will defend the bank against flooding. Therefore, this project will have a major environmental impact.

The transport infrastructure, the second priority of this project has as main targets, outside the surface treatment of the infrastructure, the followings:
- The access to the natural reservation Boianu – Sticleanu;
- The establishment of a local network between Calarasi-Oltenita and the bulgarian road Silistra-Tutrakan that will be also modernized, which will encourage the local economic development. There is a project of a national road that will become of international interests – the link with Cross-border checkpoint Calarasi – Silistra. The road will diminish the distance between Calarasi and Oltenita with almost 20 km; The communes Ciocanesti and Dorobantu will be connected to this road. These localities have a connection with the Danube River through big irrigation channels and they have a great interest in building roads of communal interests between Danube and their areas, achieving thus an infrastructure for the next urbanism and economic development.

The envisaged road width is 4 m and is designed only for low traffic. Even the road will have just one line, the refuges on the both sides of the road will allow circulation in the both ways.

3.2 Linked activities:
- Phare CBC 2001: “Border Crossing between Calarasi (RO) and Silistra (BG) (6,16 MEUR, Calarasi County Council and Ministry of Public Works, Transport and Housing);
- Phare CBC 2002: “Rehabilitation of National Road 3B, between the crossroad with DN3 Calarasi, from km 0+000 to km 3+020” (3,05 MEUR, National Administration of Roads);
- Phare 2000 – economic and social cohesion component: the project “Improvement of the access to the IV Pan-European Corridor (Calarasi – Slobozia DN 21 road)” has been included in the list of investment projects. The beneficiary is the Ministry of Public Works, Transport and Housing. The project total budget is 1,9 MEUR (1,5 MEUR is PHARE contribution, 0,4 MEUR – 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.

3.3 Results:
- Project technical design and associated documents (tender documents)
- Dyke consolidation and protection between the Calarasi - Silistra border crossing to the West on a lengths of 11 km, by the rehabilitation of the erosion areas;
- 11,0 km of road surface treatment with macadam on the top of the dyke, starting at the intersection with DN3, Chiciu area;
- Creation of a protected area against the floods
- Supervision reports, endorsement of payments certificates.

3.4 Activities:
In order to achieve the project completion, the following activities will be developed:

Component 1 – Technical project design and project preparation

Preparation of the necessary technical plans and tender documents for the work contracts, including engineering design, technical specifications and Terms of Reference for 2a) dyke rehabilitation and 2b) road surface treatment

Financing: 0.155 MEUR (National contribution by Calarasi County Council)

Component 2 – Project implementation/works contract

The activity consists of two stages:
- Dyke rehabilitation Protection dyke arrangement by consolidation and chamfer works;
The existing dyke with a length of 11km starting from Chiciu (10 km far away from Calarasi city, see the attached map) will be consolidated and fortified. The necessary works to be undertaken are:
Rehabilitation of the erosion areas and of the damaged gradients;
External gradient pavement of the dyke to +0.50 m above N.A.E. (Extraordinary Water Level);
Extern gradient pavement: 77,000 m²
• Road surface treatment with macadam
The road on top of the dyke will have 4 m width with one single lane and some refuges on the both sides of the road. The refuges will allow circulation in the both directions. The road is designed for low traffic only. The road starts at Chiciu Km 374+250 and has a length of 11 km.

Financing:
- total cost: 3.645 MEUR
- 2.00 MEUR National contribution by National Society for Land Improvements, Calarasi Branch
- 1.645 MEUR Phare contribution

Component 3 – Work supervision and reporting
The Ministry of European Integration through its Cross Border Cooperation Directorate will be responsible for the selection of the Consultant/Engineer, according to Fidic rules, for the supervision of works under component 2.

Financing:
- 0.200 MEUR (Phare Contribution)

The Consultant/Engineer according Fidic rules will be appointed following tender procedures for the supervision contracts according to “Practical Guide to contract procedures financed from the general budget of the European Communities in the context of external actions”.

3.5 Lessons learned:
Experience from other projects related with the Calarasi Border crossing shows that costs have to be realistically estimated and time schedules properly observed in order to assure a successful implementation of the project. It also shows the benefit of intense communication and co-operation between all relevant parties involved.

Following CBC Directorate previous experience all the problems and aspects have been discussed with the involved institutions and beneficiaries and accordingly corrective measures were taken as regards to the technical, administrative, finance aspects.

As from the technical and administrative domains are concerned CBC Directorate requested that the community legislation is to be fully reflected in the tender documentation, technical studies and specifications.

Impact assessment studies and other relevant documents were requested before any project is proposed by the beneficiaries. Also the problem of poor design and technical project against ambitious expectations of the beneficiaries were seriously discussed as to avoid further non results of the project and loss of financial backing.

The following aspects were also stressed on:
- a. projects are to be realistic as they are to be used 100 p.c. from the capacity
- b. training for the utilization and also for the maintenance and the spare parts necessities are to be taken into account by the beneficiaries
- c. equipment and technical specifications are to be compatible as for the both parts involved are concerned. Otherwise the project and the subsequent activities are compromised.

As for the efficiency is concerned, taking into account that a large number of institutions are involved (line ministries, agencies and subordinated organizations) is necessary to deeply implicate all in the relevant activities in order to obtain better outputs.

Regarding the financial aspects the beneficiaries were advised taking into account the previous experience to open a parallel account for the co-financed activities in order to better survey the full development of the project.

4. Institutional Framework

**Beneficiary:**
Calarasi County Council in partnership with National Society for Land Improvements - Calarasi Branch

**Engineer:**
The engineer will be appointed following tender procedure for the supervision contract(s) according to the “Practical Guide to contract procedures financed from the general budget of the European Communities in the context of external actions”

**Contracting Authority:**
Ministry of European Integration, Bucharest; Cross-Border-Cooperation Directorate
Owners of the assets after project completion:
National Society for Land Improvements - Calarasi Branch (NSLI)

Brief presentation

The National Society for Land Improvements was set up in 2000 on the basis of Emergency Ordinance no.23/200 and Law no.440/2001. National Society for Land Improvements - Calarasi Branch (NSLI) has as missions maintenance works, repairs and exploitation of land improvements works (irrigation, drainage, flooding defences). The society is financed from the state budget and from tariffs on irrigation operation and other activities. Its assets are worth 4,5 M€.

It is organised on eight administrative systems and one mechanical sector and it employs 699 persons.

The Calarasi County Council in partnership with National Society for Land Improvements - Calarasi Branch will bear the responsibility to cover all operational and administrative costs related to project preparation for the overall implementation of this project.

Calarasi County Council (CCC) will cover the costs for the project preparation. The National Society for Land Improvements will provide funds for project implementation/works, and will also be involved in the stage of project preparation.

NSLI will cover costs linked with dyke resistance works and also protection works against river accidental flooding.

5. Detailed Budget

<table>
<thead>
<tr>
<th>Component</th>
<th>Phare Support (MEURO)</th>
<th>Total Phare (=I+IB)</th>
<th>National co-financing (MEURO)</th>
<th>IFI</th>
<th>TOTAL (MEURO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Component 1 Technical project design and project preparation</td>
<td>0</td>
<td>0</td>
<td>0.155</td>
<td></td>
<td>0.155</td>
</tr>
<tr>
<td>Component 2 Project implementation/works contract</td>
<td>1.645</td>
<td>1.645</td>
<td>2.00</td>
<td></td>
<td>3.645</td>
</tr>
<tr>
<td>Component 3 Work supervision and reporting</td>
<td>0.200</td>
<td>0.200</td>
<td>0</td>
<td></td>
<td>0.200</td>
</tr>
<tr>
<td>Total</td>
<td>1.845</td>
<td>1.845</td>
<td>2.155</td>
<td></td>
<td>4.000</td>
</tr>
</tbody>
</table>

6. Implementation Arrangements

6.1 Implementing Agency
The Implementing Agency will be the Ministry of European Integration, through its Cross-Border Cooperation 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 project beneficiary institutions are Calarasi County Council in partnership with National Society for Land Improvements – Calarasi Branch. Calarasi County Council is responsible towards the CBC Implementing Agency for the operational project: preparation of: terms of reference, of tender documents, of evaluation criteria, of evaluation of offers, of contracts and of invoices for payment.

For the work contracts, an official of the Beneficiary acts as the Employer. The Calarasi County Council reports 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.
6.2 Twinning arrangements
Not applicable.

6.3 Non-standard aspects
There are no “non-standards aspects”. The “Practical Guide to contract procedures financed from the general budget of the European Communities in the context of external actions” will strictly be followed. A written partnership agreement between the National Society for Land Improvement and Calarasi County Council will be set up for the implementation of the project before any tender launching and will be presented to the Implementing Agency for information.

6.4 Contracts
There will be one service contract related to the technical project design and project preparation (component 1), fully financed by the beneficiary.
There will be one works contract related to the dyke rehabilitation and road surface treatment (component 2), financed by Phare CBC contribution and, jointly, by the Calarasi County Council and National Society for Land Improvements, following international tender, in the responsibility of the Contracting Authority.
There will one framework contract for supervision activities (component 3), financed by Phare CBC contribution, in the responsibility of the Contracting Authority.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Start of tendering</th>
<th>Start of project activities</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.05.2004</td>
<td>01.09.2004</td>
<td>30.11.2005</td>
</tr>
</tbody>
</table>

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

9. Environment
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 costs regarding the environmental study, permits and approvals will be covered by Calarasi County Council.

10. Rates of return
Financial rate of return: not applicable
Economic internal rate of return: not applicable

11. Investment criteria

11.1 Catalytic effect:
Without Phare assistance, the project would not be implemented in the near future, because of the lack of the funds.

11.2 Co-financing:
The project is co-financed by Calarasi County Council, in partnership with National Society for Land Improvements, which will provide 53.9% of the total cost of the project.

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

11.4 Project readiness and size:
The preliminary studies have been completed (Feasibility Study) and the implementation of the project can start according to the implementation chart (Annex 2).

11.5 Sustainability:
After the project completion, NSLI, as owner of the assets, will cover the costs linked with dyke resistance works and protection works against river accidental flooding, as well as the further maintenance of the road. In case that the contracting parts decide a transfer of propriety between NSLI and CCC, the maintenance of road will be undertaken by the new owner.

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

12. Conditionality and sequencing

- The Romanian authorities (Calarasi County Council and National Society for Land Improvements) undertake to finance the operating costs of the project as follows:
  - Calarasi County Council will cover the costs related to the project preparation;
  - NSLI will be involved in the stage of project preparation and will co-finance the infrastructure works.
- The Romanian authorities (Calarasi County Council and National Society for Land Improvements) undertake the obligation to cover any additional cost necessary for the completion of the whole project during its implementation timeframe. A written agreement between these institutions will be set up before any tender launching and will be presented for information to the Implementing Agency.
- 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 satisfactorily implemented or in case the implementation of this component and/or obtaining all necessary legal approvals face too long delays.

ANNEXES TO PROJECT FICHE

- Logical framework matrix in standard format
- Detailed implementation chart
- Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period)
- Reference to feasibility/pre-feasibility studies.
### Annex 1 – Logframe Matrix

**Dyke along the Danube river into Boianu – Sticleanu precincts**

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Achievement indicators</th>
<th>Sources of information</th>
</tr>
</thead>
<tbody>
<tr>
<td>To protect the Romanian border region in Calarasi against Danube floods.</td>
<td>Floods under control in the project area by end of 2006 All funds committed by of 2005</td>
<td>Local environment authorities reports Statistical reports</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Achievement indicators</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>To consolidate the dyke along the Danube River into Boianu – Sticleanu precincts and to construct 11 km of road arrangement on the top of the dyke. To defense against flooding into Boianu – Sticleanu precincts;</td>
<td>No flooding in the project area by end of 2006</td>
<td>Project reports Local environment authorities reports</td>
<td>No 100 year floods of the Danube</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results of project</th>
<th>Achievement indicators</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Component 1 Project technical design and associated documents elaborated</td>
<td>Project technical design approved by mid 2004</td>
<td>Project completion report Project site visit at the end of the project, undertaken by the administrative body in charge with the monitoring process</td>
<td>Employment of skilled workforce and adequate material for the works Professional supervision and monitoring of the works No mayor floods in the implementation period hindering a timely completion of works</td>
</tr>
<tr>
<td>Component 2 Dyke consolidated and protected between the Calarasi - Silistra border crossing to the West on a length of 11 km, by the rehabilitation of the erosion areas. 11,0 km of road arrangement on the top of the dyke, starting at the intersection with DN3, Chiciu area.</td>
<td>11 km of dike rehabilitated according to the specifications by mid 2006 11 km of road constructed according to the specifications by mid 2006</td>
<td>Supervision reports</td>
<td></td>
</tr>
<tr>
<td>Component 3 Work supervised and periodically reported A protected area against the floods created.</td>
<td>all works accomplished on time and within budget by mid 2006</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Sources of information</th>
<th>Assumptions</th>
</tr>
</thead>
</table>

**Contracting period expires:**

- **30.11.2005**

**Disbursement period expires:**

- **30.11.2006**

**Total budget:** 4.00 MEuro

**Phare budget:** 1.845 MEuro
<table>
<thead>
<tr>
<th>Component 1 – Technical project design and project preparation</th>
<th>Component 2 – Project implementation/works contract</th>
<th>Component 3 – Work supervision and reporting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Contract with a professional institute</td>
<td>Work Contracts with a professional company</td>
<td>Service Contract with a professional institute</td>
</tr>
<tr>
<td>Available project plans and technical designs</td>
<td>Project site visit at its end, made by the administrative body in charge with the monitoring process</td>
<td></td>
</tr>
<tr>
<td>Experience of companies involved</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Annex 2 – Detailed implementation chart

**Dyke along the Danube river into Boianu – Sticleanu precincts**

<table>
<thead>
<tr>
<th>Component</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
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<tbody>
<tr>
<td>Component 2</td>
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<td></td>
<td></td>
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<tr>
<td>Component 3</td>
<td>D D D C C C I I I I I I I I I I I I I I I I I I I I I I I I I</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

D = Design/Tender preparation  
C = Contracting  
I = Implementation/works
### Cumulative contracting schedule by quarter in MEUR (planned)

<table>
<thead>
<tr>
<th>Components</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>Total Phare Allocation</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>Component 2</td>
<td>1,645</td>
<td>1,645</td>
<td>1,645</td>
<td>1,645</td>
<td>1,645</td>
</tr>
<tr>
<td>Component 3</td>
<td>0</td>
<td>0</td>
<td>0.200</td>
<td>0.200</td>
<td>0.200</td>
</tr>
<tr>
<td>Total contracting:</td>
<td>1,645</td>
<td>1,645</td>
<td>1,845</td>
<td>1,845</td>
<td>1,845</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Components</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>Total Phare Allocation</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>Component 2</td>
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<td>0.3839</td>
<td>0.6023</td>
<td>0.8225</td>
<td>1.0418</td>
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<tr>
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<td>0.160</td>
<td>0.160</td>
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<td>0.5439</td>
<td>0.7623</td>
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PROJECT LOCATION