1.1 CRIS Number: PHARE/2005/017-553.03.11

1.2 Title: Improvement of safety, quality of services and institutional capacity in the transport sector

1.3 Sector: Transport

1.4 Twinning components:

- Twinning for strengthening the institutional capacity of RAR (0.21MEURO)
- Twinning light - Improving the management capacity and quality of the emergency services in Romania in the road transport sector (0.25 MEURO)
- Twinning for strengthening the institutional capacity of the Driving Licence and Vehicle Registration Directorate (0.4 MEURO)

1.5 Location: Romania

2. Objectives

2.1 Overall Objective:

Application of the acquis communitaire in the transport sector in Romania

2.2 Project purpose:

To complete the transposition of the transport acquis in order to improve the safety, the quality of services and to strengthen the institutions in the field of transport

This to be achieved by the following tasks:

Task 1: To improve road safety by combating drug abuse when driving and to improve the quality of accident investigation.
(Sub-project 1: Purchase of equipment for the Romanian National Traffic Police to enforce road traffic provisions).

Task 2: To develop a Strategic Plan for CFRC to improve market competitiveness combined with building capacity
(Sub-project 2: Development of a Strategic Operational Plan for the CFR Calatori to enhance its market competitiveness in Romania)

Task 3: To improve the capacity and the mobility of the ARR to undertake traffic control.
(Sub-project 3: Improvement of the Romanian Road Transport Authority's (ARR) control activities)

Task 4: To improve the capacity of the RAR to apply the EU legislation in the field of vehicles approval and to perform fuel quality certification/monitoring and checking of recording equipment in accordance with EU Directives.
(Sub-project 4: Harmonisation of the legislation and strengthening of the institutional capacity of Romanian Automotive Register - RAR)
Task 5: To increase the speed of reaction of the Romanian Fire Fighters to accidents and to improve the management capacity and quality of the emergency services in Romania especially in the road transport sector
(Sub-project 5: Training of Romanian Fire Fighters as first response units in dealing with accidents including those involving dangerous goods)

Task 6. To improve the standards of road construction including design, supervision, maintenance and signalling to enhance road safety and to ensure their compliance with EU Directives and Regulations
(Sub-project 6: Review and improvement of the Romanian road standards to comply with the best international practices)

Task 7: To improve the navigation on the Romanian section of the Danube river through the production of electronic navigation charts (ENCs)
(Sub-project 7: System for collecting and processing topohydrographical data and for the production of the electronic navigation charts (ENC) in inland ECDIS format)

Task 8: To develop a driving licence and vehicle registration system compliant and consistent with EU standards and best practices of EU Member States
(Sub-project 8: Ensuring the implementation of Directive 91/439/CEE and Directive 1999/37/CE on driving licence and vehicle registration)

Task 9: To improve the urban transport in Bucharest and in two other cities by updating the existing Urban Transport Master Plan for Bucharest, by undertaking similar transport studies for the two pilot cities followed by recommending to the appropriate institutional structures the needed actions for urban transport management.
(Sub-project 9: Improvement of urban public transport in Bucharest and in two other pilot cities)

Task 10: To improve traffic safety and eliminate accident black spots.
(Sub-project 10: Assistance in the implementation of the new road safety regulations compliant with EU Directives)

2.3 Accession Partnership and NPAA priority

The National Programme for the Adoption of the Acquis for 2002 has a number of short-term priorities in the transport sector including “Improving road safety and institutional building in the transport field; it also has a number of short and medium term priorities covering the “Rehabilitation, modernisation, development of infrastructure, equipment and transport means”. It also stresses the need for alignment to the European conditions of transport for the future integration of the transport sector in Romania into the broader European Transport system.

The Accession Partnership for 2003 specifies the main priorities in the field of road transport and these include the following:
- Reinforcement of the administrative capacity for implementing the fiscal and social/technical acquis;
- Continuation of the implementation plans to retrofit Romanian lorries with speed limitation devices and recording equipment;
- Continuation of the implementation of EU Directives relating to driving times and rest periods;
- Ensuring that the roadside inspection of vehicles does not give rise to any de facto discrimination between Romanian and EC hauliers and for vehicles.

The Accession Partnership also stresses the need for the development of a functioning, market system and the removal of distortions; the improvement in the public procurement process including the harmonisation of public contract procedures with EU norms; and reforming public administrations.

The Accession Partnership also sets the following priorities and objectives concerning local public transport services: to integrate environmentally sound policies into the Public Transport sector domain with a view to promote its sustainable development.

The urban transport component of this programme is fully consistent with the EC White Paper “European Transport Policy for 2010: time to decide”, which aims to support the “identification and dissemination of the best urban transport practice, including urban and regional rail services, and best practice in management of the relevant infrastructure” and also aims to support “pioneering towns and cities”, while respecting the principle of subsidiarity.

The Position Document of the European Commission, 2004, also states that Romania should adopt relevant technical regulations to complete the requirements for adopting relevant EU models for driving licences and vehicle registration certificates.

The main items concerning the project’s overall objective established by the AP and NPAA refer to:

- The complete alignment with the acquis for sector specific legislation for areas covered by Old Approach Directives;
- The screening of legislation in the non-harmonised areas to ensure that this is in compliance with Articles 28-30 of the EC Treaty. It also emphasizes the need to establish administrative arrangements for future monitoring in this area and to integrate the principle of mutual recognition into relevant legislation of goods;
- The reinforcement of the administrative capacity, in particular with regard to the implementation of New Approach Directives and the acquis on industrial products.

Increasing the market share and the competitiveness of the passenger railway transport is specified among the measures proposed for the rehabilitation of the transport services, improving quality of the services, as well as the alignment to the European transport condition in order to integrate the passenger railway transport into the European transport system”, according to the Priority Measures for Accession Plan within the European Legislative Programme.

2.4 Coherence with National Development Plan (and/or Structural Funds Development Plan)

The proposed project and focus of activities are in accordance with the priorities set out in the National Development Plan 2004-06 for the transport sector.

2.5 Cross Border Impact:

N.A.
3. **Description**

3.1 **Background and justification:**

The transport sector in Romania will play a critical role in the process of accession to the European Union and to its economic integration into the wider European economy and its 25 Member States. It will not only provide the arteries upon which to promote economic growth and development but will also lead to much greater mobility of people and the improved movement of goods both internally and to neighbouring countries and beyond.

A critical component in the accession process is both the modernisation of transport infrastructure in compliance with international design standards combined with a legal framework that is consistent and compliant with the Directives and Regulations laid down in the transport acquis. This needs to be complemented by the development of an institutional framework that provides the capacity to manage the transport system and to ensure the regulations are adequately monitored and enforced. The promotion of internationally recognised safety standards in key transport modes and the development of an efficient and sustainable transport network are paramount considerations in the achievement of these objectives.

Although there have been considerable investments in transport infrastructure in Romania over recent years combined with the provision of technical assistance for institution building, much of this funded by the European Union, there are still key areas where support is required to enable the country to meet its obligations for accession and to cope with the rapidly growing transport demands resulting from increased inter and intra-regional trade, greater vehicle ownership and rapidly increasing freight transport as the economy matures and develops.

Issues of urban transport management are also becoming primary areas of concern not only in Bucharest but also in other cities in Romania due to increasing congestion, rising pollution levels and higher accident rates. In the rural areas serious problems are also arising due to poor road quality.

**Road Sector**

The Romanian national road network has some 15,000 kms of national roads, 34,673 kms of county roads and 29,581 kms of local roads.

At present, the number of the vehicles in Romania is around 4.5 million of which some 3.1 million are cars. Whilst this is a relatively low figure for a population of 22 million, the rate of increase in car ownership is growing rapidly at approximately 5-8% per annum and the number of vehicles in Bucharest alone has grown from 200,000 in the late 1990s to some 750,000 to date. This is posing a considerable strain on the prevailing transport networks and the situation is exacerbated by the rapid growth in freight transport both within the country and as transit traffic to other countries.

One of the major consequences of the rapid growth in traffic within the country has been a major escalation in the number of road traffic accidents and in the number of deaths on the roads. This has been particularly severe in the rural areas where over 70% of fatalities have been recorded. In 2002, the number of serious car accidents amounted to 6,909 with deaths of 59 per 100,000 vehicles and 42 deaths per 100 injured. It is estimated that the costs of accidents amounted to some 3% of GDP.

In the light of the above statistics, one of the major objectives of road transport policy is to significantly reduce the number of road traffic accidents with a target of a 50% reduction over the next 5 years. This will require a major road safety programme designed to
reinforce enforcement measures, to raise public awareness and to introduce safety standards and enforcement mechanisms.

Amongst the various activities aimed at improving traffic safety, two projects financed under Phare 2001 have provided the following:

- A study on traffic safety improvements in linear villages (including a “catalogue” of typical safety measures);
- A database for traffic and accidents, including the identification of “black spots” on national roads.

Task 10 "Assistance to implement the new safety aspects of the EU legislation in the field of road safety" included in this Project Fiche will build on these initiatives and will be designed to:

- improve traffic safety in selected villages with transit traffic and a high accident rate (linear villages programme, continued from 2004);
- promote local awareness of traffic safety;
- improve traffic safety in rural areas where there are abnormally high accident rates and black spots.

In the case of the linear villages, the local population has an important role to play in the development and implementation of the project. They will be both the beneficiaries and promoters of the project. Given financial constraints and the lack of project management, the National Company for Motorways and National Roads in Romania – S.A. (NCMNR) will be the management body responsible for the “Linear villages” component for 2005-2006. These will act as pilot projects.

After 2006, the “Linear villages” and “Blackspots” road safety programme will be extended to the national level and will cover all road types and it is expected that there will be a common approach to road maintenance for all national road network. Once the mechanisms of implementation are fully established and developed, and the eligibility and the selection criteria are defined, the projects can continue annually with the new budgets made available each year.

A very important aspect for quality and safety roads is the standards used for road rehabilitation/construction. Since 1994, the National Company of Motorways and National Roads has continuously monitored and evaluated the situation regarding technical regulations and standards in the area of road rehabilitation and construction. In August 2001, the Romanian Government committed itself to modify standards to make them compatible with those prevailing in the EU.

Road Traffic Control

Another important issue for ensuring the safety on Romanian roads networks is road traffic control. In Romania, there are 4 institutions with responsibilities in this area and these include the following:

- Romanian Road Transport Authority (ARR),
- the Romanian Automotive Register (RAR),
- the National Company of Motorways and National Roads (NCMNR)
- the General Inspectorate of Romanian Police (IGPR).

The Ministry of Public Works, Transport and Housing and the Ministry of Interior issued a joint Order (no 29/206/2002 and no 852/289/2001) which regulates the road traffic
inspections. According to this Order, the joint control team, composed of representatives of the above mentioned institutions are charged with this responsibility.

In order to improve the control activity, the Romanian Road Transport Authority, the Romanian Automotive Register and the General Inspectorate of Road Police require additional equipment to carry out their responsibilities effectively. In accordance with the Government Ordinance no. 17/2002, the Romanian Road Transport Authority has the responsibility to enforce working and resting time regulations by transport operators and by their drivers.

The Romanian Road Transport Authority is obliged to check some 25% of tachographs at the transport operator's headquarters as well as 15% in the traffic itself. Their responsibility also extends in monitoring the transportation of dangerous goods and enforcement of regulations according with EU Directives.

The ARR has to improve the control activities both on the road and at the premises of transport companies having in view the AETR regulations and application of common procedures in the Euro Control Route organisation. The volume of work required to achieve this is increasing rapidly and, as a consequence, there is an urgent need for more inspection teams. For traffic control, these teams need to be more fully equipped with portable devices and vehicles in order to perform safe and efficient control activities, to reduce illegal activities, and to create a competitive market whilst ensuring the compliance of all drivers and transport operators with EU transport Directives and Regulations.

Romanian Automotive Register (RAR)

RAR, which is a technical body of the Ministry of Transport, Construction and Tourism (MTCT), is responsible for the transposition and implementation of the acquis regarding Chapter 1 – Free movement of the goods (subchapter: Road Vehicles) and Chapter 9 – Transport Policy (vehicles’ inspection). The RAR is empowered to apply the legislation regarding the vehicles and component part approval, fuel quality certification and checking of recording equipment for lorries.

Whilst this process has been started, further work is needed to ensure that the Romanian legislation will be modified to ensure the complete harmonisation with the acquis prior to accession.

It is also necessary that the institutional capacity of the RAR to be improved so that the transposition of the acquis can be completed and more importantly implemented. To facilitate this, the RAR needs the assistance of a Member State to evaluate what is required in terms of legislative requirements and to train the staff to implement the Directives.

The RAR is the technical body responsible for the national approval of vehicles and component parts. In order to do this, the RAR’s laboratory performs a wide range of tests, including noise level measurements. The RAR’s laboratory equipment for noise measurements, however, is not able to apply the tests that incorporate the latest amendments to the EC Directives. The RAR, therefore, needs new equipment that allows these tests to be carried out.

The RAR is also the technical body responsible for the implementation of the legislation regarding fuel quality certification. In this area, Romania has already adopted similar
legislation to that of the EC. Directive 2003/17/EC, amending Directive 98/70/EC relating to the quality of petrol and diesel fuels and this was adopted as a Government Decision (no. 679/2004) which also requires market monitoring. The certification of the fuel quality is currently carried out through testing at the central laboratories based on sampling from the 4 major fuel plants. To provide for a more proactive approach, involving sampling on site combined with testing at petrol stations, the RAR requires a mobile laboratory equipped with all the necessary equipment for carrying out compliance tests. These laboratories will also require trained personnel.

The RAR is also the authority responsible for authorising centres for the fitting, repairing and inspection of the recording equipment (according to the stipulation of the Government Decision no. 899/2003, which transposes partially Regulation (EEC) 3821/85). RAR is also authorised to control the activities of these centres by testing 10% of fitted recording equipment. It also performs the periodic inspection of the recording equipment. The checking of the recording equipment performed by RAR includes a running test on the road that increases the duration of the test and depends on the weather conditions. The RAR needs a new device, which will allow the modification of the existing roller brake test, which will remove the need to undertake on the road tests and therefore speed up the process of verification.

**Drug control and accidents investigation**

For the moment, the Road Traffic Police within the Romanian Police has no technical means to establish drivers under the influence of drugs and statistics in the field show an increased number of drugs consumers. There is therefore an urgent need to provide the police with such devices so that they can carry out their functions efficiently and accurately.

In the same time, the high number of severe accidents, most part of them produced on national roads network, on non-built-up areas, requires a better and faster reaction of the Road Traffic Police, asking for a better technical endowment.

**Driving Licences and Vehicle Registration**

In each county, the responsibility for driving licence tests is performed by a Driving Licence and Vehicle Registration Service. In Romania, the responsibility for driving licence tests rests with the Driving Licence and Vehicle Registration Directorate. Responsibility for this was transferred from the traffic police in September 2004. The the Driving Licence and Vehicle Registration Directorate staff has little experience in this field. There is, therefore, an urgent need for the training of examiners, and also for the establishment of proper procedures for driving licence testing, and also for the training and authorising of examiners.

There is also needed to ensure that the driving licences in Romania are legal and have security measures enscripted that minimising the risk of fraud.

In order to increase document security the new EU Directive specifies the use of the plastic card type model printed with laser engraving. It is, therefore, proposed to purchase a machine with a facility to permit such engraving and to introduce these forms of cards throughout Romania.

There is also a need to introduce a new type of vehicle registration certificate that complies with Directive 1999/37/CE. The proposal is to evaluate the registration documents in place in Europe and to adapt the Romanian model accordingly ensuring compliance with EU Directives.
Emergency response

The emergency response system in Romania suffers from severe shortcomings in capacity as well as in the quality of emergency response to road accidents as well as other emergency situations. In 2004, Romania received assistance from TAIEX (Technical Assistance Information Exchange Unit, EU DG Enlargement) for the identification of problems within the emergency response system and for providing recommendations to improve the system as a whole. Sub-project 5 will help in addressing some of the problems through the continued development of integrated emergency response (in two counties) and by integrating the activities of the Ministry of Administration and Interior, the Romanian Fire Services and the Local Authorities based on the experiences in other EU countries.

The experience made in other EU countries that developed integrated emergency systems including involvement of fire fighters over the last 20-30 years, should be transferred and adapted to the Romanian fire services and other relevant authorities through the exchange program (light twinning) planned through this sub-project.

There is also a need for an increase in training capacity to support the new structure called the “General Inspectorate for Emergency Situations” which has combined the Fire Corps and the Civil Protection agency. System managers and coordinators need to be trained and their management skills need to be improved to manage and operate the new system effectively.

All new fire-fighters will receive training and acquire qualifications in first response whilst other centres will provide training to already active fire-fighters and will also undertake in-service training including refresher courses. The centre in Targu Mures will provide for the training of trainers and establish the future training curricula and plans for the other centres.

Focussed and systematic planning will help create a standard emergency action plan for authorities (counties) to develop integrated community-based emergency services and first response units.

The concept of involving fire fighters in first response and emergency care is new to Romanians and has proved to be successful in certain areas in Romania such as Mures, Sibiu, Cluj, and Dolj counties. The planned public awareness campaign would be directed at informing the population about emergency response standards in EU countries as well as in Romania and on the new role of the Romanian Fire Fighter.

Urban Transport

The local public transport network in Romania comprises over 8,300 km, of which trams and trolleys cater for 80% of the market and 20% is provided by road-based transport, namely buses, microbuses, and taxis. Due to underinvestments and the lack of reform in the traditional public sector, however, the public transport system has deteriorated rapidly with minibuses and private cars dominating the prevailing transport modes. This has led to acute congestion especially in Bucharest but also in other major cities together with rising pollution levels, increased accidents and prolonged delays especially in peak hours.

Until 2001, the local public transport services were regulated by legislation on road and railways transport, but these regulations are no longer appropriate to the current conditions in the cities.

Despite these, the problems continue to grow and there is an urgent need for action. Some initiatives have been made and Bucharest and Timisoara have received financing for the modernisation of the tram infrastructure with 126 Meuro and 40 Meuro respectively, both EIB funded.

The local councils have great difficulties in maintaining local public transport services. This is due to the deterioration of the infrastructure due to the lack of funds for investment and maintenance, the age of the vehicles using the roads and inadequate institutional arrangements. They are, therefore, considering a wide range of options to revitalize the urban transport networks and to develop alternative public transport management and financing arrangements. These include the procurement of vehicles and the transfer of management to private operators; re-adjusting tariffs to reflect real economic costs and to remove subsidies; and developing public/private partnerships.

There is, therefore, an urgent need to develop modern urban public transport management systems in the key cities Bucharest is critical in this and a study was undertaken by the Japanese agency, JICA, in 2000 which produced a package of measures and actions with a budget of $15 billion. It is proposed to update this study as a basis for developing an urgent action plan. The level of adjustment required, however, will be considerable given that the study was based on 1995-98 data and the prevailing assumption in the calculation of the forecasts was that the public sector would be responsible for 70% of the transport provision.

With regard to the other cities that are to be used as models for the development of systems in other areas, it is proposed to have pilot system in two cities. The criterion for the selection of these cities should mainly be the population size/level of congestion. One pilot city should be chosen from the 300-350,000 inhabitants group. Avoiding cities with ongoing transport development planning the possible candidates include: Craiova, Cluj-Napoca and Galati. The other study city should be drawn from the below 300,000 inhabitants group again excluding cities with ongoing transport study and planning efforts (viz. Sibiu, Oradea, Arad, Bacau and Targu Mures).

Crucial elements that also need to be considered will include the appropriate institutional framework for the management of the system, the public/private mix, tariff policies and possible alternative funding concepts (i.a. using proceeds from fees and penalties imposed on car ownership and urban car traffic and parking).

**Railway Sector**

In Romania there are presently three state-owned railway companies, operating independently of each other and, in principle, on a commercial basis:

- CFR, the national railway infrastructure company (providing the network and ancillary services);
- CFR-Passengers (CFR Calatori, CFRC), the national passenger railway operator;
CFR-Freight (CFR Marfa), the national freight railway operator. The Romanian State is the single stockholder, which exercises its rights and obligations through the Ministry of Transports, Construction and Tourism (MTCT).

CFRC owns and operates a fleet of rolling stock (locomotives and coaches) while paying for the use of the rail infrastructure (asset fees). In line with previous and/or current practices in EU Member States, CFRC receives subsidies from the Government to compensate for social tariffs and unprofitable services imposed by it (state compensation for Public Service Obligations). A tender for study on the revenue/subsidy issue is in preparation - financed by the World Bank.

At present, the CFRC is competing with the road passenger transport operators, which are using buses and microbuses (about 5,500 private licensed operators at country level, who benefit from not having to pay fully for the provision of the roads that they use). An overview of user costs versus benefits to society of the two modes of transportation is not available. However, it would appear that both forms of transport are effectively subsidised to a certain extent.

After the CFRC in was established in 1998, a general strategy for the development of the company was drawn up, setting out some general principles to be followed (for example: to vary the services offer, to improve the services quality, to reduce the costs and to increase the productivity, etc). This has not materialised due to the absence of clear objectives. The lack of these quantifiable objectives within the general strategy acts as a severe constraint on the development of efficient marketing strategies.

The market share of the railway transport has registered a continuous decrease compared with the total passenger transport, especially compared with road transportation. In 1999, passenger railway transport held the highest market share (55%) of the transport market, followed by road transport (37%). In 2004, the same figures were 44% and 48% respectively.

A number of particular problems can be identified and must be addressed within a global strategy:

- Rigid legal procedures for the tariffs applied by CFRC do not allow the development of a pricing policy based on the demands of the transport market. At the same time, road operators have taken advantage of these conditions and provide flexible and fast transport at lower and more flexible tariffs.
- Presently, the CFRC has an insufficient and worn out fleet of cars and locomotives. With exception of recent investments in the upgrading of intercity wagons most, of the trains do not offer satisfactory conditions for the transportation of passengers and there is a distinct lack of quality and service provision.
- The information system for marketing is fragmented and the process of gathering and processing data is uncoordinated, diffuse and inaccurate, which has a negative effect on strategic planning base and makes it unresponsive to the changing market environment.
- No measures for the development of adequate training programmes have been formulated for staff in the marketing section of the CFRC.
There are excessive complaints by customers due to the poor service provided by staff and by the transport services. At the same time there are widespread fraudulent journeys.

The marketing department has carried out several market research studies, but no concrete programme has been formulated.

Except for some units in Bucharest there are no modern ticket distribution systems based on Internet, ticket automatic machines, and travel agencies in place. However, there is an ongoing project for the extension of the electronic issuing system of tickets as well as of the electronic reservation system for the entire Romanian railway network.

The bookkeeping system used by CFRC provides only a series of cost and income indicators at the global level, but it cannot provide indicators of profitability nor the scope for developing optimum routes backed by a cohesive marketing strategy.

**Maritime Sector**

The declaration of the European Conference of Transport Ministers (ECMT) of September 2001 in Rotterdam invited all governments concerned "to establish a Pan-European River Information Service (RIS) by the year 2005, based on standards to be drawn up in the framework of the European Union, the UN/ECE and the two River Commissions, since river information services contribute to safer and more efficient inland waterway transport." This endorsed the recommendations contained in White Paper on European Transport Policy, which stressed the need to improve navigational aids and communication facilities to improve safety on inland waterways and in coastal areas.

In 2002 Germany, Austria and Slovakia launched the project "Data Warehouse for the Danube (D4D)" in the INTEREG III programme. The aim of this project was to create a common database with digital maps along the Danube. In 2003, Hungary and Croatia joined D4D and in 2004 Romania and Ukraine also joined. Every country agreed to join D4D without INTEREG III financing and seek other sources of financing.

The aim of the project is, therefore, is to replace the current paper charts that Romania provides for the Danube Commission and operators of vessels on the river with Electronic Navigation Charts (ENCs). This will enable Romania through the AFDJ to fulfill its commitments to the creation of a common data warehouse.

The Electronic Navigation Chart will be based on a data collection exercise of the hydrographical and topographical characteristics of the Danube and will be used for seagoing vessels for the navigation of the Sulina – Braila section and also for inland vessels along the Romanian section of the Danube River.

For on board navigation on the maritime sector of the Danube, data will be processed and delivered in a standard format (Electronic Chart Display and Information System “ECDIS” according to IHO standards S-57 and S-52).

The chart in electronic format is mandatory for displaying the traffic situation in Vessel Traffic Management and Information System on Romanian Danube (RoRIS) which will be purchased under the 2001 PHARE Programme (RO 01.07.12).
3.2 Sectorial rationale
N.A.

3.3 Results

3.3.1 Purpose

Task 1: To improve road safety by combating drug abuse when driving and to improve the quality of accident investigation.

Task 2: To develop a Strategic Plan for CFRC to improve market competitiveness combined with capacity building

Task 3: To improve the capacity and the mobility of the ARR to undertake traffic control.

Task 4: To improve the capacity of the RAR to apply the EU legislation in the field of vehicles approval and to perform fuel quality certification/monitoring and checking of recording equipment in accordance with EU Directives.

Task 5: To increase the speed of reaction of the Romanian Fire Fighters to accidents and to improve the management capacity and quality of the emergency services in Romania especially in the road transport sector

Task 6: To improve the standards of road construction including design, supervision, maintenance and signalling to enhance road safety and to ensure their compliance with EU Directives and Regulations

Task 7: To improve the navigation on the Romanian section of the Danube river through the production of electronic navigation charts (ENCs)

Task 8: To develop a driving licence and vehicle registration system compliant and consistent with EU standards and best practices of EU Member States

Task 9: To improve the urban transport in Bucharest and in two other cities by updating the existing Urban Transport Master Plan for Bucharest, by undertaking similar transport studies for the two pilot cities followed by recommending to the appropriate institutional structures the needed actions for urban transport management.

Task 10: To improve traffic safety and eliminate accident black spots.

3.3.1.2 Results

Task 1:
- Equipment purchased and operational
  - 20 mobile laboratories for traffic accidents investigations.
  - 16,000 drug-testing devices
  - 1,000 digital still cameras
- Increased effectiveness of accidents investigation “at the scene”
Task 2:

a. An improved marketing strategy, including (but not limited to):
   - A long term vision for CFRC and its role as transportation provider
   - Definition of focus areas for modernisation and investment and identification of core customers
   - Identification of target customers, their needs and wishes;
   - Long term modernisation and investment plans;
   - Establishment of business targets and business plan;
   - Policies on pricing structure and services;
   - New organisation structure
   - Agreements on coordination and cooperation with other transportation providers;
   - Growth of market share and increased competitiveness;

b. Marketing of CFRC based on:
   - Good understanding of the market, customer needs and wishes
   - Improved qualifications and tools in market analysis
   - Plan for the promotion of customer satisfaction
   - Increased awareness and appreciation by the public of CFRC products

Task 3:
- 10 vehicles purchased for ARR

Task 4:

This will consist of both a twinning and investment component and will include the following:

a) **Twinning component**
   - A report evaluating the national legislation and regulations and its consistency and compliance with the technical and administrative requirements of EU legislation. This will cover harmonised and non-harmonised areas and the identification of restrictions in the free movement of goods. It will provide recommendations on the application of the “mutual recognition” principle and areas where further amendments are needed.
   - Draft Acts to complete and/or improve the existing legislation and regulations;
   - Recommendations for improving the RAR’s administrative capacity for the transposition and implementation of the EU’s relevant acquis;
   - RAR personnel trained in the transposition and implementation of the acquis as well as in the monitoring of the national market for spare parts and components for vehicles.

b) **Investment component**
The investments proposed will be designed to purchase a range of equipment including the following:
   - Equipment to perform noise level measurements according to the latest amendments to the EC Directives.
   - A mobile laboratory with the necessary equipment for certification/monitoring fuel quality to be able to perform the tests required by the Directive 98/70/EC, as amended by the Directive 2003/17/EC This will ensure that fuel quality complies with established EU standards throughout the country.
- Equipment to check that recording devices (tachographs) perform accurately in accordance with established EU Directives.

The project will also ensure that a number of key personnel are trained in the use of this equipment.

**Task 5:**
- Improved knowledge and skills of managers within the first response organisation;
- Increased training capacity in the management of integrated emergency services and in the first response activities:
  - At least 4 trainers will have improved knowledge and skills in training in the management of the integrated emergency system;
  - At least 20 upper-level decision making officers trained in the integrated management of emergency situations at the operational level.
  - 4 trainers trained in the management of integrated emergency services;
  - 12 trainers trained at an advanced level in first response activities
  - 350 fire-fighters (100 at sub-officer’s school and 250 in other centres) trained in qualified first response activities;
  - 60 operative traffic police officers trained in basic first aid;
- Increased capacity for the planning of integrated emergency services at all levels for 2 pilot areas (counties)
- A plan for the future development of integrated emergency services in other counties;
- Improved performance measurement system for the integrated emergency services in the 2 pilot counties;
- A public awareness campaign, which defines the role and scope of the integrated emergency system and the extended role of the fire fighter.

**Task 6:**
- Improved Romanian road transport standards in all fields, including but not limited to design, supervision, construction materials, traffic control, road safety and road safety audit.

**Task 7:**
- A high-technology system, which generates electronic navigation charts and electronic charts to assist with navigation on the Romanian stretch of the Danube (Corridor VII.)
- Personnel trained in the development and interpretation of the charts.
- 2 equipped centres for the production of ENCs for the Danube River and Maritime Danube.

**Task 8:**
This will consist of both an institutional and investment component:

**a) Twinning component**
- A Handbook to be used for the training of examiners for driving tests in accordance with EU norms.
- A study assessing alternative driving license systems in place in EU Member States and producing recommendations on the appropriate system to introduce into Romania (this needs to comply with EU Directives.
- Recommendations on an appropriate vehicle registration documentation system to be introduced into Romania.
b) Investment component
- A laser engraving equipment for the production of driving licences and its installation in the central offices.
- Additional hardware equipment (servers, computers, printers, video cameras) and software licenses to support the central facility.

Task 9:
- An updated Transport Master Plan for Bucharest Metropolitan Area;
- Urban Transport Studies for two pilot municipalities;
- Improved organisation and management of the Urban Public Transport Authorities.

Task 10:
- Location selected for implementing the road safety measures
- Road safety measures designed to be implemented in linear villages and outside localities
- Works Tender Dossiers prepared
- Public Awareness campaign performed
- Works implemented
- Works supervision services

3.4 Activities

Task 1:
Under this sub-project the following equipment will be procured:
- 20 mobile laboratories for road traffic accidents investigation, with the necessary facilities for accidents investigation by Road Traffic Police specialised units, consisting of:
  - forensic equipment box;
  - additional electrical power source;
  - supplementary portable electrical lamps;
  - warning lamps (yellow coloured);
  - road traffic signalisation signs set.
- 1,000 digital still cameras (2mb pixels and 256 mb storage capacity);
- 16,000 drug testing devices.

Task 2:
The activities shall be made in close and mutual cooperation between the Consultants and the CFRC organization. The activities would include:
- **Preparation of Strategic Marketing Study.** This to include a market analysis, customer surveys, the analysis of demographic changes and their impact on transport needs together with a review of economic development scenarios.
- **Rolling stock survey and assessment, including guidelines for modernisation and procurement.**
- **Analysis of CFRC organisation.** This to include a review of the organisational structure, financial management, decision making.
- **Develop/Refine financial management system.**
• Review and analysis of investment plans for related external organisations in
  the areas of track infrastructure and stations, road and air infrastructure and
  investment plans for other transport modes.

• Preparation of Strategic Plan based on strategic marketing study and analysis
  of resources and organisation. This to include the setting of quality benchmarks
  for the products and services; the formulation of geographical focus areas and
  customer categories; the preparation of demand/supply analysis; setting business
  targets and preparing a business plan; the review of pricing policies; the
  development of investment plans including rolling stock rehabilitation.

The institutional capacity building for the marketing section would include the
implementation of the training needs analysis, the specification of marketing tools, soft
and hardware, the assessment of organisational needs, the specification of training needs
and marketing initiatives.

Task 3:

Ten vehicles will be procured for the ARR’s traffic control units. Complementary
equipment for the vehicles is already being procured under the Phare 2003 Transport
Programme. The ARR will produce a plan on how to use the new vehicles most efficiently
in order to increase the quality and quantity of inspections.

Task 4:

a) Twinning component
- Evaluation of the degree to which the relevant acquis has already been transposed in
  relation to road vehicle approval and including the implementation of “mutual
  recognition” principle;
- An analysis of the degree to which the requirements of EU legislation have been met
  in the field of market monitoring;
- The elaboration of draft normative acts for the improvement of existing legislation and
  regulations;
- An evaluation of the RAR’s existing institutional capacity and the identification of
  areas where upgrading is required.
- Elaboration of proposals for improving the administrative framework and structures
  involved in the transposition and the implementation of the acquis;
- Training of the RAR’s experts involved in the transposition and implementation of the
  transport acquis, and their preparation for participating in the specialised working
  groups of the Commission;
- Training of the RAR’s experts to provide expertise in market monitoring.

b) Investment component
- Purchase of noise measurement equipment and putting this into service.
- Purchase of a mobile laboratory for certification/monitoring fuel quality and putting
  this into service.
- Purchase, fitting and putting into service devices for the control of the recording
  equipment.
- Training for the personnel in the use of the equipment.

Task 5:

There will be a light-twinning programme with a similar organisation in an EU Member
State to exchange experiences. This will be supplemented by the reinforcement of the
National Training Centres in Boldesti and Mures as well as regional training centres in
Timisoara, Bucharest and Iasi. This to include:
- Training in the provision of qualified first response activities;
- Training in the management of emergency situations.
- Study tours, training and the exchange of experiences

The project will also include the following:
- The design of a strategic plan for the development of an integrated emergency system for two pilot counties;
- The design of a plan for the future development of an integrated emergency system for other counties with the aim of covering the whole country when adequate resources are available.
- The design and implementation of a public awareness campaign with the purpose of informing the population of the scope and benefits of the integrated emergency system and of the new role of the fire fighter. This to include a functional website; TV/Radio slots, TV documentaries, information leaflets, articles in newspapers and magazines; posters and logos.

**Task 6:**

This will involve the analysis of Romanian road standards and their compliance with EU standards as well as the identification of areas where there is lack of compliance. A report will be produced identifying areas where remedial actions are required and where the priorities lie to ensure compliance to EU Directives and to international standards. A report will be prepared providing a list of subsequent actions required to amend the legislation and regulations of public road administration in order to implement the revised standards.

**Task 7:**

- The purchase of specialised software through licenses for system design, database management and data access.
- The purchase of specialised computer hardware for ENC production and the establishment of 2 centres, one for the Danube River and one for the Maritime Danube.
- The recruitment of 2 experts to assist in the establishment of the system, the production of the maps and the training of personnel to maintain and operate the system.
- The creation of a data warehouse
- The establishment of procedures for the maintenance and regular updating of the system as well as for maintaining collaboration with neighbouring countries and relevant organisations.

**Task 8:**

a) Twinning component

International experts will be recruited to assist with the following:
- A review of the current situation with regard to the production of driving licenses and vehicle registration documents in Romania.
- An analysis of alternative models for the production of driving licences and vehicle registration certificates and recommendations on the most appropriate system for Romania.
- The development of a handbook for examiners for driving tests.
- Drawing up a system for certifying the examiners;
- Training 50 trainers.
b) Investment component
- Procurement of a laser engraving equipment for driving licences and logistics needed for installing the equipment;
- Procurement of additional hardware equipment (servers, computers, printers, video cameras) and software licenses to support the centralized system.

Task 9:
The project will provide technical assistance to update the Transport Master Plan Study for Bucharest City and its Metropolitan Area, to prepare urban transport management studies for 2 or 3 pilot municipalities in the country and improve the management of the Public Transport Authorities. The technical assistance will consist of two major components:

A) Updating the Transport Master Plan Study for Bucharest.

The last study was undertaken in 2000 by JICA and produced a $15 billion package of remedial measures. Some projects have been undertaken, but there is now a need to update the study to take account of the substantial changes that have taken place in the city over the last 10 years, which was the basis of the original forecasts. Mobility patterns have changed, origin-destination data are significantly out of date and the public/private mix has changed radically with private car ownership now being the dominant travel mode.

The project will therefore focus on updating the data in the JICA study through new socio-economic surveys and the production of new traffic forecasts for the city and its Metropolitan area. The project will have a number of key components including the elaboration of an updated Urban Transport Master plan; the formulation of a short and medium term Action Plan; the development of priority projects and key areas for intervention; and the assessment of their economic and financial viability.

It will also make recommendations on the appropriate institutional framework required to manage the system; the public/private mix in the provision of transport facilities; financing etc.

B) Preparation of urban studies for two pilot municipalities.

This project element will be designed to develop urban transport management plans for one or two selected cities/municipalities, which can be used as models for the development of similar schemes in other urban conurbations throughout Romania.

Selection of the two pilot cities will be agreed between the Client and the consultant following clear and transparent selection criteria focusing on representation of different population sizes and levels of congestion as well as avoiding duplication of present planning efforts by other funding agencies.

The activities will include:
- the formulation of urban transport master plans for the selected cities;
- the provision of recommendations on the appropriate institutional and administrative framework for the management of the proposed system;
- the drafting of legal and regulatory requirements for the operation of the authorities and the implementation of the plans;
- recommendations on the degree to which they can be replicated in other parts of Romania.
**Task 10:**

As part of the Phare 2005 activities, a technical assistance team will evaluate the entire process from Phare 2004 (selection of the Call for Applications, works carried out, etc.) to provide a framework for the planning of the 2005 activities. Projects not selected for inclusion in the 2004 exercise may if appropriate be included in the projects to be evaluated for the 2005 exercise.

After the evaluation, the entire project planning and implementation process will be carried out once again (selection of the target villages, establishment of the safety measures, design, contracting, works and supervision).

The primary activities will include the following and will focus on the establishment of safety measures, design and contracting. This to include:

- Safety Audit on the short listed villages/locations;
- Identification of the possible remedial measures for each linear village/location;
- Cost-benefit analysis;
- Determination of the optimal measures;
- Public consultation and agreement of the local authorities;
- Detailed Design the road safety measures decided;
- Preparation of works tender dossiers;
- Assistance throughout the tendering, evaluation and contracting;
- Supervision of the works
- Campaign for improving the behaviour of the road users – which will include
  - A local campaign for the village inhabitants for a good understanding of the safety measures;
  - a regional campaign/national (along the road) for all the road users;

All these activities will be subject of one service contract. The critical decisions i.e. the final decision on the optimal measures to be implemented and on the main features of the behavioural campaign shall be taken by the Steering Committee on the basis of the Consultant’s recommendations. The following institutions shall be represented in the Steering Committee: MTCT, RNCMNR, and Road Traffic Police. The composition of the Steering Committee can be extended with other interested institutions. The EC Delegation and the Ministry of Public Finance will be invited to the Steering Committee meetings as observers.

- Works performance within the linear villages and outside localities for the elimination of the “black-spots” - will be two works contracts: one will cover the linear villages and one will cover the “black spots”. The contracts shall be based on FIDIC Conditions of Contract for Construction (Red Book, 1999 Edition).
3.5 Linked activities:

- **RO 9604 - 02 – 03 “Train Timetable” project.** A system was designed to enable the CFR to develop the train timetable with minimum time, staff and materials inputs;

- **Multi-Country Transport Programme 98-0297: Road Safety Study.** This resulted in the identification of ten short-medium term measures to be implemented in order to improve road safety in Romania;

- The International Bank for Reconstruction and Development (IBRD) has financed a series of road safety actions: concerned linear village safety, black points (40), improvement and other actions for road safety;

- **RO9910.03 “Technical assistance for Restructuring of the Romanian Railway”**. The wider objective of the PHARE assistance was to support the restructuring of the railways into business-oriented viable entities, which was designed to improve their credit-worthiness and promote investment by the IFIs and the private sector. The project was mainly oriented to solve specific goals for the three main railways companies (CFR, CFR Freight and CFR Passengers).

- **RO 0107.11.02 "Safety Audit System"**. This project provided a number of results including a sustainable Road Safety Audit System which needed to be implemented; guidelines for linear villages; and Trainers skilled Road Safety Audits.

- **RO 0107.11.03 "Traffic and Accidents Database”** This project produced a database for traffic and accidents. This permits the analysis of accident “Black spots” and of behavioural patterns of car and lorry drivers.

- **RO2001/IB/TR/01 “Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirements”** – This provided recommendations for the improvement of the road safety;

- **RO2001/IB/TR/03 - Improvement of Road Safety and Institution Building in the field of Transport;**

- **RO 01.07.12 – "Improvement of the maritime and inland waterway safety transport”, sub-project 6 “Vessel Traffic Management and Information System on Romanian Danube” (RoRIS).**

- **RO 2004/016-772.03.14 “Assistance to implement the new safety aspects of the EU legislation in the field of road safety and to consolidate the railway restructuring**

4. **Institutional Framework**

**Task 1:**

The beneficiaries will be the National Road Traffic Police Department and the Counties Road Traffic Police Services.

Contact person:

**Mr. Mircia Toderica, Director,**
National Road Traffic Police Department, 83-85 George Cosbuc Street, sector 5, Bucharest, Romania.
Task 2:
The beneficiary will be the National Railway Passenger Transport Company “CFR Calatori” SA.

Contact person:
Mr. Alexandru Noapteș, General Director
38, Bld. Dinicu Golescu, sector 1,
Bucharest
Tel: 0040-21-222.25.18

Task 3:
The beneficiary will be the Romanian Road Transport Authority (ARR)

Contact person:
Mr. Ioan TARTAR, State Chief Inspector and General Director
38, Bld. Dinicu Golescu, sector 1,
Bucharest
Tel: 0040-21-212.64.51, email: arutiera@arr.ro

Task 4:
The beneficiary will be the Romanian Automotive Register (RAR).

Contact persons:
Mr. Marian Benchescu, Engineer Mr. Cristian Uta, Engineer
391 A, Calea Grivitei, sector 1, Bucharest
Tel: 0040-21-224.13.07/261
Fax: 0040-21-224.42.48
e-mail: marian.benchescu@rarom.ro; cristian.uta @rarom.ro

Task 5:
The beneficiaries will be The General Inspectorate for Emergency Situations

Contact person:
Colonel. Eugen Jitariu.
46 Banu Dumitrache,
Sector 2, Bucuresti
Tel/Fax:0040-21-242.09.90
Email: eugenjitariu@mai.gov.ro

Task 6:
The beneficiary will be the National Company for Motorways and National Roads in Romania – S.A (NMCNR).

Contact person:
Mrs. Catalin Birtea, General Director
38, Bld. Dinicu Golescu, sector 1, Bucharest
Tel: 0040-21-223.26.07
Task 7:
The beneficiary will be the River Administration of the Lower Danube Galati (AFDJ).

Contact person:
Mr. Romeo SOARE  
Head of Giurgiu Branch – The River Administration of the Lower Danube Galati  
4, Stefan cel Mare Str. 4, cod 080388  
Tel: 0040 - 246 213 329, Fax 0040 - 246 211 744  
e-mail: romeo_soare@yahoo.com  
Web:www.afdj.ro

Task 8:
The beneficiary will be the Ministry of Administration and Interior

Contact person:
Mr. Florin RADULESCU  
Tel: 0040-21-312.15.00  
e-mail: florinradulescu@home.ro

Task 9:
The beneficiaries will be the Bucharest City Hall and the two selected local authorities.

Contact person:
Mr. Marian DUMITRASCU  
Head of the Urban Transport Strategy Dept.  
47, Regina Elisabeta blvd, sector 5, Bucharest  
Tel: 0040-21-305.55.00/1242  
e-mail: dumitrascu_mm@yahoo.com

Task 10:
The main beneficiary shall be the National Company for Motorways and National Roads in Romania – S.A (NCMNR).

Contact person:
Mrs. Catalin Birtea, general director  
38, Bld. Dinicu Golescu, sector 1, Bucharest  
Tel: 0040-21-223.26.07

The local authorities and the road users are also the beneficiaries of the project.

A Steering Committee will be established. The following institutions shall be represented in the Steering Committee: MTCT, RNCMNR, and Road Traffic Police. The composition of the Steering Committee can be extended with other interested institutions. The EC Delegation and the Ministry of Public Finance will be invited to the Steering Committee meetings as observers.
5. Detailed Budget

<table>
<thead>
<tr>
<th>Year 2005 - Investment support jointly co-funded</th>
<th>Phare/Pre-Accession Instrument Support</th>
<th>Co-financing</th>
<th>Total Cost</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>€M</td>
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<td>Other Sources (**)</td>
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<tr>
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<td>- Works linear villages</td>
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<td>- Works black spots</td>
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<td>- TA (design + supervision)</td>
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<td>Investment support – sub-total</td>
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<td><strong>0.43</strong></td>
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Year 2005 Institution Building support

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<th>Project 2005</th>
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<th>Total Cost</th>
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</thead>
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<td>Total Project 2005</td>
<td><strong>10.22</strong></td>
<td><strong>1.92</strong></td>
<td><strong>0.43</strong></td>
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</tbody>
</table>

(*) Contributions from National, Regional, Local, Municipal authorities, IFIs loans to public entities, funds from public enterprises

(**) Private funds, IFIs loans to private entities

6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency will be the Central Finance and Contracts Unit (CFCU).

The Implementing Agency will retain the overall responsibility for the implementation of the programme, including: the approval of tender documents; the preparation of evaluation criteria; the evaluation of offers; the signature of contracts; and the authorisation of invoices.
The Contact person at the CFCU is as follows:

Mrs. Carmen Rosu  
Central Finance and Contracting Unit (CFCU)  
Mircea Voda Blvd, number 44, sector 3,  
Bucharest, Romania  
Tel: 00 40 21 326.55.55  
Fax: 00 40 21 326.87.30  
E-Mail address: carmenrosu@cfcu.ro

The Implementing Authority will be the Ministry of Transport, Constructions and Tourism. The beneficiaries of the above mentioned sub-project will be responsible for the preparation of the Terms of Reference/Technical specifications and participation in the evaluation process, and the operational management of the project.

The responsible person is nominated below:

Ministry of Transport, Constructions and Tourism  
General Directorate for Foreign Financial Affairs

Contact persons:  
Mrs. Liliana Barna - General Director  
38 Dinicu Golescu Av, 1st floor, room 10,  
Sector 1, Bucharest, Romania  
Tel/fax: 0040 - 21- 212.61.27 / 222.20.70  
E-mail addresses: dgrfe17@mt.ro / phare1@mt.ro

6.2 Twinning

- Twinning for strengthening the institutional capacity of RAR

The beneficiary will be the Romanian Automotive Register (RAR).

Contact persons:  
Mr. Marian Benchescu, Engineer Mr. Cristian Uta, Engineer  
391 A, Calea Grivitei, sector 1, Bucharest  
Tel: 0040-21-224.13.07/261  
Fax: 0040-21-224.42.48  
e-mail: marian.benchescu@rarom.ro; cristian.uta@rarom.ro

- Twinning light - Improving the management capacity and quality of the emergency services in Romania in the road transport sector

The beneficiaries will be The General Inspectorate for Emergency Situations

Contact person:  
Colonel Eugen Jitariu.  
46 Banu Dumitrache,  
Sector 2, Bucuresti  
Tel/Fax:0040-21-242.09.90  
Email: eugenjitariu@mai.gov.ro
• Twinning for strengthening the institutional capacity of the Driving Licence and Vehicle Registratiom Directorate

The beneficiary will be the Ministry of Administration and Interior

Contact person:
Mr. Florin RADULESCU
Tel: 0040-21-312.15.00
e-mail: florinradulescu@home.ro

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 be followed, strictly.

6.4 Contracts

The following Phare contracts are foreseen:

Task 1: One supply contract

Task 2: One service contract

Task 3: One supply contract

Task 4: One twinning covenant and one to three supply contracts (one tender with three lots)

Task 5: One twinning light covenant

Task 6: One service contract

Task 7: One service contract (with a small component of supply)

Task 8: One twinning covenant and one supply contract

Task 9: One service contract

Task 10: One technical assistance contract over the full cycle for both linear villages and black spots
One works contract for the safety measures in linear villages
One works contract for the safety measures for the black spots outside localities
7. Implementation Schedule

<table>
<thead>
<tr>
<th>Contracts</th>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Project completion</th>
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<tbody>
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<td>August 2008</td>
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<td>Task 10</td>
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<tr>
<td>Works linear villages</td>
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<td>Works Black Spots</td>
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<tr>
<td>Service contract</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

8. Equal Opportunity

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

9. Environment

All activities will comply with the relevant EU acquis, including the Environment Acquis.

10. Rates of return

The main objective of this investment project is to improve road and maritime safety. The equipment and works will be used for the provision of public services, without direct revenue generation. The main benefits are difficult to quantify at this stage but are expected to include social and economic gains related to the decrease in the number of death and injury cases and in the amount of the material damages caused by the accidents.
11. **Investment criteria**

11.1 Catalytic effect:

Without Phare assistance, the projects will not be implemented due to a lack of available funds domestically.

11.2 Co-financing:

Task 1: This is to be co-financed to the amount of 25% by the State Budget through the Ministry of Administration and Interior budget.

Task 3: This is co-financed to the amount of 50% from the ARR's own budget.

Task 4: The investment component is to be co-financed to the amount of 50% from the RAR’s own budget.

Task 7: This is to be co-financed to the amount of 28% from the State Budget through the AFDJ budget.

Task 8: The investment component is to be co-financed to the amount of 25% by the State Budget through the Ministry of Administration and Interior's own budget.

Task 10: The investment component is to be co-financed to the amount of 25% by the State Budget allocated to the National Company of Motorway and National Roads through the MTCT budget.

11.3 Additionality:

No other financing sources from the private sector or from IFIs were available for financing the projects in this fiche.

The PHARE support had and has a strong additionality because of the limited Romanian financial resources available.

11.4 Project Readiness and Size:

The project complies with the minimum Phare allocation of 2 Meuro.

The projects will be ready for implementation once the tender procedures have been completed. Appropriate locations have been defined, adequate staffing is available and the necessary equipment for implementing the project will be provided.

11.5 Sustainability:

The final beneficiaries will cover the future operational and maintenance costs of their respective projects.

The beneficiaries undertake to finance any additional costs, which may arise in order to ensure the timely completion and implementation of this project.

The beneficiaries have made a commitment to finance the running and maintenance costs of the equipment that will be supplied for all the projects.

11.6 Compliance with state aids provisions:

The project respects the State Aids provisions. The beneficiaries are public bodies carrying out public services.
12. Conditionality and sequencing:

12.1 Conditionality

Task 1:
To enhance the efficient use of the equipment, the National and Counties Road Traffic Police should, prior to the purchase, draw up and agree on a plan for the distribution, harmonised use and maintenance of the equipment. They should also make a plan for the evaluation of the impact on enforcement and investigations of using the equipment.

Task 3:
To enhance the efficient use of the vehicles, the ARR should, prior to the purchase draw up a plan for the efficient use and maintenance of the equipment. They should also make a plan for the evaluation of the impact of using the vehicles on their control and inspection work.

Task 4:
In order to ensure the sound management of this project, the RAR will establish a Project Implementation Unit properly staffed and equipped and will appoint a Project Officer, responsible for the technical implementation of the assistance within 30 days after signature of the Financing Memorandum, duly informing the Commission. Failure to comply with this condition may lead to the suspension of the financing.

ANNEXES TO PROJECT FICHE

1. Log frame in standard format (compulsory) for each project - see Annex 1
2. Detailed implementation chart (compulsory)
3. Contracting and disbursement schedule, by quarter, for full duration of project (including disbursement period)
4. For all projects: reference list of feasibility/pre-feasibility studies, in-depth ex ante evaluations or other forms of preparatory work. For all investment projects, the executive summaries of economic and financial appraisals, environmental impact assessments, etc, should be attached (compulsory)
5. Reference list of relevant laws and regulations (compulsory)
6. Reference list of relevant strategic plans and studies (may include institution sector strategies, development plans, business development plans, etc) (compulsory)
# Log frame for PHARE 2005

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX FOR</th>
<th>Programme name and number</th>
<th>RO 05.XX.XX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement of safety, quality services and institutional capacity in transport sector</td>
<td>Contracting period expires:</td>
<td>Disbursement period expires:</td>
</tr>
<tr>
<td></td>
<td>30.11.2007</td>
<td>30.11.2008</td>
</tr>
<tr>
<td>Overall objective</td>
<td>Objectively Verifiable Indicators</td>
<td>Sources of Verification</td>
</tr>
<tr>
<td>Application of the acquis communitaire in the transport sector in Romania.</td>
<td>Relevance to the Copenhagen Criteria and Chapter 9 - Accession Partnership 2003; - NPAA 2002; - EC White Paper</td>
<td>- RO0107.11.02 “Safety Audit System”; - RO0107.11.03 “Traffic and Accidents Database”; - RO2001/IB/TR/01 “Twinning to further harmonise the road safety legislation and strengthen the related institutions in order to comply with EU requirement”; - RO01.07.12 “Improvement of the maritime safety and inland waterway safety” - RO9910.03 “Technical assistance for restructuring of the Romanian railways”; - Phare 2002 – Purchase of equipment for enforcement of road traffic safety provision”; - Phare 2003 – Procurement of road laboratory test equipment to enable the enforcement of European standards”; - Phare 2004 – “Road safety measures”;</td>
</tr>
<tr>
<td>Purpose</td>
<td>Objectively Verifiable Indicators</td>
<td>Sources of Verification</td>
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<tr>
<td>------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>To complete the transposition of the transport acquis in order to improve safety, the quality of service and to strengthen the institutions in the field of transport.</td>
<td>Degree to which Directives and Regulations are transposed and implemented.</td>
<td>Compliance with Chapter 9.</td>
</tr>
<tr>
<td>To be achieved by the following tasks:</td>
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</tr>
<tr>
<td>Task 1. To improve road safety by combating drug abuse when driving and to improve the quality of accidents investigations.</td>
<td>a) Increased drug control on the roads; b) Decreased number of road accidents involving drugs abuse.</td>
<td>a) Police control reports and statistics; Accident reports and national accident database; b) Traffic Police statistics and reports.</td>
</tr>
<tr>
<td>Task 2. To develop a Strategic Operational Plan for CFRC to improve market competitiveness combined with capacity building.</td>
<td>Improved management and operational skills.</td>
<td>CFRC passenger and MTCT reports.</td>
</tr>
<tr>
<td>Task 3. To improve the capacity and the mobility of the ARR to undertake traffic control</td>
<td>Increased quantity &amp; quality of controls performed.</td>
<td>ARR Reports; control vehicle log-books.</td>
</tr>
<tr>
<td>Task 4. To improve the capacity of the RAR to apply the EU legislation in the field of vehicles approval and to perform fuel quality certification/monitoring and checking recording equipment in accordance with EU Directives.</td>
<td>Romanian legislation in the field in line with the EU Directives and Regulations. Improved administrative capacity of RAR for monitoring and implementation of the acquis.</td>
<td>Revised national legislation and comparison with EU acquis. Revised national legislation and comparison with EU acquis.</td>
</tr>
<tr>
<td>Task 5. To increase the speed of reaction of the Romanian Fire Fighters to accidents and to improve the management capacity and quality of the emergency services in Romania especially in the road transport sector</td>
<td>Reduced average reaction time for the emergency teams at national and especially at rural level; Improved emergency care; Decreased number of fatalities in traffic (and other) accidents;</td>
<td>Quarterly monitoring reports; Open (annual) accounts and financial key figures; Statistics; All documentation provided by GI for Emergency Situations;</td>
</tr>
<tr>
<td>Task</td>
<td>Recommendations</td>
<td>Achievements</td>
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<tr>
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<tr>
<td>Task 6. To improve the standards of road construction including design, supervision, maintenance and signalling in order to enhance road safety and to ensure their compliance with EU Directives and Regulations</td>
<td>Improved standards completed and accepted by RNCMNR and MTCT and submitted for legislative approval</td>
<td>Letters of submission the improved standards to the involved parties (ministries, Parliament) RNCMNR- and MTCT reports,</td>
</tr>
<tr>
<td>Task 7. To improve navigation on the Danube through the production of Electronic Navigation Charts (ENCs)</td>
<td>Improved navigational charts for ships. Online access to the information (electronic chart); Reduced number of accidents; Improved travel time on the river.</td>
<td>Reports of AFDJ, MTCT</td>
</tr>
<tr>
<td>Task 8: To develop a driving licence and vehicle registration system compliant and consistent with EU standards and best practices of EU Member States</td>
<td>Nationwide compliance with vehicle registration and driving licence systems. Reduction in fraudulent documentation.</td>
<td>Regular reports of M.A.I.; Regular statistics regarding level of implementation. PAA reports</td>
</tr>
<tr>
<td>Task 9: To improve the urban transport in Bucharest and in two other cities by updating the existing Urban Transport Master Plan for Bucharest, by undertaking similar transport studies for the two pilot cities followed by recommending to the appropriate institutional structures the needed actions for urban transport management.</td>
<td>Efficiency of urban public transport services in selected cities. Institutional framework adapted to efficient management of the services.</td>
<td>Data on speed of traffic flows, accidents, pollution and congestion levels. Municipal and Metropolitan public transport data and reports.</td>
</tr>
<tr>
<td>Task 10. To improve traffic safety and eliminate accident black spots.</td>
<td>Reduction in number of accidents, fatalities and injuries; Elimination of accident Black spots. Improved quality of life in target areas.</td>
<td>RNCMNR-CESTRIN, Road Traffic Police reports; Road accident database statistics</td>
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</table>

catalysed by USAID- GRASP;
The recommendations of the TAIEX experts report to implicate the fire services in first response and integrated pre-hospital emergency care - as best European practices- are implemented.

Adequately trained engineers are available
The assimilation of the improved standards by the construction companies
The adoption of the improved standards by the Parliament in a reasonable period

Good co-operation between all the relevant stakeholders

The national legislation is compliant with the EU legislation and best practice;
The systems selected are cost effective and implementable.

Coordination between the PUD and PUG and socio-economic development scenarios with the ffdFuture Transport emand scenarios;
The Transport Master Plan must be correlated with PUD and PUG provisions; Local Councils commitment to implement the project.
Financial robustness of selected Municipalities.
|                        |                        | Other road safety related activities continue as planned, including setting up of the Road Safety Council.
<p>|                        |                        | Database of black spots updated and priorities identified. |</p>
<table>
<thead>
<tr>
<th>Task 1.</th>
<th>Equipment purchased and operational</th>
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<tbody>
<tr>
<td>Number of mobile laboratories for traffic accidents investigations.</td>
<td></td>
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<tr>
<td>Number of drug-testing devices</td>
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<tr>
<td>Number of digital still cameras</td>
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<tr>
<td>Increased effectiveness of accidents investigation “at the scene”</td>
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</table>

<table>
<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Number of mobile laboratories for traffic accidents investigations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of drug-testing devices</td>
<td></td>
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<tr>
<td>Number of digital still cameras</td>
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<tr>
<td>Shorter intervention time</td>
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<tr>
<td>Shorter response time</td>
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<tr>
<th>Sources of verification</th>
<th>Traffic and Accidents National database; Traffic Police statistics and reports</th>
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<tr>
<th>Assumptions</th>
<th>Increased road users awareness on drugs abuse when driving and negative impact.</th>
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<tr>
<td>Improved effectiveness of Traffic Police force.</td>
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<tr>
<th>Task 2.</th>
<th>a. An improved marketing strategy, including (but not limited to):</th>
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<tr>
<td>Preparation of detailed Strategic Operational Plan and approval.</td>
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<td>Implementation of marketing strategy.</td>
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<td>Rationalisation and improvement of rolling stock, including guidelines for modernization and procurement..</td>
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<thead>
<tr>
<th>Objectively verifiable indicators</th>
<th>Reports from CFRC and passenger organisations.</th>
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<tr>
<td>Statistics on passenger usage.</td>
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<thead>
<tr>
<th>Assumptions</th>
<th>Key stakeholder endorsement of the aim and ambitions of the project</th>
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<tr>
<td>Funds required for data collection are made available</td>
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<p>| b. Marketing of CFRC based on: |
| --- | --- |
| • Good understanding of the market, customer needs and wishes |
| • Improved qualifications and tools in |</p>
<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
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</table>
| market analysis  
• Plan for the promotion of customer satisfaction  
Increased awareness and appreciation by the public of CFRC products | | | |
| Task 3.  
10 vehicles delivered for ARR | Number of vehicles delivered | Acceptance certificate | |
| Task 4.  
a) Twinning component  
- A report evaluating the national legislation and regulations and its consistency and compliance with the technical and administrative requirements of EU legislation. This will cover harmonised and non-harmonised areas and the identification of restrictions in the free movement of goods. It will provide recommendations on the application of the “mutual recognition” principle and areas where further amendments are needed.  
- Draft Acts to complete and/or improve the existing legislation and regulations;  
- Recommendations for improving the RAR’s administrative capacity for the transposition and implementation of the EU’s relevant acquis;  
- RAR personnel trained in the transposition and implementation of the acquis as well as in the monitoring of the national market for spare parts and components for vehicles.  
b) Investment component  
The investments proposed will be designed to purchase a range of equipment including the following:  
- Equipment to perform noise level | Drafts of legislation elaborated and approved by RAR and MTCT; Equipment purchased, installed and functional; Number of trained personnel able to use the equipment. | Reports and audits  
Invoices for the equipment/devices delivery (including training of the personnel); Acceptance certificates for the equipments. | Continuous Government commitment in supporting legislative initiatives |
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<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
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| - measurements according to the latest amendments to the EC Directives.  
- A mobile laboratory with the necessary equipment for certification/monitoring fuel quality to be able to perform the tests required by the Directive 98/70/EC, as amended by the Directive 2003/17/EC. This will ensure that fuel quality complies with established EU standards throughout the country.  
- Equipment to check that recording devices (tachographs) perform accurately in accordance with established EU Directives. It will also ensure that a number of key personnel are trained in the use of this equipment. | Standard curricula for the management of emergency situations and major accidents; Number of study tours; Number of trainees; Number of implemented plans for the integrated emergency services in 2 pilot settings; | Project Reports Report of the General Inspectorate for Emergency Situations (GIES) | The legislative framework is well coordinated. There is demand / motivation for participation in management training within the system; Newly trained fire fighters need supporting infrastructure (equipment, etc) to practice their new knowledge and skills according with the new curricula (Tg. Mures and Boldesti); Good partnership exists at pilot site level amongst the main actors: GIES, District Health Authority, District Hospital, Local governments and County Council Governments, Prefectura, etc); The skills achieved in the pilot settings can be sufficiently standardised and easily transferred to other counties nationwide; |
<table>
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<tr>
<th>Results</th>
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<th>Assumptions</th>
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<tbody>
<tr>
<td>• 350 fire-fighters (100 at sub-officer’s school and 250 in other centres) trained in qualified first response activities; • 60 operative traffic police officers trained in basic first aid;</td>
<td></td>
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<td>Performance evaluation represents the starting point of decision making/ policy making.</td>
</tr>
<tr>
<td>- Increased capacity for the planning of integrated emergency services at all levels for 2 pilot areas (counties) - A plan for the future development of integrated emergency services in other counties; - Improved performance measurement system for the integrated emergency services in the 2 pilot counties; - A public awareness campaign, which defines the role and scope of the integrated emergency system and the extended role of the fire fighter.</td>
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<tr>
<td>Task 6. Improved Romanian road transport standards in all fields, including but not limited to design, supervision, construction materials, traffic control, road safety and road safety audit.</td>
<td>Revised standards submitted for approval to MTCT and RNCMNR,</td>
<td>Documentation of RNCMNR/MTCT formal adoption of revised standards</td>
<td></td>
</tr>
<tr>
<td>Task 7 - A high-technology system, which generates electronic navigation charts and electronic charts to assist with navigation on the Romanian stretch of the Danube (Corridor VII.) - Personnel trained in the development and interpretation of the charts. - 2 equipped centres for the production of ENC's for the Danube River and Maritime Danube.</td>
<td>System installed and functional; Quality of ENCs produced. Number of trained personnel</td>
<td>Acceptance certificates</td>
<td></td>
</tr>
<tr>
<td>Task 8.</td>
<td>a) <strong>Twinning component</strong></td>
<td>b) <strong>Investment component</strong></td>
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<tr>
<td>- A Handbook to be used for the training of examiners for driving tests in accordance with EU norms.</td>
<td>- A laser engraving equipment for the production of driving licences and its installation in the central offices. Additional hardware equipment (servers, computers, printers, video cameras) and software licenses to support the central facility.</td>
<td></td>
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<tr>
<td>- A study assessing alternative driving license systems in place in EU Member States and producing recommendations on the appropriate system to introduce into Romania (this needs to comply with EU Directives.</td>
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<tr>
<td>- Recommendations on an appropriate vehicle registration documentation system to be introduced into Romania.</td>
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<tr>
<td>Task 10.</td>
<td>Location selected for implementing the road safety measures Road safety measures designed to be implemented in linear villages and outside localities Works Tender Dossiers prepared</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) <strong>Twinning component</strong></td>
<td>The handbook for examiners training as well the methodology to certify them approved by the beneficiary; Number of trained examiners; Number of study visits in relevant countries; Models of driving licences and vehicle registration documents in accordance with the EU requirements; Equipment delivered, installed and functional.</td>
<td>PAA reports M.A.I. regular reports and studies Acceptance certificates</td>
<td>Full commitment of all parties involved in the process in order to facilitate issuing the driving licences and vehicle registration certificates by the time of accession.</td>
</tr>
<tr>
<td>b) <strong>Investment component</strong></td>
<td>Updated Transport Master Plan Study and Urban Transport Studies approved by the beneficiaries. Recommendations on appropriate institutional arrangements produced and approved.</td>
<td>Reports from Beneficiaries (Bucharest City Hall and municipalities)</td>
<td>Horizontal and transparent co-operation between key stakeholders in public and private sector. Socio-economic and transport data is available for the selected pilot cities.</td>
</tr>
<tr>
<td></td>
<td>Number of serious accidents; Number of death cases and serious injuries; Quantity of damages; (Quantitative estimates of RNCMNR-CESTRIN, ARR and Road Traffic Police Reports</td>
<td></td>
<td>Involvement of the local authorities; Adequate relevant road legislation enforced; Adequate staff involved in traffic control is recruited and regularly trained.</td>
</tr>
<tr>
<td>Results</td>
<td>Objectively verifiable indicators</td>
<td>Sources of verification</td>
<td>Assumptions</td>
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<tr>
<td>Public Awareness campaign performed Works implemented Works supervision services</td>
<td>accident reductions can only be made once project locations and works interventions have been decided in detail) Number of public awareness campaign performed Tender dossiers approved by MTCT, CFCU and the EC Delegation</td>
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<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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</thead>
<tbody>
<tr>
<td>Task 1. Supply of 20 mobile laboratories for traffic accidents investigation, 1.000 digital still cameras and 16.000 drug-testing devices.</td>
<td>Supply contract</td>
<td>Appropriate procurement documents and technical specifications produced in due time - ref. implementation schedule</td>
</tr>
<tr>
<td>Task 2 2.1. Preparation of Strategic Operational Plan for CFRC. 2.2 Institution Building with focus on marketing.</td>
<td>Service contract</td>
<td>Availability in due time of the information and documents needed by TA team Horizontal and transparent co-operation between key stakeholders</td>
</tr>
<tr>
<td>Task 3. Procurement of the vehicles with special features and equipment for ARR’s in – traffic control units</td>
<td>Supply contract</td>
<td>Appropriate procurement documents and technical specifications produced in due time - ref. implementation schedule</td>
</tr>
</tbody>
</table>
| Task 4 4. 1. Evaluation of the stage of transposition of the “acquis communautaire” regarding the road vehicle and components approval and market monitoring and the legislative framework; 4.2 Evaluation of the RAR’s institutional capacity and formulation of recommendations on appropriate structures; 4.3 Training of the RAR’s experts in the transposition and implementation of the acquis, and in market monitoring. 4.4 Purchasing and putting into service the noise measurement equipment, the mobile laboratory and the device for the control of the registration equipment including the training of personnel | Twinning covenant Supply Contracts | Availability in due time of the information and documents needed by the twinning partner’s team Availability of logistic facilities for the twinning partner’s team Availability in due time of the information and documents needed by the contractor’s team Adequate staff involved in data interpretation is
<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td><strong>Task 5</strong></td>
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<tr>
<td>5.1 Consultation process amongst the wide inter-institutional partnership (MoH, MAI, LGUs) initiated with USAID-GRASP support</td>
<td>Twinning Light covenant</td>
<td>Availability in due time of the information and documents needed by twinning partner’s team</td>
</tr>
<tr>
<td>5.2 Assistance in increasing the capacity of the National Training Centres in Boldesti and Mures.</td>
<td></td>
<td>Availability of logistic facilities for twinning partner’s team</td>
</tr>
<tr>
<td>5.3 Design of a strategic plan for the development of an integrated emergency system for two pilot areas.</td>
<td></td>
<td>Horizontal and transparent co-operation between key stakeholders</td>
</tr>
<tr>
<td><strong>Task 6. Development of standards for road improvement.</strong></td>
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<tr>
<td><strong>Task 7</strong></td>
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<tr>
<td>7.1 Purchase and installation of equipment and software in the 2 centres</td>
<td>Supply contract</td>
<td>Availability in due time of the information and documents needed by the consultant's team</td>
</tr>
<tr>
<td>7.2 Production of the electronic navigation charts (ENCs).</td>
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<td>7.2 Training of the staff.</td>
<td>Service contract</td>
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<tr>
<td><strong>Task 8</strong></td>
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<tr>
<td>8.1 Drawing up a handbook for examiners and training the trainers;</td>
<td>Twinning Covenant Supply contract</td>
<td>Availability in due time of the information and documents needed by the twinning partner’s team and contractor</td>
</tr>
<tr>
<td>8.2 Establishing methodology for certifying the driving test examiners;</td>
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<tr>
<td>8.3 Selecting models for driving licence documents and vehicle registration certificates;</td>
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<td>8.4 Procurement of the engraving machine/IT equipment, software and printing.</td>
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<tr>
<td><strong>Task 9</strong></td>
<td></td>
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</tr>
<tr>
<td>9.1 Technical assistance for updating the Transport Master Plan Study for Bucharest;</td>
<td>Service contract</td>
<td>Availability in due time of the information and documents needed by the TA team and contractor</td>
</tr>
<tr>
<td>9.2 Preparation of urban studies for the pilot municipalities and support for the Public Transport Authorities in the pilot municipalities.</td>
<td></td>
<td>Appropriate communication and collaboration between project stakeholders;</td>
</tr>
<tr>
<td><strong>Task 10</strong></td>
<td></td>
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<tr>
<td>10.1 Selection of locations (villages and rural locations) based on accident statistics;</td>
<td>Service contract</td>
<td>Availability in due time of the information and documents needed by the contractor team</td>
</tr>
<tr>
<td>10.2 designing of road safety measures;</td>
<td></td>
<td>Road legislation harmonised with the acquis communitaire;</td>
</tr>
<tr>
<td>10.3 development and implementation of local awareness campaigns;</td>
<td></td>
<td>Appropriate communication and collaboration between project stakeholders.</td>
</tr>
<tr>
<td>10.4 preparation of tender documents.</td>
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<td>10.5 selection of contractors which will carry out works i</td>
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<td>10.6 Works</td>
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<td>10.7 Works supervision</td>
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**Annex 2: Detailed Implementation Chart**

**DETAILED TIME IMPLEMENTATION CHART FOR PROJECT NUMBER RO05XX.XX**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
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<tbody>
<tr>
<td>Calendar months</td>
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<td>Activities</td>
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### CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE – PHARE (MEURO)

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Annex 4: Project References

Vital forthcoming documents

• National Strategic Reference Framework 2007-2013 (expected release end of 2005). This plan will substitute the existing National Development Plan 2004-06. Both contain sections on transport including vital data and development guidelines.

• Preliminary analysis and diagnosis of the present transport system (Spanish funded base data project, expected release approx. 1 Oct 2005)

• Sectoral Operational Programme 2007-2013 (Phare 2004 funded TA project in preparation of ERDF-funded investments should provide results by November-December 2005).

Miscellaneous completed or ongoing projects

• JICA: "Bucharest Transport Master Plan 2000"

• World Bank Project "Transport Restructuring Project" (see WB, Infrastructure and Energy Department, Europe and Central Asia Region, 22 October 2004) and EU note on possible overlaps and synergies (see "World Bank Restructuring Project - Note for file", EU Delegation in Romania/ISPA section, Bucharest, 10 January 2005)

• EBRD: "Bucharest Multi-Sector Programme" (ongoing, small component of infrastructure development in central Bucharest)

• EBRD: "Municiapa and Environmental Loan Facility". This EBRD unit has signed loan contracts with 9 provincial cities covering various infrastructure development studies and projects, most including transport (Constanta, Iasi, Brasov, Timisoara, Arad, Sibiu, Bacau, Oradea, Targu Mures)

• Priority projects until 2015 identified by Romania and the European Union (see "Conference on accession to the European Union - Romania - Complementary Paper II (annexes 1 and 2) - Chapter 9 - Transport Policy", CONF-RO 29/03 ADD1, Bruxelles 17 October 2003)


• JICA (Japanese International Cooperation Agency): "Feasibility study for the development of the Constanza Port" (2001), with two components: a Master Plan that includes the port’s strategy until 2020 and a Development Plan for 2010.

• World Bank: "Road infrastructure needs assessment" (WB Mission July 2004). The main objectives are: economic and financial analysis of road investments for the next 15 years; analysis of the potential for public-private partnerships. The final study was completed at the end of 2004.
Annex 5: Relevant Laws and Regulations
Annex 6: Strategic Plans

- Strategies approved by Romanian law


Other elaborated transport strategies which were finalized without being approved by law:

- The strategy for the rehabilitation of the national roads by 2013.

- National roads rehabilitation projects to be completed by 2007.

- The development strategy for the naval sector.