

STANDARD SUMMARY PROJECT FICHE

Construction of a border Crossing Check Point in Nikopol at the border crossing Nikopol (Bulgaria) - Turnu Magurele (Romania)

1. Basic Information

- 1.1 CRIS Number: 2002/000-623-01
- 1.2 Title: Construction of a border Crossing Check Point in Nikopol at the border crossing Nikopol (Bulgaria) - Turnu Magurele (Romania)
- 1.3 Sector: Infrastructure (IN)
- 1.4 Location: Bulgaria, District Pleven, North border with Romania

2. Objectives

2.1 Overall Objectives

- To promote good neighbourliness and stability in the CEEC border regions (and the Bulgarian-Romanian one in particular) by funding projects which will yield tangible benefits to the regions and communities on both sides of the border;
- To promote co-operation between border regions in both countries, helping the population to overcome the specific development problems which may arise, *inter alia*, from their position within the national economies, in the interest of the local communities and in a manner compatible with the environment protection;
- To promote the creation and further development of co-operation networks on either side of the border and establishment of links between these regions and wider Community networks;
- To promote economic and social cohesion in the CBC regions.

2.2 Project purpose

To improve the Cross Border co-operation between Bulgaria and Romania by the construction of a new Border Crossing Checkpoint and a ferryboat complex Nikopol - Turnu Magurele.

2.3 Accession Partnership and NPAA priority

This project is in compliance with the Accession Partnership and the National Programme for the Adoption of the Acquis in the transport sector.

The project is in compliance with the national plan for economical development, priority "Establishing of sustainable development in regional aspect", programme "Infrastructure Improvement", sub-programme "Construction of new BCCP".

NPAA (Medium-term priority):

Promotion of cross-border co-operation

2.4 Contribution to National Development Plan: N/A.

2.5 Cross Border Impact

By the implementation of the proposed project and of the mirror project in the Romanian territory the cross border co-operation at a local and national level will be enforced. The improvement of the infrastructure will promote the cultural exchanges and integration of the two border regions. Additionally, development in the economically depressed border region will be encouraged.

3. Description

3.1 Background and justification

Background

At present, the main border crossings between Romania and Bulgaria along Danube are:

- Russe - Giurgiu bridge (approx. 65% of the traffic of goods and 60% of the travellers traffic);
- Vidin - Calafat (approx. 25% of the traffic of goods and 25% of the travellers traffic);
- Oriahovo - Bechet (approx. 10% of the traffic of goods and 5% of the travellers traffic).

After the changes in the beginning of 90s the new governments launched the policy of encouragement the movement of people and goods through the borders. The increase traffic has led to overloading the existing BCCP and has aroused the question of creating a programme to modernise the existing ones and necessity for opening new BCCP at Danube River.

The Bulgarian and the Romanian governments have discussed the possibility to open border crossing check point between Nikopol and Turnu Magurele since 1991. Bulgaria has given its consent with State Resolution No 291/ 09.07.1993 and respectively Romania has issued State Decision No 158/ 04.09.1994 so bilateral agreement on the subject has been reached between the two governments. Unfortunately, the political willingness on both sides has gone as far as obtaining the legal basis for eventual new BCCP opening.

The Municipality of Nikopol has undertaken the next steps for the realization of the Project and has carried out with the preparation of Preliminary Design as well as has proceed with the land acquisition of the areas affected by the eventual construction. The lack of all necessary funds to proceed with the construction has prevented the Project to be launched.

Under the present aspiration of the two countries for accession to the EU, this consists of major importance for development of the two border regions.

Justification

Bulgaria is currently in the process of conversion to a market led economic system. As an integral part of this process, Bulgaria is actively pursuing a policy of greater accessibility to trade and economic links with its neighbours Greece, Romania, FYROM, Romania and Turkey. Its strategic geographical position in Europe inevitably means that international traffic will cross the Bulgarian borders.

Therefore, it is of high priority the services provided at the existing BCCPs to be upgraded to a sufficient level so to be able to meet EU standards and also to increase their number at all borders in order to encourage and facilitate the traffic flow.

Furthermore, this project is fully in line with the priorities that are indicated in the Joint Programming Document (JPD). Under the priority 1 “Improving local and Trans-national infrastructures”, which consists of short term and medium term priority, the JPD stresses the importance of “the Modernisation and reconstruction of existing checkpoints”.

The project complies with the relevant Bulgarian Legal Framework and with the government regional policy to promote and support the population in the border regions.

Nikopol is located in the North Central Planning Region where the nearest principal towns are Pleven (314 820 inhabitants) and Lovech (174 440 inhabitants). The Municipality of Nikopol includes 13 towns and villages with population 14 000.

At present to get from Pleven (the biggest town in the area) to Oriahovo (the nearest BCCP with Romania) takes 2 hours (~78 km). The distance between Pleven and Nikopol is 52 km and as road II-34 (see the map attached, *Page 35*) currently is under rehabilitation it will take 0,5-0,7 hours to the border. As the level of the unemployment in the Region is one of the highest in Bulgaria (data obtained from National Statistical Institute shows 19% total unemployment, 38% unemployment amongst the population under 24 years of age!) the opening of new BCCP will not only create new jobs during and after the construction period but also will encourage the local population to seek new opportunities crossing the border with Romania.

A new BCCP at Nikopol will benefit the traffic coming from Central and Sought Bulgaria reducing significantly the travelling time between the Sought and the North border of the country. It will also correspond with the forthcoming construction of Makaza BCCP at the Bulgarian-Greek border which implementation should start no later than July 2002. The traffic flow coming from North Greece and Turkey heading for Central Europe will use the new transport corridor inside Bulgaria “Makaza – Smolian – Plovdiv – Lovech – Pleven – Nikopol”.

3.2 Linked activities:

- Phare CBC BG/ RO 2001: “Construction of a border-crossing checkpoint in Silistra”;
- Phare CBC BG/ RO 2000: “Facilitation of the Danube River Border Crossing”. Under this project, the border crossing formalities between Romania and Bulgaria will be reviewed, harmonised and streamlined in order to reduce the waiting time at the border.

3.3 Results:

- Improving the existing infrastructure in the field of transport, in the framework of the joint development strategy of both regions;
- Together with the Romanian mirror project - "Construction of Turnu Magurele Check Point" the distance between Nikopol and Turnu Magurele will be reduced, improving low cost exchanges and circulation between both countries;
- Creation of another linkage point for movement of goods and people between the two countries, which will give a new potential for initiatives for the SMEs and will improve the social and economic development of the region attracting private investment in the border region.

3.4 Activities

The proposed project consists of the construction of a check point and the relevant infrastructure in order to establish a ferry boat connection in Nikopol within the border crossing Turnu Magurele – Nikopol. The project includes the following components:

1) *Technical Assistance for review of Detailed Design and preparation of Tender Documents for the Construction of Border Crossing Check Point*

Under this component, Consultant appointed according PHARE rules should review the Detailed Design prepared by local designers. The appointed Consultant will work in close cooperation with the relevant Consultant who will prepare the Romanian mirror project.

Budget estimation for this component: **0.2 MEUR**.

2) *Civil works for construction of the Checkpoint*

The work contract will be tendered and awarded according to the “Practical Guide to Phare, Ispa and Sapard contract procedures”. Civil Works include:

- Construction of loading – unloading platforms, adaptation and consolidation of the banks, internal roads, networks and utilities infrastructure (water supply, electrical power, thermal energy etc.);
- Construction of the following buildings: two floors custom house building, which will accommodate the sanitary control; impound lot for comprehensive custom check-up; shelter for the Border Police; hall with disinfecting area; diesel / boiling building; gate cabin.
- Constructions of hydro-technical equipment.

Budget estimation for this component: **2,40 MEUR**.

3) *Construction Supervision*

Consultant appointed after an open International Tender organised according to “Practical Guide to Phare, Ispa & Sapard contract procedures” should provide the supervision services.

Budget estimation for this component: **0,30 MEUR**.

4) *Supply of equipment (general)*

That includes all the equipment necessary for the infrastructure: electrical networks, thermal networks, water networks, sewerage networks

Budget estimation for this component: **0,30 MEUR**.

5) *Supply of transport equipment*

According the existing bilateral agreement between Bulgaria and Romania both countries are providing equal number of boats to serve the Ferryboat connections on Danube River. For the needs of this Project there is 1 (one) transport ship (ferryboat) foreseen, which will enable the Bulgarian authorities to establish their part of the ferry boat line. The funding for the purchase of the boat will be assured by the Bulgarian side as co-financing to the Project.

The operating area of the boat will be 525 m² (approx. 10,5 m width and 50 m length).

Budget estimation for this component: **1,25 MEUR**.

4. Institutional Framework

- **Beneficiary Institution** – Ministry of Regional Development and Public Works, Bulgaria.
- **Engineer** – the Engineer will be appointed after successful open International Tender Procedure for the supervision contract according to “Practical Guide to Phare, Ispa & Sapard contract procedures”.
- **Contracting Authority** - Ministry of Regional Development and Public Works (MRDPW, hereafter).
- **Owner of the asset after project completion:** The BCCP assets will be given for utilization and exercise of all required services to the Border Control Authorities by means of “Act for replacement of ownership” issued on behalf of the Employer – CBC Phare, MRDPW. Port facilities will be transferred to the relevant port authorities and the boat will be given to the Municipality of Nikopol.

All relevant administrative and maintenance costs linked to the implementation of the project will be covered by the involved Border Control Authorities. The Border Police, the Custom Administration, Road Licences and Taxes, Veterinary and Phyto -sanitary control, Committee of Standards will support the preparation and implementation of the proposed project by assuring the necessary organisational environment, making available the necessary information, personnel and covering the cost of the national experts, including staffing training centres, and the related running and administrative costs.

The project is in full relevance with government regional policy to promote and support the population in the regions near by the Crossing Border line and with relevant Legal Framework. In addition, the project will be implemented in close co-operation with the Municipality of Nikopol.

5. Detailed Budget

Contract	Phare Support (MEUR)		Total Phare (=I+IB)	National Co-financing	IFI	TOTAL (MEUR)
	Institution Building	Investment Support				
TA for Design Review and Preparation of Tender Dossier	0.20	0	0.20	0	0	0.20
Civil Works	0	2.40	2.40	0	0	2.40
Supervision	0.30		0.30	0	0	0.30
Supply of transport equipment	0	0	0	1.25	0	1.25
Supply of equipment (general)	0	0.30	0.30	0	0	0.30
TOTAL	0.50	2.70	3.20	1.25	0	4.45

6. Implementation Arrangements

6.1. Implementing Agency

The Bulgaria CBC Implementing Agency is the Ministry of Regional Development and Public Works (MRDPW), which retains overall responsibility for the implementation of the project (approval of terms of reference, of tender documents, of evaluation criteria, of evaluation of offers, signature of contracts, authorisation and payments of invoices).

The relevant Department for the Check Points within the MRDPW will be responsible towards the CBC Implementing Agency for the operational and technical management of the project: studies, preparation of terms reference, tender documents, preparation and proceeding of the Tender procedures, evaluation criteria, evaluation of Tenders, award of contracts, invoices for payment, Commissioning and Handing over of the implemented projects. For works contracts under FIDIC rules the Head of Department acts as the Employer and invoices have to be certified by the independent Engineer contracted and financed by the Programme. The Department reports monthly to the CBC Implementing Agency (with direct copies to the EC Delegation) with monthly disbursement and commitment schedules and with sufficient detail to allow assessment of progress made and remaining work to be accomplished. It liaises directly with the EC Delegation for all issues related to the operational management of the project. The relevant Department shall be adequately staffed with at least 3 qualified full-time experts.

Ministry of RDPW

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6.2. Non-standard aspects

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

6.3. Contracts

1(one) contract for TA with amount 0.17euro
1(one) Contract for Works with amount 2.40 MEUR
1(one) Contract for Site Supervision with amount of 0.30 MEUR
1(one) Contract for Supply of equipment with amount 0.30 MEUR

7. Implementation Schedule

- 7.1 Start of tendering: November 2002;
- 7.2 Start of project activity: January 2003;
- 7.3 Project Completion: November 2006.

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

8 Equal Opportunity

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

9 Environment

Preliminary Environmental Impact Assessment to the Preliminary Design has been produced. The approval by the Ministry of Environment and Waters has been obtained on 03. 07. 2002. (Copy of the approval attached in Bulgarian). That EIA will be updated simultaneously with the preparation of the Final Detailed Design. The anticipation is an approval of the Final EIA to be obtained from the Ministry of Environment and Waters by the end of August 2002.

10 Rates of Return

The estimated average traffic at Nikopol BCCP is as follow:

- Motor vehicles: 90/day;
- Busses: 8/day;
- Heavy vehicles: 140/day.

The assumptions are that the new BCCP will attract the traffic gradually and the whole investment will be returned in two years time.

Economical internal rate of return is estimated 12,77% with the assumption that the BCCP is going to be under exploitation at least 30 years.

Incomes

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

The tariffs should be equal with those on the Romanian side, which has been amended in accordance with Calafat border crossing:

- Motor vehicles – 8 EUR,
- Buses – 35 MEUR,
- Heavy vehicles – 60 EUR,
- Travellers – 1 EUR.

Therefore, the annual income will be 496,400 EUR (motor vehicles), 616,665 EUR (buses), 2,073,540 EUR (lorries), 365,000 EUR (travellers).

11 Investment criteria

11.1 Catalytic effect

Without Phare assistance, the project would not be implemented in the near future, because of the lack of the fund. Thus EU Phare funds are appearing as the economic assistance to the country and will mobilise economy during Pre-Accession period achieving better socio – economic effect.

11.2 Co-financing

The co-financing will be 1.25 MEUR, i e. 28% of the total of the project and will be provides from the State Budget.

11.3 Additionality

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

11.4 Project readiness and Size

As previously mentioned in point 3. “Description”, The Municipality of Nikopol has carried out with the preparation of Preliminary Design of the Project. Currently the Municipality has reallocated funds to finance the preparation of Final Detailed Design. There is a readiness local Tender Procedure to be launched by the end of March 2002 so the job to be assign to a local Consultant by mid April 2002. The preparation of the Design has been scheduled to finish by the end of July 2002.

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

11.5 Sustainability

The beneficiary will finance the operating costs of the project. Due to the fact that there will be income by the charging of shipping fees the project can be self-sustainable.

11.6 Compliance with state aids provisions

The investment is projected with respect to the state aids provisions.

11.7 Contribution to National Development Plan

NA

12 Conditionality and sequencing

- Bulgarian authorities undertakes the obligation to cover any additional cost, above the envisaged MEUR 4.45, necessary for the completion of the whole project during its implementation timeframe. If the total cost of the project is greater than the amount envisaged in the project fiche, the extra support required will be provided by additional national co-financing. The additional national co-financing will be provided by:
 - ✓ either allocating extra national funds to conclude a contract with the contractor proposed further to the completion of the procurement process following the Practical Guide to Phare, Ispa and Sapard Contract Procedures,

✓ or increasing of the cost of the on-going Phare financed contract via an addendum.

- Bulgarian authorities undertake to finance the operating costs of the Cross-Border Checkpoint.
- The Bulgarian authorities finance Land acquisition. The Bulgarian authorities undertake to notify to the European Commission before the signature of the works contracts that related land acquisitions have been completed.
- Every infrastructure project will be publicised according to a publicity action plan to be prepared by the Ministry of Regional Development and Public Works and endorsed by the Commission before tendering the works.
- Bulgarian authorities undertake the obligation to ensure normal working conditions in the border region, to ensure access road to the site, water and electricity access during the construction and to ensure provision of utilities (telephone, water supply, electricity etc.) simultaneously with the commissioning of the BCCP.
- The Bulgarian and Romanian authorities will ensure a close co-ordination for the preparation and the implementation of the two mirror projects.
- Bulgarian and Romanian authorities will ensure that after the completion of the project equal fees for the transportation will be applied to all European passengers and vehicles.

ANNEXES TO PROJECT FICHE

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

Phare log frame

Annex 1 – LOGFRAME PLANNING MATRIX Checkpoint and Cross Border by the ferryboat Nikopol (Bulgaria) – Turnu Magurele(Romania)	Programme number: 2002/000-623-01	
	Contracting period expires: 31/11/2004	Disbursement period expires: 30/11/2006
	Total budget: 4.45 MEUR	Phare budget: 3.2 MEUR

Overall objective	Objectively verifiable indicators	Sources of Verification	
• To promote good neighbourliness and stability in the CEEC border regions (and the Bulgarian-Romanian one in particular) by funding projects which will yield tangible benefits to the regions and communities on both sides of the border; • To promote co-operation between border regions in both countries, helping the population to overcome the specific development problems which may arise, <i>inter alia</i>, from their position within the national economies, in the interest of the local communities and in a manner compatible with the environment protection; • To promote the creation and further development of co-operation networks on either side of the border and establishment of links between these regions and wider Community networks; • To promote economic and social cohesion in the CBC regions.	• Increased GDP regional share • Increased Romanian and foreign investment in the region • Increased of trade transactions between the two countries • Increased number of agreements for cooperation between Municipalities, NGOs, Chambers and other professional organizations between the two countries.	- National statistics - Reports on development by International Organizations - Local Press - Protocol of agreement between institutions	

Project purpose	Objectively verifiable indicators	Sources of Verification	Assumptions
To improve the Cross Border co-operation between Bulgaria and Romania by the construction of a new Border Crossing Checkpoint and a ferryboat complex Nikopol - Turnu Magurele.	• Reduction in the rate of unemployment in the municipality and in the Planning region • Increase in the number of small-sized firms • Increased cross border traffic	• Employment on the execution of the project • Company Registrar • Annual Financial Statements • Beneficiaries • National statistics	Development of small firms in the service sphere, linked to the flow of goods and people using the ferry
Results	Objectively verifiable indicators	Sources of Verification	Assumptions
• Improving the existing infrastructure in the field of transport, in the framework of the joint development strategy of both regions; • Together with the Romanian mirror project - "Construction of Turnu Magurele Check Point" the distance between Nikopol and Turnu Magurele will be reduced, improving low cost exchanges and circulation between both countries; • Creation of another linkage point for movement of goods and people between the two countries, which will give a new potential for initiatives for the SMEs and will improve the social and economic development of the region attracting private investment in the border region.	• Opening a cross border and check point; • Transport ship operating; • Reduced costs and time for all the cross border operations; • Increased numbers of travellers and motor vehicles passing through Nikopol Checkpoint. • Increase in the volume of Trade • Revenue for municipalities from services and taxes • Revenue of municipalities, state and private companies acting in the area.	• Regular inspection on the development of the project; • Site visits; • Evaluation reports; • Official internal documents	• Prompt response from the Beneficiaries in order to solve any obstacles which might appear in the process of implementation of the Project • Good collaboration between the public institutions during all phases of the Project
Activities	Means		Assumptions
1) Technical Assistance for review of Detailed Design and preparation of Tender Documents for the Construction of Border Crossing Check Point 2) Civil works for construction of the Checkpoint 3) Construction Supervision 4) Supply of equipment (general) 5) Supply of transport equipment	• 0.17 MEUR contracted and disbursed • Project team adequately staffed with qualified full time experts • 2.40 MEUR contracted • Suitable equipment purchased according Phare procedures	• Reports issued by MRDPW, Resident Engineers, Contractors • MRDPW bank statements • Romanian authorities reports	• Staff is employed for execution and control • Coordination with other institutions • Training of staff for work on the equipment

Annex 2 – Detailed implementation chart																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Annex 3 – Contracting and disbursement schedule by quarter																			
Components			Cumulative contracting schedule by quarter in MEUR (planned)																Total Phare Allocation
	2002		2003				2004				2005				2006				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
TA for DR and TD			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Civil Works						2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Purchase of equipment						0.3	0.3	0.	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Supervision					0.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total contracting:			0.2	0.2	0.5	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Components	Cumulative disbursement schedule by quarter in MEUR (planned)																		Total Phare Allocation
	2002		2003				2004				2005				2006				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
TA for DR and TD			0.10	0.10	0.11	0.12	0.13	0.14	0.14	0.15	0.16	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
Civil Works						0.24	0.50	0.70	0.80	1.50	1.75	2.00	2.10	2.10	2.10	2.40	2.40	2.40	2.40
Purchase of equipment						0.01	0.05	0.20	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
Supervision					0.03	0.06	0.09	0.12	0.15	0.19	0.21	0.23	0.24	0.26	0.27	0.30	0.30	0.30	0.30
1			0.10	0.10	0.14	0.43	0.77	1.16	1.39	2.42	2.70	2.81	2.83	2.84	3.20	3.20	3.20	3.20	3.20

ANNEX 4 - Reference to feasibility/pre-feasibility study

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

I. General Data

1.1 Feasibility Study and Preliminary Design: Nikopol City Hall

1.2 Beneficiary: Nikopol City Hall

1.3 Location: Nikopol, on the Danube River: from km 597+286 to km 597+500.

I. 4 Necessity and opportunity of the investment

At present, there are only three Danube crossing points between Bulgaria and Romania (Oreahovo - Bechet, Vidin - Calafat, Russe - Giurgiu), situated at very long distances between them, (between Giurgiu and Calafat there are 275 km), reason for what it is requested the necessity of opening a new crossing point between Bulgaria and Romania, situated between Turnu Magurele and Nikopol Municipalities.

Through opening this cross point, it will be realised the running on of an important traffic of motor vehicles and tourists, shorting the distances on Bulgaria (Sofia) – Greek – Turkey direction and towards the East and West Europe. These distances become short having in view the penetration of the traffic on the future highways corridors from Romania to/from West Europe.

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

II. Main functions:

1. Naval transport over the Danube River
2. National Roads Agencies checking
3. Checking customs
4. Border Police Checking
5. Sanitary-human checking
6. Sanitary-veterinary checking
7. Phyto-sanitary checking
8. Anti-epidemiological disinfecting
9. Services for the errand boys and exchange house

III. Functioning Process

To assure the Danube crossing, there will be used 2 convoys (one under Bulgarian pavilion and one under Romanian pavilion) composed of one driver ship and two transport ships, RO-RO (ferryboat) type.

The crossing cycle by the ferryboat consists of the following activities:

1. Disembarkment;
2. Embankment – to the cross border point platform;
3. Crossing towards navigable way;
4. The ship anchorage and the changing of the driver ship position;
5. Crossing in the opposite way on the initial way, including the opposite bank anchorage.

IV. Technical dates of the investment

1. The land for this investment is the propriety of Nikopol City Hall the land acquisition has been completed; the investment will be realised on a surface of 15,237.50 square metres.
2. The main building (customs) P + 1 has the built surface of 420 sq.m
3. Platform and shelter checking – two shelters with 756 sqm
4. Multifunctional building including:
 - storehouse for the disinfecting materials
 - mechanical workshop
 - two sanitary groups with a built surface of 40 sq.m
5. Hydro-technical buildings containing the grade and the platform protection and consolidation towards Danube
6. Electrical, thermal, telephone and sewerage networks
7. Enclosing
8. Roads and storing platforms