

## **Standard Summary Project Fiche – IPA decentralized National programmes**

### **1. Basic Information**

- 1.1 CRIS Number: TR2009/0314.01
- 1.2 Title: Weight and Dimension Controls of Commercial Vehicles
- 1.3 ELARG Statistical code: 14 - Transport policy
- 1.4 Location: Turkey

#### **Implementing arrangements:**

- 1.5 Implementing Agency: Central Finance and Contracting Unit

The CFCU will be Implementing Agency and will be responsible for all procedural aspects of the tendering process, contracting matters and financial management, including payment of project activities. The director of the CFCU will act as Programme Authorizing Officer (PAO) of the project

#### **Programme Authorising Officer**

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#### **Financing:**

- 1.7 Overall cost (VAT excluded)<sup>1</sup>: EUR 11.600.000, 00

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<sup>1</sup> The total cost of the project should be net of VAT and/or other taxes. Should this not be the case, the amount of VAT and the reasons why it should be considered eligible should be clearly indicated (see Section 7.6)

1.8 EU contribution: EUR 9.910.000, 00

1.9 Final date for contracting: 2 years after the signature of the Financing Agreement

1.10 Final date for execution of contracts: 2 years after the last day of the contracting deadline

1.11 Final date for disbursements: 1 year after the end date for the execution of contracts

## 2. Overall Objectives and Project Purpose

### 2.1. Overall Objectives:

*Increased Road Safety in Turkey*

### 2.2. Project purpose:

*To Strengthen the Implementation of EU Directive on Lorry Weight and Dimension*

### 2.3. Link with AP/NPAA / EP/ SAA

#### Link with Accession Partnership:

In 2008/157/EC numbered Council Decision on the principles, priorities and conditions contained in the Accession Partnership with the Republic of Turkey, there are three two chapters related with the project within medium-term priorities. The priorities under these two chapters and their relation with project are as the following;

- Abstract From the AP: “Continuing the legislative and administrative alignment to the transport acquis in particular as regards road transport safety, (in chapter 14 Transport policy)”

Relation with the Project: The project will ensure the implementation of the EC Directive 96/53 on lorries weight and dimension, which is a key measure in the EU acquis in transport sector for Turkey.

- Abstract From the AP: “Strengthen the capacity to implement EU acquis, including control measures, in line with EU standards (in chapter 14 Transport policy)”

Relation with the Project: The project will provide standardization of weight and dimension inspections of lorries with purchase of necessary technical equipment and system.

- Abstract From the AP: “Give priority to projects identified under the Transport Infrastructure Needs Assessment (TINA) (in chapter 21 Trans-European networks)”

Relation with the Project: The identified priority consists of the 22 new weight and dimension control stations located on TINA-Turkey Core Network, therefore the upgrade in weight and dimension controls will directly affect the international transportation through the TINA Core Network .

#### Link with NPAA (National Programme of Turkey for the Adoption of the EU Acquis):

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National Programme of Turkey for the Adoption of the EU Acquis prepared at the end of 2008 includes many major requirements related with this project under the chapters of 14 (transport policy) and 21 (Trans-European Networks). These requirements under these two chapters and their relation with project are as the following;

- Abstract From the NPAA: The title of Priority 14.4 that is “*Continuing the legislative and administrative alignment to the transport acquis in particular as regards safety at road transport*” covers the “Enhancement of the administrative capacity of Ministry of Transport for providing weight and dimension measurement of commercial vehicles with a view to implementing Directives No. 96/53/EC and 2002/7/EC”. (Chapter 14 Transport Policy)

Relation with the Project: The implementation of this project will provide the fulfilment of this title. The alignment to the directive will be provided both as a result of adaptation of technical necessities and physical necessities defined within the Directive 96/53/EC on lorries weight and dimension as well as a result of the focusing on prevention aspects.

- Abstract From the NPAA: The title of Priority 21.1 that is “*Giving priority to projects identified under the Transport Infrastructure Needs Assessment (TINA)*” covers “Establishment of *Transport Coordination Unit* within the Ministry of Transport as an advisory body, which is responsible for statistics, modelling, evaluation and data exchange and for the coordination among institutions in policy-making process in transport sector. As stated within the TINA Study, the afore mentioned Unit will also carry out the functions of project planning, decision making and monitoring of investments on the core network”

Relation with the Project: The auditing of weight and dimension inspection activities will be standardized and upgraded as a result of this project, therefore; this project will directly provide the necessary data for the Transport Coordination Unit.

#### 2.4. Link with MIPD

In 2007-2009 Turkey MIPD, many priorities have been determined under the major areas of intervention under Regional Development component. The areas of intervention in transportation sector are as the followings;

- *The provision of efficient, flexible and safe transport infrastructure* can be regarded as a necessary precondition for economic development as it boosts productivity. Furthermore the development of Europe- and candidate countries-wide transport infrastructure with a particular focus on cross-border projects is essential to achieving greater proximity. Transport legislation aims at improving the functioning of market by promoting safe, efficient, environment sound and user friendly transport services
- The main areas of intervention will be concentrated on the main axes to links with European Union; they will be *the basis for the development of the Trans-European Network* in Turkey
- *The ongoing TINA study will be a key determinant for the identification of investment priorities in the transport*

#### 2.5. Link with National Development Plan (where applicable)

In Turkey’s 9th Development Plan prepared for 2007-2013 period, priority is given to five areas named as “development axis”, one of which is Increasing Competitiveness. The increasing competitiveness covers 10 major components one of which is improvement of energy and transportation infrastructure. Indeed, this component is indicated to traffic safety is as in;

### Abstract From the NDP:

*“139. The inadequacy of traffic safety in Turkey, primarily on the highways, has continued to be a serious problem.”*

*“416. Special emphasis and priority will be given to increase traffic safety in all transport modes especially in road transport and to maintain existing infrastructure as well as to use transport infrastructure efficiently...”*

Relation with the Project: One of the major results of this project is the increasing traffic safety by decreasing the over-load caused deficiencies on roads, therefore; the project is providing these points defined in the 9<sup>th</sup> National Development Plan.

### 2.6. Link with national/sectoral investment plans (where applicable)

5 strategic aims have been defined in 2009-2013 Strategic Plan of Ministry of Transport. One of the strategic aims is “Realization of more efficient regulations, implementations to reach a sustainable transport system, providing the security of life and prosperity at the highest level” and one of the targets of this aim is “to improve and to generalize of road transport adequate to the needs and the standards.” This project will directly provide this target by improving technical needs and standards in weight and dimensions of freight transportation.

### 2.7. Relation to “Overall Sector Strategy”

The Project Fiche has been developed based on the findings in the “Needs Assessment Report” and is therefore consistent with the supportive of Government policies and other relevant sector programmes.

## **3. Description of project**

### 3.1 Background and justification:

This project is needed to reach more effective weight and dimension inspections in Turkey and hence providing to align the Directive 96/53/EC on Weight and Dimensions control of the lorries, of 25 July 1996 and 2002/7/EC of 18 February 2002

The rules contained in the “Directive 96/53/EC on Weight and Dimensions control of the lorries” have been transposed into Turkish National Legislation. Therefore, the Ministry of Transport (MoT) is focusing on the effective implementation measures of the relevant EU acquis. The MoT, in order to fulfil the requirements of the Directive 96/53/EC on Weight and Dimensions control of the lorries, of 25 July 1996 and 2002/7/EC of 18 February 2002, thus enhancing the road safety aspects related to it, needs to set up a system aiming to guarantee an effective implementation.

In particular the analysis of the implementation of the art 6.4 of the Directive - stating that

“Vehicles carrying proof of compliance may be subject:

- As regards common standards on weights, to random checks,
- As regards common standards on dimensions, only to checks where there is a suspicion of non-compliance with this Directive.”

This art shows that the project is necessary to ensure an appropriate control stations network with the necessary equipment and efficient human resources.

At present, the Directorate General for Land Transport of the Ministry of Transport (MoT) is in charge of controls of weights and dimensions which are actually regulated by the Directives 96/53/EC. In Turkey there are currently 24 Weight and dimension control stations (not mobile) which are required to be upgraded in their structure as well as technologically in order to match with the most recent standards. These existing stations are already being upgraded and renovated by advanced technological equipment by national funds.

However, considering the large size of the road transport sector in Turkey, the number of these stations is not sufficient to face rapidly growing economy and road transport sector endangering road transport safety substantially. Therefore, the Directorate General for Land Transport (DGLT), according to the Need Assessment Study is planning to open 22 more new Weight and Dimension Control Stations with high standards in order to carry out the necessary controls properly and sufficiently. Basic aim of these controls is to check whether commercial vehicles comply with the weight and dimension limits determined by laws.

### **3.1.1. Criteria for the number and localisation of the control stations:**

During discussions with relevant stakeholder it was agreed that the locations of the pilot stations should be based on TINA network, logistic centres (ports, harbours etc.), heavy traffic flow junctions, external border of the future EU as well as other criteria identified in the Need Assessment Report. It is *prima facie* estimated that - concerning the stations to be financed with EU contributions the locations should have special focus on the future external border of the European Union (East and South) as well as on the main road axes, close to the harbours, intermodal and logistic centres (see draft map attached-Annex 3), bottlenecks according to the TEN definition, which focus on the insufficient capacity of the infrastructure causing traffic problems.

The criteria (criteria 1) for the selection of Weights and Dimensions Control (WDC) stations were defined in hierarchical order as follows:

1. The location should be along with a commercial transport route.
2. Traffic load in the selected axis: The traffic load in the selected axis should exceed 2000 commercial load carrying vehicles per day.
3. The absence of WDC station in the axis.

The additional selection criteria (criteria 2) for the pilot stations which are to be financed by this project were defined as follows:

1. The selected location should be on the TINA network
2. The selected location should be at the international entry point to the TINA network in Turkey
3. The selected location should be at the national entry point to the TINA network in Turkey
4. The selected location should be in a bottleneck area (where there is extreme traffic load or is a junction of major Turkish load transport routes)
5. There shouldn't be a WDC station already built in the selected location.

As a result of the elimination according to the criteria stated above, 22 locations are selected for the pilot stations to be mainly financed by the EU.

The locations which are eliminated according to the criteria 2, but were selected according to the initial criteria (criteria 1) sum up to a total of 26, and are defined in the project as further investment locations for WDC stations for the beneficiary.

Detailed information about the selection criteria and step by step elimination of locations are presented in the Need Assessment Report.

Considering the Directive implementing experience in the EU Member States and the criteria identified in the annexed Need Assessment, the indicative total number of the inspection and control stations identified for Turkey - based on TINA network, logistic centres (ports, harbours etc.), heavy traffic flow junctions as well as external border of the future EU and other criteria identified in the Need Assessment - is 72 out of these:

22 identified by the present project based on the above criteria. These stations shall be considered Pilot Stations for the equipment used and the practical guidelines and common practice developed may be financed with the EU contribution. Localisation of the stations is made according to the principles previously mentioned.

24 already existing which were financed and upgraded by the Ministry of Transport

26 to be contracted and built by the Ministry of Transport after the end of the present project taking into account results, achievements and best practice developed in the present project.

The improvement of the inspection system would be completely reached through the necessary technical equipment purchase and the upgrade of human resources.

The existing weight and dimension stations network shall be provided with an effective and standardized inspection system and equipment in addition to the improvement of human resource capacity in order to meet the objectives of the directives. Moreover, the network has been designed strategically and the priority should be on the trans-Europe roads.

It is predicted that 100 million trips have been realized in 2008 and the total number of trips is increasing as a result of increasing rates of vehicle ownership and trips per each vehicle. When it is considered that there were 3.238.612 weight and dimension inspection has been recorded in 2008 by MoT, around 3,24% ratio of the inspection per voyage is very low. Operations for the improvement of inspections in quality and quantity have been done by the MoT, however such operations are insufficient with respect to reach the EU standards in this area.

The quality and total quantity of inspections has a concrete relation with the quality of roads and impact on the environment.

- The 10% increase in weight in single axle means 144% extra damage on the road,
- Under normal circumstances the road amortisement are planned for 20 years in Turkey, however; in case of 25% overloading means the decrease of road amortisement to 8,5 years,
- The damage of 5000 cars on road is equal with the damage of only one heavy vehicle,
- Also, the number of the trips of trucks / pickups is more than the number of heavy vehicles. Beside the fact that the pickups are lower in weight than heavy vehicles; the total damage of the pickups on road is higher in total. Therefore; it is needful the pickups should be taken under inspection by the authorities. However until today there are no inspections for pickups and this project will provide necessary infrastructure for the pickups.

Additionally, the existing condition of the weight and dimension control system in Turkey has been figured out in SWOT table as the following;

<b>STRENGTHS</b>	<ul style="list-style-type: none"> <li>• When it comes to individual knowledge concerning national laws and regulations, the MoT civil servants appear to be well trained. Interviews and questionnaires carried out by the consultant in the MoT and in inspection stations confirm this statement.</li> <li>• The MoT is committed in implementing the regulatory framework related to EU <i>acquis</i> and priorities. The identification of the individuals shall be the starting point of an effective internal training of trainers programme</li> <li>• The Ministry of Interior / Turkish Traffic Police has shown interest in supporting the control and inspection carried out by the MoT</li> </ul>
<b>WEAKNESSES</b>	<p>Insufficient presence of the MoT civil servants on the field. This is due to</p> <ul style="list-style-type: none"> <li>• a non-optimal distribution and localization of the mobile stations</li> <li>• an insufficient use of practical procedural manuals to ensure an easy and effective enforcement of the legislation, in particular to that related to the newly transposed EU <i>acquis</i></li> <li>• lack of standards and codes of common practice among different institutions</li> <li>• an insufficient coordination with other institutions and ministries while preparing communication,</li> <li>• insufficient information and awareness campaigns and transfer of know-how (adoption of EU best practices)</li> <li>• unclear division of responsibility on some EU directives (concerning the requirements of some directives the responsibilities are falling under Ministry of Transport and Ministry of Interior) absence or difficult relationships with other stakeholders</li> </ul>
<b>OPPORTUNITIES</b>	<ul style="list-style-type: none"> <li>• To clarify procedures, improve transparency, ensure coordination among related Institutions and organizations</li> <li>• To easy implement the Guidelines developed with a consensus-based approach</li> <li>• To broaden the basis of cooperation among different stakeholders</li> <li>• The background studies of the 22 new Weight and Dimension Control stations are the opportunity for the effectiveness of the implementation of this project. <ul style="list-style-type: none"> <li>○ need assessment report prepared with respect to the new weight and dimension control stations including the place choices,</li> <li>○ The feasibility report providing the economical choices of this project</li> </ul> </li> </ul>
<b>THREATS</b>	<ul style="list-style-type: none"> <li>• Insufficient amount of coordination and participation among different stakeholders and body in charge of control.</li> <li>• Difficulties that are likely to be met on ‘consensus building’ while establishing a preventive approach for road transport operators</li> </ul>

### 3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)

#### Project impact:

The project, including its prevention and educational aspects, will have a significant impact on the issues of sustainable competitiveness, road and traffic safety and decrease in environmental impacts which are also ensuring an **effective implementation and enforcement** of the transposed *acquis*.

#### **More effective inspections, more economic value added in national budget**

- Road repairs take a remarkable share every year in MoT’s budget in Turkey. Almost all of the roads in Turkey are made of asphalt. Asphalt’s main ingredient is pitch, which is a product of petroleum. Turkey imports most of its petroleum from other countries. It can be said that every road repair increases the unbalance in Turkey’s import / export ratio, thus

making the economy in the country unstable. The introduction of a reinforced weight and dimensions control will increase the protection of roads.

- Transportation sector has been developing steadily in the world as well as in Turkey where population has been increasing continuously. Therefore there should be more investment on inspections in transportation sector.
- Land transportation is a service which has very close relations with, and affecting directly all other economic sectors. With the inclusion of automotive, oil, logistic, transportation and construction, all sectors implement their activities by depending upon the service level situation of road infrastructure. Today, road is a kind of communication in load and passenger transportation in many countries throughout the world; therefore, the quality of transportation should be improved.

#### **More effective inspections, more sustainable competitiveness freight transportation**

- The inequity in the distribution of income in the transport sector (for the drivers and companies) can be considered to be an outcome of the overloaded trucks. As the overload is supposed to be carried by another truck, it can be told that when a truck is overloaded, another truck driver is losing income, thus this also prevents the market to become more competitive
- More than 50% increase in weight and dimension controls is expected in 2008 in the inspections made through 24 existing stationary weighing bridges used for inspections in WDC terminals, and the ones to be commenced through 200 mobile scales purchased. Increase of stationary inspection points will ensure making more effective of such inspections
- In addition, it should be mentioned that the distribution of inspection process per stations will be decreased in case of increase existing number of stations. Consequently, the lives of existing WDC terminals shall have been increased even so indirectly.

#### **More effective inspections, more environmentally friendly transportation**

- Almost 90% of the total transport in Turkey takes place in roads and highways. A vehicle's carbon emissions are calculated under ideal conditions of operation which include good road conditions and loading within the limits. In any other condition, a vehicle's carbon emissions will increase causing more environmental pollution
- The vehicles loaded with over maximum allowable axle unit weight determined by laws have a great amount of negative effect on environment by increasing the exhaust emission gasses in conjunction with shortening lives of roads. Gas emission are being tested by 21 stationary axle weighing bridges erected in the country generally, and will be tested in 200 mobile scales to be erected in different routes where such terminals are located. The total administrative monetary penalties of approximately € 41 million were applied in 2008 by weighing 3.238.612 vehicles in the country through weighing bridges with weight-in-motion system.

#### **More effective inspections, safer traffic and roads**

- The increasing effectiveness of the inspection will have impacts on traffic safety with the decrease in the road accidents caused by overloads
- The negative effects of heavy vehicles on roads to road safety will be decreased if the WDC terminals are located on the regions where load traffic is denser in the country generally



### Catalytic effect:

- Necessary physical infrastructure will be established which enable all relevant institutions performing inspection relating to road transport to do so together in a single unit. Therefore, inspectors from different institutions such as MoT officials and Turkish Traffic Police can simultaneously perform their duties.
- The increase of traffic safety will be ensured by the establishment of additional 22 weight and dimension control stations, as a result; the quality of other transportation sectors which are public and individual transportation will be increased.
- As the other catalytic effect, the cooperation and coordination between the public administrations and institutions will be improved, for the proper implementation of the EU acquis in road transportation. In other saying; the awareness increasing component of the project would give a basis to other possible interactions and participatory actions between the stakeholders.

### Cross-border impact:

Turkey is located at the south eastern border of the EU and is the one of the most important passages for commercial road transport vehicles between the EU and Asian countries. Increased road safety will result in increased safety for the goods as well as drivers travelling to or from the EU through Turkey.

Also the quality of life for road users, both domestic and international, in Turkey is expected to improve. Moreover, the implementation of “international convention on the harmonization of frontier controls of goods” which is defined by UNECE would be possible with the project.

With the introduction of the new WDC stations and the new system they are adopting, Turkish WDC system will be able to get international recognition and it will be possible to issue “weight certificates” for the commercial road transport vehicles that are controlled in Turkey before they cross the border to the EU, resulting in a decrease in the need for controls of these vehicles within the EU territories.

After Turkey joins the EU, the current eastern and south eastern border crossing points of Turkey will become the border crossings of the EU, through the increase of the number of these stations in Turkey and the controls to be carried out as well, there will be an increase in the road safety in Turkey’s neighboring countries as well as EU countries.

### Sustainability:

Currently, 24 numbers of weight and dimension control stations are used in operation. Total number of weight and dimension control stations will be 72 when the additional ones are once established. Naturally, the number of control stations will be increased as the number of vehicles in traffic rises in every year. Accordingly, the project provides sustainable inspection over road vehicles which reach great numbers as the years went by. The detailed inquiry indicating the potential number of Heavy Goods Vehicles (HGVs) in future as well as the likely number of control stations to be built considering the needs in subsequent years based on some certain assumptions is provided within the feasibility study which has been annexed to this Project Fiche. As the demand (number of vehicles) increases the supply for inspection of weights and dimension of the road vehicles follows likewise. The needs for controlling the weights and dimension of the vehicles increases with more vehicles circulating throughout the roads, increased number of control stations provide high-quality, seamless and sustainable services in road transport sector. However, in the long term (5-10 years) the communication,

deterrence and prevention aspects developed in the present project shall ensure the progressive reduction of the need of control.

### 3.3 Results and measurable indicators:

Results	Objectively verifiable indicators
1. New Weight and dimension control stations have been set up to increase the effectiveness and capabilities for inspection of vehicles	22 new weight and dimension control stations have been set up. 50% increase in the number of vehicles inspected, 50% decrease in detected overloaded vehicles by 2012.
2. Upgraded Institutional Capacity of the Ministry of Transport, efficiency improved and increased	60 administrative and inspection personnel from DGLT, TTP and relevant institutions have been trained as trainers, 200 personnel from DGLT, TTP and other enforcement authorities have been trained. Traffic enforcement staff participating in trainings have obtained "training certificate". Increased number of fines/sanctions by 50 % New training curriculum programmes and strategies approved. Prepared and adopted. 4 study visit in groups of 10 people carried out.
3. Awareness campaign carried out, thus changing attitude and behaviour of the road users and stakeholders	Increased awareness, improved attitude and behaviour of road users on traffic safety by the end of the project through 3 campaigns.
4. Improved coordination among ministries and relevant competent authorities	Organisational structure analysed, prepared and implemented.
5. Preventing measures implemented, reducing negative effects caused by overloaded vehicles on road safety, environment and the country's economics	Simple Guidelines, based on EU best practice, developed for the directive 96/53 and all Turkish relevant legislation

#### **1. New Weight and dimension control stations have been set up to increase the effectiveness and capabilities for inspection of vehicles**

After the implementation of the project, there will be 22 new weight and dimension control stations Therefore;

- the inspection of overloaded vehicles will be increased in 50% by 2012,
- the overloaded vehicle numbers will decrease in 50% by 2012

#### **2. Capacity of Ministry of Transport's human resources has been upgraded, efficiency improved and increased in number through training modules and study visit organised**

The project covers the improvement of human resource capacity of the beneficiary and inspection personnel. The improvement of the human resource capacity is indicated by;

- 60 administrative and inspection personnel from DGLT, Turkish Traffic Police (TTP) and relevant institutions have been trained to train the trainers, 200 personnel from DGLT, TTP and other enforcement authorities have been trained,
- Traffic enforcement staff participating in trainings shall obtain “training certificate”.
- Increased number of fines/sanctions by 50 %
- New training curriculum programmes and strategies approved. Prepared and adopted. Number of trainings
- 4 study visits in two different themes (enforcement and road safety) in groups of 10 people (the details of these study visits are laid down in the Service Contract)

**3. Awareness campaigns carried out, thus changing attitude and behaviour of the road users and stakeholders**

There will be an increased awareness, improved attitude and behaviour of road users on traffic safety by the end of the project through 3 campaigns;

- One is oriented for truck drivers,
- Another is oriented for the manager and directors of the freight transportation sector,
- The other is oriented for the whole public

**4. Improved coordination among ministries and relevant competent authorities.**

Organisational structure in force: institutions will coordinate on weight and dimension enforcement, effectively and in a systematic way.

**5. Preventing measures implemented, reducing negative effects caused by overloaded vehicles on road safety, environment and the country’s economics**

The general knowledge in both Directive 96/53 and also related Turkish Legislation will be clarified in “Simple Guidelines”, based on EU best practice in order to inform stakeholders and public.

### 3.4. Activities:

Activities
<p><b>1. Setting up of new weight and dimension control stations to increase the effectiveness and capabilities for inspection of vehicles</b> Land preparation for the WDC stations, construction of container basement, parking lot, water and sewer connection, lightening, electric and communication grid connection, construction of security fence will be carried out by the MoT.(detailed information is presented below.) The project will ensure the purchase of:</p> <p><b>LOT 1 - WDC Systems and Software</b></p> <ul style="list-style-type: none"><li>○ High and Low speed weight control systems for 22 stations.</li><li>○ Stationary weigh bridges for 22 stations</li><li>○ Platform Scale System for 6 stations</li><li>○ Control Bridges for 22 stations</li><li>○ Software for 22 stations and control center</li></ul> <p><b>LOT 2 – Working Facilities</b></p> <ul style="list-style-type: none"><li>○ Mobile Container towed by a road vehicle</li><li>○ Cabinet</li></ul> <p><b>LOT 3 – Calibration vehicles for the weight and dimension stations</b></p> <p><b>LOT 4 – Enforcement Equipments</b></p> <p><b>LOT 5 – Electrical and Electronic Hardware</b></p> <p><b>LOT 6 – Office Furniture</b></p> <p>Detailed information is supplied in the feasibility study and technical specification.</p>
<p><b>2. Upgraded Institutional Capacity of the Ministry of Transport, efficiency improved and increased</b> Training for Civil Servants from MoT and TTP (including study visits). Training of personnel from other enforcement authorities. Training on measurement and calibration methodologies for the equipment used in weight and dimension controls</p>
<p><b>3. Awareness campaign carried out, thus changing attitude and behaviour of the road users and stakeholders</b> Information to NGOs, drivers’ associations and other relevant stakeholders. Survey on public awareness on weight and dimension controls.</p>
<p><b>4. Improved coordination among ministries and relevant competent authorities</b> Organisation of workshops with other institutions and stakeholders</p>
<p><b>5. Preventing measures implemented, reducing negative effects caused by overloaded vehicles on road safety, environment and the country’s economics</b> Develop and publish guidelines for the stakeholders on the importance of weight and dimension controls</p>

The MoT will be responsible for the following “WDC” station site preparation activities:

- Levelling and asphaltting of the WDC station site (at least 5000 m2)
- Lightening of the site for night controls
- Security fence construction
- Water and sewerage infrastructure (should it be possible, the station will be connected to the system, if not, an artesian well and a septic tank will be constructed)
- Electric grid connection
- Communication infrastructure for internet and telephone lines (in remote locations, GPRS and GSM networks can be used)

- Container basement construction (minimum of 20 cm thick concrete, exceeding container base dimensions by at least 1 m in length and width)

The activities will be achieved under two separate contracts, namely, Supply (activity 1), Services (activities 2-5). These activities will integrate the activities undertaken by the MoT with its own budget, on provision ground allocation on which Weight & Dimension Control Stations will be set up. This activity shall be also based on the Need Assessment and the Feasibility Study that indicates segments where the stations can be best built.

<b>RESULTS</b>	<b>DESCRIPTION (a more detailed activity description is presented under “Scope of Work”)</b>	<b>RESULTS TO BE DELIVERED</b>
<b>RESULT 1</b>	<i>Supply contract</i>	
<b>ACTIVITIES</b>	Setting up of 22 Weight and Control stations	Supply of -High and Low speed weight control systems for 22 stations. -Stationary weigh bridges for 22 stations -Platform Scale System for 6 stations -Control Bridges for 22 stations -Software for 22 stations and control centre -Mobile Container towed by a road vehicle and Cabinette -Enforcement Equipments -Electrical and Electronic Hardware -Office Furniture and setting up of all WDC stations.
<b>RESULT 2</b>	<i>Upgraded Institutional Capacity of the Ministry of Transport, efficiency improved and increased.</i>	
<b>ACTIVITIES</b>		
2.1	Train administrative and inspection personnel from DGLT, TTP and relevant institutions as trainers.	Trainers qualified for future training of relevant staff in DGLT, TTP and other institutions.
2.2	Train 200 traffic enforcement staff within MoT and TTP to obtain a “training certificate”.	Staff trained and qualified for inspections. Evaluation reports available.
2.3	Plan and carry out 4 study visits (groups of 10) to EU focusing on “enforcement” and “road safety”	Study tours to relevant institutions carried out. Study tour reports.
<b>RESULT 3</b>	<i>Awareness campaigns carried out, thus changing attitude and behaviour of the road users and stakeholders</i>	
<b>ACTIVITIES</b>		
3.1	Carry out “information need assessment” between stakeholders.	Increase in the coordination between stakeholders. Definition of the data flow for stakeholders.
3.2	Plan and carry out awareness campaigns oriented for truck drivers.	Development in the drivers’ behaviours and their conception of road safety. Contribution to the visibility of the project.
3.3	Plan and carry out awareness campaign oriented towards managers and directors within the freight transportation sector e.g.	Development in the road transport sector members’ behaviours and their conception of road safety. Contribution to the visibility of

	truck driving schools and relevant associations.	the project.
3.4	Plan and carry out awareness campaign oriented towards the public in general.	Contribution to the visibility of the project. National media coverage.
<b>RESULT 4</b>	<i>Improved coordination among ministries and relevant competent authorities</i>	
<b>ACTIVITIES</b>		
4.1	Assess and evaluate to existing cooperation between MoT and other stakeholders.	Evaluation report presenting statistics indicating and improvement in coordination between stakeholders.
4.2	Provide recommendations for improvements with focus on organisational structure and enforcement responsibilities for approval between stakeholders.	Recommendations approved by all stakeholders. Improved coordination between the stakeholders.
4.3	Implement recommendations	Possible shortcomings are eliminated by putting the organisational structure in place and the approved guidelines in force.
4.4	Plan and conduct 4 study visits to a relevant EU country to discuss EU experience on WDC stations.	Different practices in the EU are examined and Turkey's WDC system compared and improved.
4.5	Plan and carry out a stakeholder workshop focusing on future cooperation	Better coordination between the stakeholders made possible.
<b>RESULT 5</b>	<i>Preventing measures implemented, reducing negative effects caused by overloaded vehicles on road safety, environment and the country's economics.</i>	
5.1	Prepare simple guidelines to ensure easy implementation of EU Directive 96/53	Information on Turkey's WDC system made available through guidelines.
5.2	Based on study visits and experience from other countries, the best working methodology to be implemented in Turkish WDC stations shall be further addressed and discussed in a number of short training sessions.	Working methodology for WDC stations identified personnel training improved.
5.3	Implement working methodology/practices in Pilot WDC stations	Best practices implemented in all WDC stations

The MoT will perform an analysis over viable options in cooperation with the local administrations. The efforts will be made towards allocating the ground to the discretion of MoT and expropriating the ground. The MoT will determine the exact grounds situated adjacent to such road networks which receive heavy goods traffic. Site visits will be arranged in order to observe the situation of the ground dedicated to establishment of a control station. Moreover, it is considered that consultation service over the specification of the ground for control stations can be received.

### 3.5 Conditionality and sequencing:

1. The MoT shall conclude all procedures related to land acquisition of the exact locations of the pilot WDC stations by the end of 2009.

2. MoT will ensure the appropriation of land on which the equipments will be placed and finalize the Works (leveling, dig or concrete structure etc.) so as to make the land usable for WDC Containers.

3. Ministry of Transport (MoT) is committed to assigning adequate number of staff for newly established WDC Stations in order to ensure the well-functioning of the stations

The Ministry of Transport shall submit a letter of commitment including the following issues to be addressed from the beginning of the project:

- ensuring the optimal coordination among different institutions in order to avoid the low impact on the target group, mainly truck drivers and road users. This shall guarantee that preventive measures are taken by the interested parties, thus reducing in the long term the need for control.

Ensuring a balanced deployment of MoT officers according to traffic needs;

Furthermore the MoT shall commit in an official letter to provide the necessary human resource, institutional and budgetary support for the success and the sustainability of the project, covering operational and maintenance costs after the project completion.

All related construction permits (environmental assessment, settlement plans, building construction permit) shall be obtained before the project start. The land availability shall also be provided by the MoT

#### Linked activities

A project named “Assistance to the Turkish Road Transport Sector” was carried out and ended as of February 2008. Within this project, road safety matters and technical specifications of commercial road vehicles have been tackled heavily. The finding of this Project will also contribute to this Project.

The Road Safety Culture Programme, cooperation between Turkish and Dutch governments carried out on road safety for Turkish road transport sector, is going on and the master trainer education phase of the programme has been completed as of April 2009. Both projects will result in an increase in the road safety in Turkey, thus their outputs will positively affect each other.

#### 3.7 Lessons learned

- There should be a limited beneficiary institutions involved in the implementation of the project. The multitude of beneficiary institutions causes ineffective communication and cooperation. Sometimes, delays and time loss in the time schedule of defined activities within project could be experienced in consequence of too many institutions involved. (Waiting for their replies, too many official correspondences need to consult the institutions certain activities thus generating prolonged waiting times, to keep the stakeholders informed of the activities organized by MoT etc.)
- In case where the service and twinning components of the project are conducted at the same time, some activities defined in the separate components could be overlapped. In order to avoid such incident, enhanced cooperation between the two components, literally, two contractors which are separately in charge of execution of the project components should be diligently developed. SPO of the project must ensure the direct coordination between the contractors.
- As to TA components of the project, the time schedule of the short-term experts (STE) should be synchronized bearing in mind the availability of high-ranking officials of the relevant institutions. Project also bears the risks of inability to provide STEs in timely fashion since there could be unexpected inputs affecting adversely proper execution of ongoing project

#### 4. Indicative Budget (amounts in EUR)

			SOURCES OF FUNDING										
			TOTAL EXP.RE	TOTAL PUBLIC EXP.RE	IPA CONTRIBUTION	COMMUNITY CONTRIBUTION	NATIONAL PUBLIC CONTRIBUTION						
ACTIVITIES	IB (1)	INV (1)	EUR (a)=(b)+(e)	EUR (b)=(c)+(d)	EUR (c)	% (2)	Total EUR (d)=(x)+(y)+(z)	% (2)	Central EUR (x)	Regional/ Local EUR (y)	IFIs EUR (z)	EUR (e)	% (3)
Activity 1													
Supply Contract	-	X	10.600.000	10.600.000	9.010.000	85	1.590.000	15	1.590.000				-
Activity 2													
Service Contract	X	-	1.000.000	1.000.000	900.000	90	100.000	10	100.000				-
TOTAL IB					9.010.000		1.590.000						
TOTAL INV					900.000		100.000						
<b>TOTAL PROJECT</b>			<b>11.600.000</b>		<b>9.910.000</b>		<b>1.690.000</b>						

NOTE: DO NOT MIX IB AND INV IN THE SAME ACTIVITY ROW. USE SEPARATE ROW

Amounts net of VAT

(1) In the Activity row use "X" to identify whether IB or INV

(2) Expressed in % of the **Public** Expenditure (column (b))



(3) Expressed in % of the **Total** Expenditure (column (a))

## 5. Indicative Implementation Schedule (periods broken down per quarter)

Contracts	Start of Tendering	Signature of contract	Project Completion
Service Contract	1Q/2010	3Q/2010	1Q/2012
Supply Contract	3Q/2010	1Q/2011	4Q/2011

## 6. Cross cutting issues (where applicable)

### 6.1. Equal Opportunity

The relevant standards of the EU as well as the Turkish laws and regulations concerning the equal opportunities for women and men will be strictly adhered to. Gender mainstreaming officer shall be appointed, (normally the Project Leader or a person appointed by him/her) with the role of ensuring the effective implementation of the relevant policy principles.

### 6.2. Environment

The vehicles carrying loads more than the allowable axle weight limits induce increasing of air pollution, tyre and lining abrasion and noise pollution, and consequently give harm to environment. This harm will be decreased by means of the weight and dimension controls to be made.

### 6.3. Minorities

According to the Turkish Constitutional System, the word “minorities” encompasses only groups of persons defined and recognized as such on the basis of multilateral or bilateral instruments to which Turkey is a party.

### 6.4. Civil Society

The Civil Society has not been involved in the preparation of the Project Fiche. However, as mentioned under 3.5 MoT shall ensure that all assessments and permits are followed and obtained according to Turkish law before implemented.

## ANNEXES

- 1- Log frame in Standard Format
- 2- Amounts contracted and Disbursed per Quarter over the full duration of Programme
- 3- Description of Institutional Framework
- 4 - Reference to laws, regulations and strategic documents:
- 5- Details per EU funded contract

## ANNEX I: Logical framework matrix in standard format

LOGFRAME PLANNING MATRIX FOR Project Fiche		Programme name and number <b>Weight and Dimension Controls of Commercial Vehicles</b> NO: 71	
		Contracting period ) expires <b>FA + 2 years</b>	Disbursement period expires <i>1 year after the end date for the execution of contracts</i>
		Total budget : <b>11.600.000,00 €</b>	IPA budget: <b>9.910.000,00 €</b>
<b>Overall objective</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	
Increased Road Safety in Turkey	Decrease of the number of road accident related with Heavy Goods Vehicles (HGV) overload and excessive dimensions Reduction of cost for road maintenance	<ul style="list-style-type: none"> <li>• EU Regular Progress Reports</li> <li>• Turkish National Programme for the adoption of EU <i>Acquis</i></li> <li>• Periodic statistics reports published by the Ministry of Transport and Interior</li> <li>• Reports on traffic safety data analysts and traffic safety authorities</li> </ul>	
<b>Project purpose</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	<b>Assumptions</b>
To Strengthen the Implementation of EU Directive 96/53 on Lorry Weight and Dimension	100% compliance with EC Directive 96/53 on lorries weight and dimension through the localization and building of Control stations, which function effectively as prevention tool with a deterrent effect	<ul style="list-style-type: none"> <li>• Periodic statistics reports published by the Ministry of Transport and Interior</li> <li>• EC Progress report of Turkey to be published in the last quarter of 2011.</li> <li>• Progress reports on the development of the management plans, construction of infrastructure &amp; capacity building</li> </ul>	Commitment, Willingness and full participation and support of relevant Turkish authorities to the project.
<b>Results</b>	<b>Objectively verifiable indicators</b>	<b>Sources of Verification</b>	<b>Assumptions</b>
1. New weight and dimension control stations have been set up to increase the effectiveness and capabilities for inspection of vehicles 2. Capacity of Ministry of Transport's human resources has been upgraded, efficiency improved and increased in number through training modules and study visit organised 3. Awareness campaign carried out, thus changing attitude and behaviour of the road users and	1. 22 new weight and dimension control stations have been set up 50% increase in the number of vehicles inspected due to overloading, 50% decrease in detected overloaded vehicles by 2012 2. 60 administrative and inspection personnel from DGLT have been trained to train the trainers, 200 personnel from other enforcement authorities have been trained. 2.a) 90 % of traffic enforcement staff participating in trainings	Localisation and map of existing stations Report on measurement and calibration methodologies for weight and dimension control stations. Cross tabulation reports on inspections carried out in the weight and dimension stations funded by the ministry and the ones funded by the project. <ul style="list-style-type: none"> <li>• Annual report on Civil servants training programme (Beneficiary)</li> </ul>	Enforcement authorities give the same importance to weight and dimension controls, development and continuation of the cooperation between the authorities

<p>stakeholders 4.Improved coordination among ministries and relevant competent authorities 5.Preventing measures implemented, reducing negative effects caused by overloaded vehicles on road safety, environment and the country's economics</p>	<p>shall obtain "training certificate". 2.b) Increased number of fines/sanctions by 50 % 2.c) New training curriculum programmes and strategies approved. Prepared and adopted. Number of trainings 2.d) Number of study visit 3. Increased awareness, improved attitude and behaviour of road users on traffic safety by the end of the project through 3 campaigns 4. Organisational structure in force. 5. Simple Guidelines, developed for the directive 96/53 and all Turkish relevant legislation</p>	<ul style="list-style-type: none"> <li>• Registers of presence at the training courses(Beneficiary)</li> <li>• End of training records (Beneficiary)</li> <li>• Training certificate records (Beneficiary)</li> <li>• Statistics and survey on road users (Beneficiary)</li> </ul> <p>Figures compiled continuously with new data collection and analysis system. Reports (traffic safety data analysts and traffic safety authorities). Evaluation reports on public awareness carried out before and after the project. <b>When:</b> throughout the project implementation</p>	
<p><b>Activities</b></p>	<p><b>Means</b></p>	<p><b>Costs</b></p>	<p><b>Assumptions</b></p>
<p>1.Purchase of : -High and Low speed weight control systems for 22 stations. -Platform scales for 6 stations -Control bridges for 22 stations. -Working Facilities for 22 stations. -Office equipments for 22 stations and center. -Real time centralized database software -Other technical enforcement equipment - Calibration vehicles for the weight and dimension stations 2. Training for Civil Servants from MoT (including study visits). Training of personnel from other enforcement authorities.(including study visits) Training on measurement and calibration methodologies for the equipment used in weight and dimension controls 3. Information to NGOs, to Truck Driving associations and other relevant stakeholders 3.a. Survey on public awareness on weight and dimension controls 4. Organisation of workshops with other institutions and stakeholders 5. Develop and publish guidelines for the stakeholders on the importance of weight and dimension controls</p>	<p>A. Supply Contract (activity 1) B. Service Contract (activities 2-5)</p>	<p>11.600,000 €</p>	<p>Successful implementation of the tendering Procedures and conclusion of the contracts Smooth implementation of the contracts</p>

**Pre condition: Land acquisition by MoT**

