

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## Executive Summary

The objective of this measure was to implement the access restriction for private cars in a central area of the town, by the installation of barriers in three main access, in order to reduce pollutant emissions' level and the traffic flow.

Before starting this actions the Municipality of Craiova decide to realize several studies regarding the mobility in the centre of the town. So all the mobility modes were analysed and several problems arose:

1. The necessity to revitalize the historical centre by the institution of a large pedestrian zone, starting from the two already existing pedestrian roads.
2. The needs to find solutions for vehicular traffic crossing the town along the axis North South, because of the insufficient road capacity and the presence of several intersections.
3. The needs for a new infrastructure along the axis East West;
4. The large numbers of car parked along the streets that reduced the vehicle flow.

Moreover the situation of the public transport grid was analysed; the current situation seemed to be reliable and good enough to feed the Centre of the town.

So several actions were defined and put in place; firs of all it was decided to start the institution of a pedestrian zone, enlarging the area around the two streets already closed.

An experimentation was started just at the beginning of Modern Project, with very good results. So the Municipality decided to install physical barriers to preserve the pedestrian area; several types of barriers appropriate for access restriction in the city centre were analysed, so as several barriers providers.

The solution adopted by Municipality was to restrict the access in city centre by bollards. During experimentation phase the Municipality used protective fences to mark the restricted area and replaced them with bollards in three places in city centre.

These three places were chosen taking into account the future action of the Municipality to extend pedestrian area throughout the whole historic centre of Craiova.

These bollards are operated by Community Police agents using devices as remote control. The bollards have to be considered an innovative technology for Craiova because they protect the central area and in the same time, allow the access of residents, emergency cars and special services cars. This technology has not been implemented so far in Craiova.

After the studies and the definition of the above mentioned process the Municipality decide to solve the two main problems affecting the traffic flow through the centre of the town, starting the erection of a new bridge East – West and a tunnel North South, just to avoid traffic downtown. These two interventions were completed by the realization of a large underground park. Moreover the Municipality decided to start an important project of building rehabilitation within the area that should be and shall be car free in the future.

The construction of the two passages in Craiova affected the final implementation of the measure. The works in progress did not allow the closure of the streets around the future pedestrian zone because these interventions should have caused the impossibility to cross the town itself

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

So the implementation of the measure was reduced to the weekend experimentation done at beginning of Modern project and to a few months in between the bollards installation and the start of the erection works.

Because of the impossibility of a full implementation of the measure it was impossible to perform a good evaluation.

In any case it must be said that:

1. The study performed during Modern Project put in evidence to the Municipality the new infrastructure need;
2. The new infrastructures are going to solve huge problems in the town so to avoid heavy and parasitic traffic to cross the central area of the town;
3. The experimentation phase showed the advantages of a new pedestrian zone in the Centre of the town;
4. The experimentations itself showed the high potential of the area, so to induce Craiova Municipality to define and to apply to European commission for a huge rehabilitation plan in the same area.

So, even if the results of this measure considered as itself seem to be v poor it is possible to say that Modern and this measure were in any case very important for Craiova development.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## A. Introduction

### A1 Objectives

The measure objectives are:

(A) High level / longer term:

- To reduce congestion and emissions due to private cars

(B) Strategic level:

- To reduce the emissions and congestion in the central area

(C) Measure level:

- Implement the access restriction by installation of barriers on 3 main access streets in the downtown which lead to reducing of emissions' level by 10% and the traffic flow by at least 60%.
- Improve the configuration of the public transport service and network to serve the new access restricted area.

### A2 Description

Craiova as many other cities faces issues such as high pollution levels, noise, and traffic congestion especially in the central area.

The objective of the measure was to implement the access restriction for private cars, by installation of bollards on three main access streets in the downtown, in order to reduce the emissions level and the traffic flow in this area.

The Municipality of Craiova anticipated the CIVITAS measure and closed the central zone of the city centre, at the night and on week-ends. This initiative is a part of a larger project through which the Municipality want to close gradually the city centre, including the historical zone of the city to create a pedestrian clean zone.

Restricting access in the central area, during the week-end and night was achieved by 2 decisions of the Municipality. The Municipality decided to implement the restriction policies gradually, so that people get used and easy accept these changes.

In this regard two Decisions of the Mayor have been issued. In the first decision, the traffic was forbidden during the weekend and night(in the range 22:00-6:00). In the second decision this night range was extended between 20:00 and 6:00. In January 2009, protective fences were installed to mark the restricted area during the week-end and night (Fig. A2.1 and A2.2). This restriction has been maintained till July 2011 when the construction of a overpass placed near to central area started.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02



**Fig. A2.1 – Restricted area**



**Fig A2.2 – Restricted area**

The municipality analysed various types of barriers appropriate for access restriction in the city centre, barriers providers and main features of the barriers. The solution adopted by Municipality was to close the city centre by bollards. Following the Romanian procurement procedure, the bollards were purchased and installed on 3 places, on three main access streets in the city centre.

In the pictures below (Fig. A2.3), the bollards are identified as black circles, the laboratory which record the environmental data is identified as red squar and the central area proposed for 24/24 restriction is covered by gridlines in brown color.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number:

03.02



Figure A2.3 – Bollards location

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## B Measure implementation

### B1 Innovative aspects

The innovative aspects of the measure are:

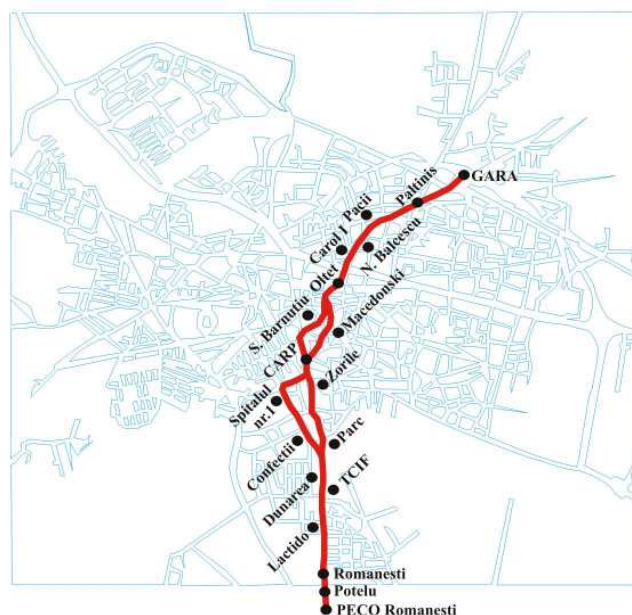
**Use of New Technology, Craiova** – This is the first time Craiova Municipality has introduced bollards, instead of the usual barriers.

**New policy instrument** – Thanks to the implementation of the access restriction scheme, the city is aiming at optimizing both private and public traffic flows. This would allow offering a better bus service and increasing the development of social and cultural activities in the restricted area.

### B2 Research and Technology Development

- **Analyzing of passengers movements around the city center**

Following this analysis, it was concluded that in Craiova city center the traffic is crowded because there are not enough roads which cross the city from North to the South. There were analyzed the buses stations placed in key points close to city center and the conclusion was that the public transport network was designed in order to ensure the access in the city center in a short time by walk. The downtown is surrounded by several bus and tram stations which and can be reached in 2 - 10 minutes from any direction. In the figure below (Fig. B2.1) is shown the Line 1b that cross the city center. The station “Oltet” is placed in the city center. In the figure B2.2 is shown the line 1R that surrounding the city center.



FigureB2.1- Line 1b



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number:

03.02

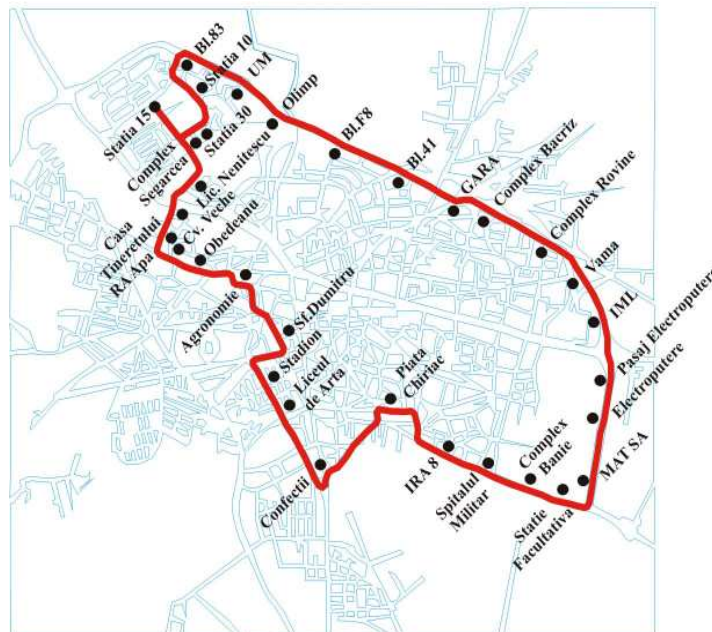


Figure B2.2 – Line 1R

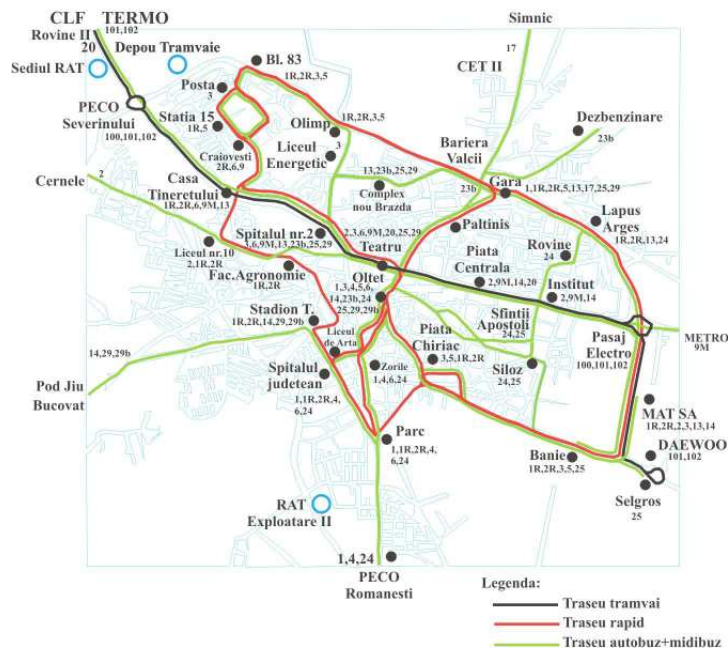


Figure B2.3- buses and trams network

Analyzing of passengers movements on public transport network has shown significant passengers flows in the direction of EV (Titulescu Boulevard - Route Bucharest) especially around the center, the arteries leading into the industrial area Electroputere - Ford and the Way Severin western industrial zone. These streams have values between 4'000 and 8'000 passengers per hour and direction.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Significant passenger flows appear in the New Craiova district, from 4'000 to 6'000 passengers per hour and direction.

NS direction, boulevard Carol I, Oltet Park Romanescu flows occur from 2000 to 3000 passengers per hour and so on and on Dacia Boulevard, the section Station - Passage Electroputere flows over 3000 passengers / hour effective. Be mentioned also the emergence of important flows of passengers in the Street. H. Coanda, direction N - S, for 2000 to 4000 passengers per hour. This suggests the opening of new roads, which make a direct link between Bd Dacia Str. Caracal.

- **Analysis of traffic studies, intersections, signs and parking places.**

The activity was focussed on the current status of the downtown area and forecast of urban areas development.

E79 road is a part of the International E-road network. It begins in Oradea, Romania and ends in Thessaloniki, Greece, also running through Bulgaria. The road is 1,050 km long. The road follows the route Oradea – Beiuş – Deva – Petroşani – Târgu Jiu – Craiova – Calafat – Vidin – Vratsa – Botevgrad – Sofia – Pernik - Blagoevgrad – Kulata/Promachonas (Bulgaria-Greece border crossing) - Serres – Thessaloniki So because of this cross road intersection Craiova is transited by a very large number of transport trucks.

The traffic study shown that many intersections in Craiova are new or reconditioned. Many of the old intersections were modified so that now instead of priority intersection or a traffic light, there are gyratory intersection and now the traffic is more fluent.

Also, the study found that the Municipality manages some projects for the urban development plan of Craiova. Some of the projects are ongoing projects and some of them are finished.

The map of current parking places of Craiova has been analysed. The conclusion was Craiova city is in continuing development and there are about 200 motor vehicles per 1000 citizens. The demand for parking places is very high and the infrastructure of Craiova cannot support an additional number of cars. Because of this problem Craiova needs a lot of parking places for the 298'928 citizens that inhabit the town. Many cars are parked on the left and right side of the street. So the need for additional parking places is required.

The access restriction zone in Craiova was studied (highlighted in brown colour in the Fig. B2.4)



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

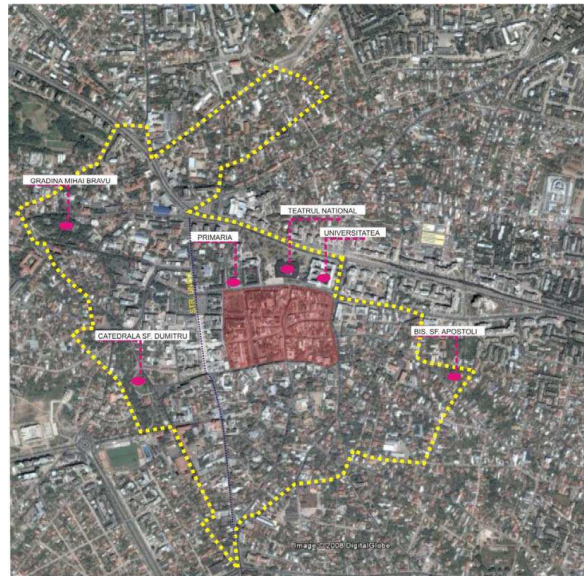


Figure B2.4 – Access restricted zone

Planning required for pedestrian streets:

- Lipscani Street;
- Romania Muncitoare Street;
- Oltet Street;
- Traian Demetrescu Street;
- Fratii Buzesti Street;
- Nicolae Aman Street;
- Nicolaescu Plopsor Street;
- Recommended planning for urban market on the intersections of the streets: o Fratii Buzesti, Lipscani, Romania Muncitoare, Oltet, Romain Rolland si Traian Demetrescu
- Theodor Aman si Lipscani
- Around the Saint Ilie Church

The RTD task concluded with the selection of the appropriate barriers for closure of some access streets in the downtown, and main features of the barriers. The best option of barriers was bollards for closing the central area( Fig B2.5)

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

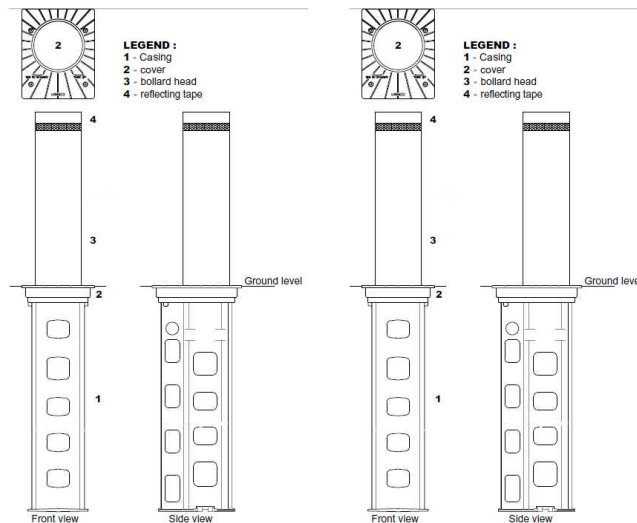


Figure B2.5 – Barrier option

### B3 Situation before CIVITAS

In the city of Craiova, Dolj county residence, living about 300.000 people and there are a number of at least 100.000 registered vehicles throughout the entire city, more than 50% being passenger cars.

The central area of Craiova was a very crowded place and the pollutants emissions were often exceeding the limits. The missing of urban secondary large roads makes to cross the city centre the majority of routes in the city leading to air pollution and crowding of the central area.

In 2008, before MODERN project, all streets in central area were available for cars.

Thus, in order to reduce pollution and to save part of the historical centre for pedestrian the Municipality, inside Modern Project commissioned a traffic study of the historical centre; he study was conducted by the Department of Motor Vehicles and Road Transport of the Faculty of Mechanical Engineering – University of Craiova.

The main results of the study was that about 1,700 cars were measured transiting daily the area of the historic centre. Several problems were found:

- the inner streets of the historical centre supported especially local transit traffic at the central level, which generates traffic junctions with main arteries having negative traffic main fluency;
- in the central area there are many public institutions, schools, culture, promenade areas, this actually generate an important flux of visitors;
- the road circulation generates chemical pollution and noise;
- the vibrations resulting in road circulation system affects the old heritage buildings - the existence of traffic congestion;
- the existence of the geometric configuration in some intersections does not compete to a road traffic safety in the area of the historical centre.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

With the aid of CIVITAS measure, the Municipality wanted to create a clean area, available for walk to city residents and set up the basis for future actions to rehabilitate the old city centre.

Through this initiative, Municipality decided to pursue the model of many European cities that are concerned by protecting the central historical area in compliance with the principles of the EU Green Paper according to which cities must become spaces clean and high quality of life.

## **B4 Actual implementation of the measure**

### **Stage 1: Planning and design of the measure**

In order to determine how the measure will be applied and integrated into the development strategy of city we had several discussions and meetings with the technical team from Craiova and politicians from the Municipality.

The activity resulted in an analysis of passengers movements around the city center , described in detail within RTD activity.

### **Stage 2: Traffic and passengers flow study, intersections, sign and parking places**

The activity resulted in an WD described in detail within RTD activity.

Town maps and documents related to the development strategy of the city were analyzed in order to define the central restricted area where vehicles access are allowed only on the basis of one special access schemes which will be developed under the CIVITAS measure 07.03

The WD consisted in:

- Current status, signs and intersections.
- Forecast of development urban areas.
- Design of the new restricted area

### **Stage 3: Implementation of the new PT network**

The public transport network was analysed and the conclusion was the bus and tram stations, surrounding the city centre, are placed so that ensure the access in the city center in a short time, by walk. The stations surrounding city centre serve six bus routes and tram line, linking eastern and western districts of the city. The urban structure of Craiova downtown is made up of narrow streets where the flow of vehicles takes place mostly in one direction. In this situation the stations for each of the two circulation senses were located on different streets, but very close. (In the figure B4.4 are shown the PT stations).

As a consequence, implementation of a new PT network has not been necessary.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number:

03.02

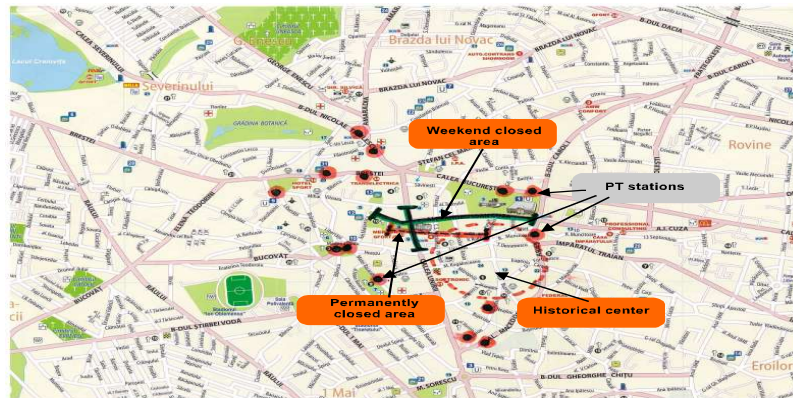


Figure B4.4 – PT stations location

#### Stage 4: Acquisition procedure and installation of bollards

In July 2011 started the acquisition procedure and the bollards contract was signed in October 2011. The bollards installation started in March 2012 and was completed in April 2012. In the pictures below are shown the 3 points where the bollards were installed (Fig B 4.5-B 4.7).



Figure B 4.5



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02



Figure B 4.6



Figure B 4.7

### Stage 5: Impact of project, noise and pollutant emissions

In the first phase of the measure, a study related to computational monitoring of the most important air pollutants produced in Craiova was carried out by Regional Environment Agency. The purpose of the study “report on quality administration of the environment in Craiova (for 2009) realised by the Regional Environment Agency was to investigate the evolution of the concentration for main air pollutants in Craiova city, during the period July 1st 2010-June 30th 2011.

The main air pollutants (NO<sub>2</sub>, SO<sub>2</sub>, CO and Pm<sub>10</sub>) were investigated.

Within the results there was the presentation of the impact of the implementation of several actions programmed by the Administration (several measures included the ones programmed by Modern); the most important ones were:

- Closing the historical centre for road traffic and revitalizing it;
- Developing green areas- “Craiova Green- making pedestrian esplanades;

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

- Completing of the two central passage (the underpass and the overpass);
- Construction of the underground parking;
- Implementing an efficient traffic routing and traffic lights system to provide functional links between the central roads and the other major roads of Craiova;
- Implementing roundabouts in order to eliminate increasing concentration of air pollutants;
- Improving public transport using bio fuels in Craiova bus fleet;
- Using electric vehicles;
- Carrying out desulphurization installations by the Craiova Energy Complex;
- Wetting the ash and slag deposits of Craiova Energy Complex in the dry season.

As already said, due to the important decision by Craiova Municipality the full implementation of pedestrian zone was not possible during Modern Deployment.

This will be done in a short period, after the completion of the underground passage, the overpass being completed and in operation since autumn 2012 and even if several works will be done starting spring 2013 related to Downtown rehabilitation.

On the specific MODERN objectives:

- The bollards have been acquired and installed;
- The access restrictions were implemented only on weekends and during the nights, while no restriction has been active during the week working days. This because the late acquisition and installation of the bollards conflicted with the need of opening the restricted area to traffic due to the underground passage construction.

Given the fact that the full implementation of the measure was not achieved, it was not possible to carry out the full evaluation process.

## **B5 Inter-relationships with other measures**

The measure is related to other measures as follows:

**Measure 07.03-** Access restriction policies in Craiova is complementary to measure M07.03 (Policy option for freight distribution schemes in Craiova) since the measure involves limitation of car access in the center to create a walking area for citizen and have lower emissions. The demonstration area almost the same for both measures.

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Measure title: Access restriction policies in Craiova

City: Craiova Project: MODERN Measure number: 03.02

## C Impact Evaluation Findings

### C1 Measurement methodology

#### C1.1 Impacts and Indicators

Table C1.1: Indicators.

No.	Impact	Indicator	Data used	Comments
5-7	Environment	CO level, NO <sub>x</sub> , NO <sub>2</sub> , SO <sub>2</sub> , level Particulate(PM10) level	NO <sub>2</sub> , NO <sub>x</sub> , SO <sub>2</sub> and PM10 concentration and CO level	Data provided by Environment Protection Agency are not relevant because of impossibility to implement the measure
13-14	Society	Acceptance Level	Index(%), qualitative	Surveys on PT users, drivers and citizen that live in central area
		Awareness Level	Index(%), qualitative	Surveys on PT users, drivers and citizen that live in central area
21-22	Transport	Traffic flow by vehicle type - peak	No. of vehicles/hour in peak	No. of vehicles in central area in peak hours could not be assessed because of impossibility to implement the measure
		Traffic flow by vehicle type - off peak	No. of vehicles/hour in off-peak	No. of vehicles in central area in off-peak hours could not be assessed because of impossibility to implement the measure

The environmental and transport indicators were cancelled because they cannot be taken into consideration since the access restriction in the city centre has not been implemented.

The only data that could be taken into consideration are the ex-ante data related to awareness and acceptance by residents and drivers passing through the city centre.

Taking into consideration a population of maximum 30'000 people (drivers and residents), a sample of 80 people has been considered. The questionnaires were disseminated face-to-face, during the dissemination actions organized in the city centre.

The questionnaires were structured in 2 sections:

- General information about citizens (job, age, gender, education level, contact data)
- Questions referring to the measure split by indicator type:

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

### Awareness level

The most important questions have been the following:

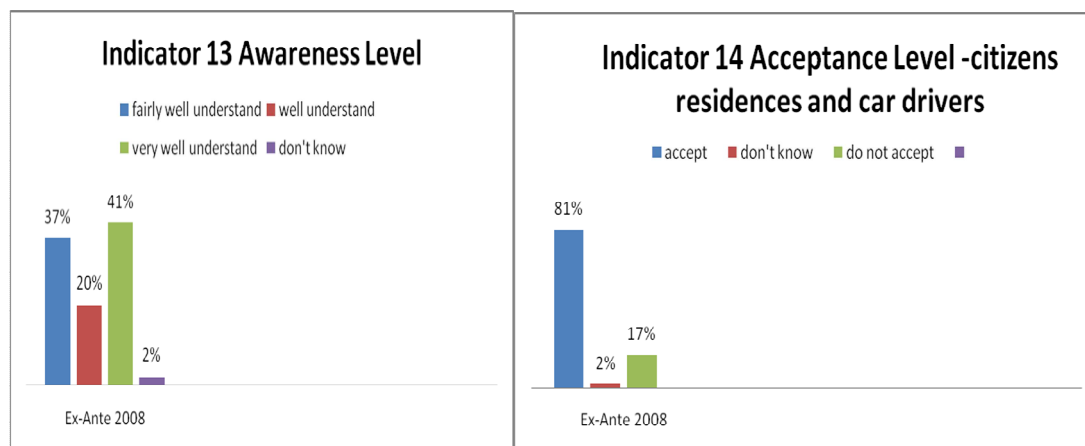
- Have you heard about the measure?(Y/N)
- Do you understand the aim of the project and the potential benefits and not benefits of the measures? (scale 1-3)

### Acceptance level

The most important question has been the following:

- Willingness to implement the measure (Y/N)

Indicator	Ex-Ante 2008
Awareness Level	37%
	20%
	41%
	2%
Acceptance Level	81%
	2%
	17%



### C3 Achievement of quantifiable targets and objectives

No.	Target	Rating
1	To reduce the emissions level in central area with 10 %	NA = Not Assessed
2	To reduce the traffic flow by 60% in the central area	NA = Not Assessed

NA = Not Assessed    O = Not Achieved    \* = Substantially achieved (at least 50%)    \*\* = Achieved in full    \*\*\* = Exceeded

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## **C5 Appraisal of evaluation approach**

As a complementary project of MODERN, the municipality initiated a Project for the Rehabilitation of the Historical Centre.

In order to decrease the traffic effects generated for closing the Historical centre, there were elaborated a series of priority projects that try to take measures for fluidization of traffic in the central area of the city:

- Building an overpass at the km 0 junction of Craiova city, for taking over the automobile traffic on route E70; This Project is the object of a financing contract between the Municipality and the Regional Development and Tourism Ministry, for the Regional Operational Program, the financing contract being signed on 09.11.2010. This project has been ended on 27.07.2012 through the reception of the work done.
- Building an underpass, in the adjacent area of the historical Centre on the Eastern side. This project is the object of a financing contract between the Municipality and the Regional Development and Tourism Ministry, for the Regional Operational Program (ROP), the financing contract being signed on 09.09.2011. This project is still in the implementing stage, respectively in the phase of work execution, the work being ended in September 2013.
- The building an underground parking in the adjacent area of the historical Centre, on the Northern side. This project was submitted for evaluation on 08.02.2012 at the South West Regional Development Agency, the Implementation Body for ROP in order of financing in the Regional Operational Program. 40% of the parking spaces have electrical outlets for charging the batteries of electric cars being equipped and 2 stations for quick loading. Recipients of electric cars will benefit from facilities or even free for the use of parking places, it is cheering buying environmentally friendly means of transport which will lead to the reduction of atmospheric pollution.

All this issues highlight the fact that the measure 03.02. of Project MODERN referring to closing the historical centre could not be put into force without starting of some support projects that help the implementation of this measure.

This being said, Craiova City Hall has analysed and started all these complementary projects for closing the historical centre in order to decrease the consequences and the traffic effects by taking this measures. All of this steps were done sequentially, so by going through all the steps naturally, without which the measure 03.02 could not prove its effectiveness and sustainability.

The construction of the two passages has not made possible the implementation of the measure and consequently, the ex-post data collection was cancelled.

The indicators chosen at the beginning to evaluate the measure were related to environment, transport and society, namely: emission level in restricted area, traffic flow in restricted area, awareness and acceptance by residences and drivers passing through the city centre. The environmental indicators were cancelled because they cannot be taken into consideration since the access restriction in the city centre has not been implemented.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

### **C7 Future activities relating to the measure**

As previously described only the barriers installation was the reached objective of this measure, even if within a short period (after the completion of the under pass) the measure will be fully implemented, and it will became a pillar on the Centre rehabilitation process decided by Craiova Municipality.

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Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## D Process Evaluation Findings

### D.0 Focused measure

X	0	No focussed measure
	1	Most important reason
	2	Second most important reason
	3	Third most important reason

### D.1 Deviations from the original plan

The deviations from the original plan comprised:

**Deviation 1:** Change the task: Installation of the signs and setting of minibuses stations

The original measure description included setting of some minibuses stations to support citizens arriving or departing from the central area. Since the public transport network already have stations around the centre, the development of new stations for minibuses was not justified. So, it has been made a reassessment of current transport network and stations around central area were revised in order to ensure easy access in restricted central area. The budget of the measure decreased according to the tasks shifting resources to measures M02.04, M08.02 and M05.05

**Deviation 2:** Cancellation of access restriction implementation during weekdays

Craiova Local Council approved a socio-economical development strategy on the medium and long term, in which, four strategic priority objectives were identified for the development of Craiova Municipality. Among them stands the strategic objective no. 5.4.: Urban Regeneration in Craiova Municipality aimed at preserving the architectural style of the Historical City, closing the traffic and setting compact pedestrian areas, creating a network of underground pipelines and communication cables, installing architectural lighting poles to correspond to the architecture of the area.

Within this objective, a number of projects have been identified aimed at designing a new administrative Centre of the city, aimed at decongesting the existing influx of vehicles to the premises of the public authorities and private institutions, looking for solutions to eliminate the transit traffic and to exteriorize the road arteries from the central area which attract heavy traffic.

Of these projects, by far, the project “Rehabilitation of the historical centre of Craiova” is a remarkable one. Thus, in 2008 a first step for developing a Urban Area Plan, for a pilot area, identified in the Historical centre of Craiova, started, aiming at both closing the well defined pilot areas and, more than that, at rehabilitating and modernizing the centre.

The idea of this project was born from the need of realizing the objectives of measure of 03.02 within the Project MODERN and, on the other hand, the need to implement the local development strategic objective regarding the urban regeneration measures in the central area of the town. The Project for the Rehabilitation of the Historical centre in some sense is a consequence of the analysis carried out within the MODERN project.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

In this context, the project of revitalization of the historical centre represented the priority no. 1 of Craiova Municipality, a project that took shape in preparation of all necessary documentation for its implementation, was submitted for evaluation to the South West Regional Development Agency, the Implementation Body for ROP on 28.09.2011, by signing the financing contract on 15.06.2012, which we attach to this document.

In addition to architectural and touristic objectives, the project "Rehabilitation and revitalization of the historical centre of Craiova" aims to improve the urban infrastructure through the rehabilitation of streets and sidewalks and turning them into pedestrian esplanades, rehabilitation of the urban infrastructure by creating new green places and replacing the urban furniture and building water fountains.

All these activities which are going to be undertaken under the above mentioned project are complementary to the measures implemented by Craiova Municipality within the Modern project.

At this moment, the public acquisition procedure is undergoing in order to assign the work execution contract for rehabilitation of historical centre, and the offers, submitted by all the economic operators interested in this project, will be opened on 12 December 2012.

So, it is expected that till the end of the Modern project this contract will be assigned and to proceed accordingly to close the Historical Centre for good and to start the work for achieving the contract.

According to the signed contract, the works of underpass will be finalized in November 2013. So, in the short period between February and May (when the overpass part of the underground passage which will be opened to traffic is ready) other measures of deviation of traffic in central area will be analyzed and undertaken in order not to jam the traffic.

At the beginning of the project for the revitalization of the Historical Centre the possibility of creating severe traffic problems was taken into consideration in the centre area of the city because of closing the traffic in the pilot area situated in the historical centre, having an area of 23.230 square meters, containing a large number of administrative public and private institutions, and a great number of citizens residing in the pilot area.

As a complementary project of MODERN, the municipality initiated a Project for the Rehabilitation of the Historical Centre. In order to decrease the traffic effects generated for closing the Historical centre, a series of priority projects that try to take measures for the traffic decongestion in the central area of the city were elaborated:

- The Building of an uneven passage over ground at the km 0 junction of Craiova city, for taking over the automobile traffic on route E70; This Project is the object of a financing contract between the Municipality and the Regional Development and Tourism Ministry, for the Regional Operational Program, the financing contract being signed on 09.11.2010, that we are attaching at this document (see Annex 3). This project has been ended on 27.07.2012 through the reception of the work done.
- The building of an uneven passage underground, in the adjacent area of the historical Centre on the Eastern side. This project is the object of a financing contract between the Municipality and the Regional Development and Tourism Ministry, for the Regional Operational Program, the financing contract being signed on 09.09.2011, that we are attaching to the present document. We need to specify that this project is still in the implementing stage, respectively in the phase of work execution, the work being ended in September 2013.



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

- The building of an underground parking in the adjacent area of the historical centre, on the Northern side. We mention that this project was submitted for evaluation on 08.02.2012 at the South West Regional Development Agency, the Implementation Body for ROP in order of financing in the Regional Operational Program. 40% of the parking spaces have electrical outlets for charging the batteries of electric cars being equipped and 2 stations for quick loading. Recipients of electric cars will benefit from facilities or even free for the use of parking places, it is cheering buying environmentally friendly means of transport which will lead to the reduction of atmospheric pollution.

All these issues highlight the fact that the measure 03.02. of Project MODERN referring to closing the historical centre could not be put into force without starting some support projects that help the implementation of this measure.

This being said, Craiova City Hall has analyzed and started all these complementary projects for closing the historical centre in order to decrease the consequences and the traffic effects by taking these measures.

All of these steps were done sequentially, so by going through all the steps naturally, without which this measure could not prove its effectiveness and sustainability.

The national procedure of signing the contracts for the European projects led to delays in implementation of them and this resulted in the impossibility to correlate the construction of the 2 passages and the project of Historical Centre with the implementation of this MODERN measure.

## **D.2 Barriers and drivers**

### **D.2.1 Barriers**

#### **Preparation phase**

- **Cultural** – In the city centre there are many institutions that don't agree restriction in the city centre. They don't agree to leave the cars so far from their institution area
- **Financial** – Due to the high cost of infrastructure foreseen for minibuses stations the measure required some changes

#### **Implementation phase**

- **Institutional** – Due to Local Council decision to build an under-pass close to Restricted Area the establishment of the barriers placement was delayed
- **Planning** – Due to the necessity to find a new solution to substitute the PT network reconfiguration, additional planning activities were required that induced a delay in implementation
- **Financial** - The budget for the protection of the city central area with barriers was transferred to the Municipality and this action took a time and followed an administrative procedure which produced a slight delay in the measure implementation.

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

- **Political / strategic** – Legal and administrative issues (legal right to administrate the barriers and the work related to the barriers' installation in the city) which required changes in the budget allocation.

#### **Operation phase**

- **Organizational** – The Municipality started to build two passages on the main axis of the city, close to the access restricted area. The works on the overpass caused temporary changes in the traffic regulations in the downtown area declared restricted area to vehicles. For this reason ex-post data for evaluation could not be collected.

#### **D.2.2 Drivers**

##### **Preparation phase**

- **Cultural** – The citizens living in the central area and not only were very enthusiastic because they can have a clean area to walk and make shopping. In this way the central and historic area of Craiova will be protected

##### **Implementation phase**

- **Institutional** – The Municipality has issued a regulation that does not allow the vehicle traffic during the night

##### **Operation phase**

- **Institutional** – Integrating the budget to install barriers in the financial structure of the municipality and accelerate its approval process.
- **Cultural** – The Municipality initiative to protect the historic area of the city within a large project for the rehabilitation of the heritage buildings and by construction of pedestrian esplanades.
- **Financial** - Availability of the necessary funds for rehabilitation of the historical centre which includes the city centre restricted to the vehicles traffic through MODERN project.

#### **D.2.3 Activities**

##### **Preparation phase**

- **Cultural** – Promoting Craiova as a European old capital. MODERN team organized face to face interviews with central institutions and tried to explain the benefits of measure implementation.
- **Financial** – The implementation team find solution to stay in the foreseen budget.
- **Involvement, communication** - Measure leader together dissemination leader organized face-to-face interviews brought together key stakeholders to discuss the sustainability problems to be solved (sharing different viewpoints).

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

### **Implementation phase**

- **Financial** – After appraising of different solutions, measure leader decided to use bollards. The number of bollards to be purchased depends on the effective building of under-pass
- **Organizational** - Speed up the acquisition process in order to recover the delay and to locate the bollards in the most important points.

### **Operation phase**

- **Problem related** – Elaboration of the traffic management plan during the overpass construction taking into account the current regime of the downtown as recreation and restricted vehicle access area.

## **D.3 Participation**

### **D.3.1. Measure Partners**

#### **Measure partner 1 – IPA –Leading role**

IPA SA is a 47 years old Romanian industrial R & D company and is the Romanian national institute for research and development, engineering in energy, automation and IT, with a large experience in European projects in technology transfer and in information dissemination. IPA was responsible for the dissemination activities and carrying out the research activity and technical studies in the MODERN project of Craiova. Since 2011 IPA took over the evaluation activity

#### **Measure partner 2 – RAT –Occasional participant**

Craiova Public Transport Company is the main public transport operator in the whole Oltenia region. RAT Craiova had no contribution in this measure

#### **Measure partner 3 – LCM - Principal participant**

The Local Council of Craiova Municipality (Primaria Municipiului Craiova) was organized and functions according to Law No. 215/2001 regarding Local Public Administration with the subsequent modification and completion. LCM was the coordinator of the project and since 2009 and assumed the responsibility for the management and administration activity in the MODERN project. Between 2009-2011, LCM made the evaluation activity. More than that, LCM was the coordinator of the measure “Access restriction policies in Craiova” and made decisions on closed streets in the demonstration area.

### **D.3.2 Stakeholders**

**Stakeholder 1 – South West Oltenia- Environment Agency** – providing data regarding the pollutant emissions in city centre and supported the University to elaborate the study referring to the impact of the measure on the city centre. The study is called: “Pollutant dispersion modeling”

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

- **Stakeholder 2 – Community Police** – Operating barriers with bollards around the pedestrian central area.
- **Stakeholder 3 – Retailers and shops owners in the central area** – They were surveyed on benefits or not benefits of the access restriction in central area .
- **Stakeholder 4 - Emergency, Police and Fireman Department** - They have to have obligatory access inside the central zone to intervene promptly if necessary.
- **Stakeholder 6- Katel Group Company-** Bollards barriers supplier that have a good experience in performing of public works related to traffic safety. Katel Group commercializes all types of traffic signs for permanent signalization, according to STAS 1848 / 1-86; 1848-4 / 1995, with ulterior modification; SR 1848-6 / 1977; SR EN 12368 / 2001; SR EN 60598 / 1 / 2001

#### **D.4 Recommendations**

##### **D.4.1 Recommendations: measure replication**

Not applicable

##### **D.4.2 Recommendations: process (related to barrier-, driver- and action fields)**

To analyze the long term urban development strategy in order to know what are the plans of the Municipality , to avoid the difficulties related to measures implementation

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## Annex 1- Questionnaire

### Instructions

This survey is part of the FP7 MODERN project (Mobility, Development and Energy Reduction) and aims to collect experiences in your travels downtown.

The main objective of the measure is to obtain a central area less polluted and crowded. The measure aims to restrict access in downtown

Your answers will be treated confidentially. Thank you for your participation!

### Ex-ante questionnaire

Measure 03.02 – Access restrictions policies in Craiova

65%

35%

1. Gender: F  M

2. Age:

Up to 15	15-24	25-45	45-54	55-65	over 65
1%	10%	32%	20%	20%	17%

3. Background (the last education institution graduated):

faculty	secondary school	primary school
42%	57%	1%

4. Labor market status:

employed	unemployed
67%	33%

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

5. You are:

<input type="checkbox"/> 62%	citizen passing through or living in the city center
<input type="checkbox"/> 38%	Car owner that passing through city center

Awareness level

6. Do you know the MODERN project and the measure?

1%                       99%   
yes    no

7. How important are the following sources of information concerning to access restriction in downtown?

70 %- very important –Media

20% - very important - Local Council

5% - very important - colleagues

5 % - very important- forums or internet

	un- importan t	Rather un- important	Rather important	Very importan t	I don't know	un- important
Local Council	<input type="checkbox"/> _1	<input type="checkbox"/> _2	<input type="checkbox"/> _3	<input type="checkbox"/> _4	<input type="checkbox"/> _5	<input type="checkbox"/> _6
Media	<input type="checkbox"/> _1	<input type="checkbox"/> _2	<input type="checkbox"/> _3	<input type="checkbox"/> _4	<input type="checkbox"/> _5	<input type="checkbox"/> _6
Colleagues/acquaintances	<input type="checkbox"/> _1	<input type="checkbox"/> _2	<input type="checkbox"/> _3	<input type="checkbox"/> _4	<input type="checkbox"/> _5	<input type="checkbox"/> _6
Forums or similar on the internet	<input type="checkbox"/> _1	<input type="checkbox"/> _2	<input type="checkbox"/> _3	<input type="checkbox"/> _4	<input type="checkbox"/> _5	<input type="checkbox"/> _6
Other, please specify below:	<input type="checkbox"/> _1	<input type="checkbox"/> _2	<input type="checkbox"/> _3	<input type="checkbox"/> _4	<input type="checkbox"/> _5	<input type="checkbox"/> _6



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

8. Do you understand the aim of the measure and its potential benefit?

fairly understand	well understand	very well understand	Don't know
37%	20%	41%	2%

Acceptance level

9. What is your opinion about access restriction in downtown to get a cleaner central area for recreational activities

Less good	good	Very good	Don't know
20%	20%	58%	2%

10. Willingness to implement the measure:

Accept	Do not accept	Don't know
81%	17%	2%

11. Which is the first reason for that you want to implement the measure?

96 % - Willingness to have a cleaner central area

4% - Environment concerning

(For people that accept the implementation of the measure)

12. Have you ever filled questionnaires for the project -MODERN?

<input type="checkbox"/> <sub>1</sub>	Yes
<input type="checkbox"/> <sub>2</sub>	No 100%

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## Annex 2 – Historical centre revitalization



MUNICIPIUL CRAIOVA  
PRIMĂRIA MUNICIPIULUI CRAIOVA  
Str. A.I. Cuza, Nr. 7  
Craiova, 200585  
consiliulocal@primariacraiova.ro  
www.primariacraiova.ro



DIRECȚIA ELABORARE SI IMPLEMENTARE PROIECTE  
Serviciul Proiecte si Programe de Dezvoltare

Nr. 141863/28.09.2011

Agenția pentru Dezvoltare  
Regională Sud-Vest Oltenia  
Nr. 141863  
Ziua 28. Luna 09. Anul 2011  
Semnătura.....

Catre,  
Agentia de Dezvoltare Regionala Sud-Vest Oltenia

*In atentia doamnei Director Marilena Bogheanu*

Prin prezenta va inaintam Cererea de finantare pentru proiectul „Amenajare si Revitalizare Centrul Istoric al Municipiului Craiova” in vederea solicitarii finantarii nerambursabile in cadrul Programului Operational Regional, Axa prioritara 1- Sprijinirea dezvoltarii durabile a oraselor – Poli urbani de crestere, Domeniul de interventie 1.1 – Planuri integrate de dezvoltare urbana, Sub-domeniu –Poli de crestere.

Ec. Antonie Solomon



A

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

MUNICIPIUL CRAIOVA  
PRIMARIA MUNICIPIULUI CRAIOVA  
DIRECTIA ELABORARE SI IMPLEMENTARE PROIECTE  
SERVICIUL PROIECTE PROGRAME DE DEZVOLTARE  
Nr. 7969/31.05.2012

Către  
SERVICIUL ACHIZITII PENTRU OBIECTIVE DE  
INTERES PUBLIC

Prin prezenta va transmitem alaturat documentatia necesara pentru contractarea serviciilor de lucrari in cadrul proiectului avind ca obiectiv „Amenajare si revitalizare Centrul Istoric al Municipiului Craiova”:

- FP 31-01,v5, nr.32682/11.04.2012 ✓
- Fila Buget local ✓
- Devizul general ✓
- Graficul de achizitii aferent cererii de finantare ✓
- Bugetul proiectului ✓
- HCL nr.471/2010 pentru aprobarea cerere finantare ✓
- HCL nr.346/2011 modificare HCL 471/2010 aprobare cerere finantare ✓
- Autorizatia de construire nr. 1457/29.12.2011 ✓
- Documentatia tehnica: caiet de sarcini, Proiect tehnic nr. 12369/2010 elaborat de S.C. PROIECT S.A. :
  - Volumul 1 - Memoriu general si memorii tehnice pe specialitati(piese scrise) ✓
  - Volumul 2 - Caiete de sarcini pe specialitati ( piese scrise) ✓
  - Volumul 3 - Liste cantitati de lucrari (piese scrise) ✓
  - Volumul 4 - Programul de urmarire si control ✓
  - Volumul 5 - Organizare de santier ✓
  - Volumul 6 - Piese desenate arhitectura si curenti slabi ✓
  - Volumul 7 - Piese desenate rezistenta, instalatii, drumuri-strazi ✓
- documentatia tehnica in format digital (DVD)

Din comisia de licitatie va face parte d-na Floarea Cojan si dl. Gabriel Margineanu.

Director executiv  
Dorina Predus

Sef Serviciu  
Cristiana Ghiatalau

Intocmit  
Insp. Laura Congu

01.06.2012  
SAP 12 / 01-06-2012

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

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**CONTRACT DE FINANTARE**

NR. 3185

**BENEFICIAR: UAT MUNICIPIUL CRAIOVA**



000001

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Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

Cod SMIS 38624

#### CONTRACT DE FINANȚARE

prin Programul Operațional Regional 2007-2013

Axa prioritară 1 „Sprijinirea dezvoltării durabile a orașelor - poli urbani de creștere”

Domeniul major de intervenție 1.1 „Planuri integrate de dezvoltare urbană”

Nr<sup>1</sup> ..... / .....

#### Preambul

#### Părțile:

Ministerul Dezvoltării Regionale și Turismului, cu sediul în București, strada Apolodor nr.17, Latura Nord, sector 5, Tel. 037 211 14 09, fax. 037 211 15 13, cod de înregistrare fiscală 26369185, reprezentat legal de dl. Eduard Hellvig, având funcția de Ministru, în calitate de Autoritate de Management pentru Programul Operațional Regional 2007-2013, denumit în cele ce urmează **AM POR**

prin Agenția pentru Dezvoltare Regională Sud-Vest Oltenia, cu sediul în Craiova, strada Aleea Teatrului nr.2A, județul Dolj, cod poștal 200402 Tel./ fax 040-251-411869/040-251-412780, cod de înregistrare fiscală 11642243, reprezentată legal de d-na Marilena Bogheanu, având funcția de Director, în calitate de Organism Intermediar pentru Programul Operațional Regional 2007-2013, denumită în cele ce urmează **OI**, care semnează în numele și pentru Ministerul Dezvoltării Regionale și Turismului, pe de o parte

și

Unitatea Administrativ-Teritorială Municipiul Craiova, având sediul în str. A.I.Cuza, nr.7, localitatea Craiova, județul Dolj, cod poștal 200585, România, cod de înregistrare fiscală 4417214, reprezentată legal de dl. Antonie Solomon, având funcția de Primar, identificat prin C.I seria DX nr. 673000, CNP 1551118163221.

în calitate de Beneficiar, pe de altă parte,

au convenit încheierea prezentului **Contract de finanțare** în următoarele condiții:

#### Interpretare

(1) În prezentul contract, cu excepția cazului când contextul cere altfel sau a unei prevederi contrare:

- a. Cuvintele care indică singularul includ și pluralul, iar cuvintele care indică pluralul includ și singularul;
- b. Cuvintele care indică un gen includ toate genurile;

<sup>1</sup> Numărul contractului de finanțare

000002



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013

Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere

Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană

Sub-domeniul: „Poli de Creștere ”

c. Cuvintele care indică persoane vor include persoane fizice și/sau juridice, după caz.

(2) Referințele la orice acte normative se consideră a face referire și la orice acte normative subsecvente prin care acestea sunt modificate.

#### ARTICOLUL 1 - OBIECTUL CONTRACTULUI

- (1) Obiectul acestui Contract îl reprezintă acordarea finanțării nerambursabile de către AM POR, pentru implementarea Proiectului nr.SV/1/1.1/PC/8/30.09.2011 cod SMIS 38624 intitulat: „AMENAJARE SI REVITALIZARE CENTRUL ISTORIC AL MUNICIPIULUI CRAIOVA”, denumit în continuare Proiect.
- (2) Beneficiarul își se va acorda finanțarea nerambursabilă în termenii și condițiile stabilite prin acordul de voință al părților, care este constituit din prezentul Contract de finanțare și anexele acestuia, pe care Beneficiarul declară că le cunoaște și le acceptă.
- (3) Cererea de finanțare depusă de Beneficiar, rezultată în urma verificărilor, modificărilor și completărilor efectuate pe parcursul procesului de evaluare și selecție, devine anexă la prezentul Contract, făcând parte integrantă din acesta.
- (4) Beneficiarul acceptă finanțarea nerambursabilă și se angajează să implementeze Proiectul pe propria răspundere, în conformitate cu prevederile cuprinse în prezentul Contract și cu legislația națională și comunitară în vigoare.

#### ARTICOLUL 2 - DURATA CONTRACTULUI ȘI PERIOADA DE IMPLEMENTARE A PROIECTULUI

- (1) Contractul intră în vigoare la data semnării lui de către ultima parte.
- (2) Contractul își păstrează valabilitatea 5 ani după expirarea perioadei de implementare a Proiectului așa cum este stabilită conform prevederilor prezentului articol.
- (3) Data începerii implementării Proiectului este ziua următoare intrării în vigoare a prezentului Contract.
- (4) Perioada de implementare a Proiectului este de 25 luni.

#### ARTICOLUL 3 - VALOAREA PROIECTULUI

Valoarea totală a Proiectului este de 76.079.005,88 lei/saptezecisaseamiloanesaptezecisinouamincincileisoptzecisioptbani din care:

- valoarea totală eligibilă este de 61.480.625,00 lei (finanțare nerambursabilă și contribuția Beneficiarului)
- valoare neeligibilă estimată inclusiv TVA aferentă acesteia, este de 0,00 lei
- valoarea TVA aferentă cheltuielilor eligibile este de 14.598.380,88 lei.

după cum urmează:

Valoarea totală a proiectului	Valoarea totală eligibilă a Proiectului, din care:	Valoarea eligibilă nerambursabilă din FEDR		Valoarea eligibilă nerambursabilă din bugetul național		Co-finanțarea eligibilă a Beneficiarului		Valoarea TVA aferente cheltuielilor eligibile	Valoarea ne-eligibilă inclusiv TVA aferentă acesteia
		(lei)	(%)	(lei)	(%)	(lei)	(%)		
1 = 2 + 9+10	2 = 3 + 5+7	3	4	5	6	7	8	9	10
76.079.005,88	61.480.625,00	49.399.682,19	80,35	10.851.330,31	17,65	1.229.612,50	2	14.598.380,88	0,00

000003



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## Annex 3- Overpass

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Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

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### CONTRACT DE FINANTARE

NR

1072

BENEFICIAR: UAT MUNICIPIUL CRAIOVA



000001

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Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere ”

Cod SMIS 24753

### CONTRACT DE FINANȚARE

prin Programul Operațional Regional 2007-2013

Axa prioritară 1 „Sprijinirea dezvoltării durabile a orașelor – poli urbani de creștere”

Domeniul major de intervenție 1.1 „Planuri integrate de dezvoltare urbană”

Nr./..... /.....

#### Preambul

#### Părțile:

**Ministerul Dezvoltării Regionale și Turismului**, cu sediul în București, strada Apolodor nr.17, Latura Nord, sector 5, Tel. 037 211 14 09, fax. 037 211 15 13, cod de înregistrare fiscală 26369185, reprezentat legal de Elena Gabriela UDREA , având funcția de Ministru, în calitate de **Autoritate de Management pentru Programul Operațional Regional 2007-2013** , denumit în cele ce urmează **AM POR**

#### prin

**Agencia pentru Dezvoltare Regională Sud-Vest Oltenia**, cu sediul în Craiova, str. Unirii, nr. 19, camera 86, Tel. 0040 251 411 869/ fax 0040 251 412 780, cod de înregistrare fiscală 11642243, reprezentată legal de doamna **Marilena Bogheanu**, având funcția de **Director**, în calitate de **Organism Intermediar pentru Programul Operațional Regional 2007-2013**, denumită în cele ce urmează **OI**, care semnează în numele și pentru Ministerul Dezvoltării Regionale și Turismului, pe de o parte

#### și

**Unitatea administrativ-teritorială Municipiul Craiova** având sediul în str. A.I. Cuza, nr. 7, Craiova, județul Dolj, cod poștal 200585 România, cod de înregistrare fiscală 4417214, reprezentată legal de dl Dinca Marinica având funcția de viceprimar, identificat prin C.I seria DX nr. 405002, CNP 1760804280791

în calitate de **Beneficiar**, pe de altă parte,



000002

<sup>1</sup> Numărul contractului de finanțare

Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

au convenit încheierea prezentului *Contract de finanțare* în următoarele condiții:

#### Interpretare

- (1) În prezentul contract, cu excepția cazului când contextul cere altfel sau a unei prevederi contrare:
  - a. Cuvintele care indică singularul includ și pluralul, iar cuvintele care indică pluralul includ și singularul;
  - b. Cuvintele care indică un gen includ toate genurile;
  - c. Cuvintele care indică persoane vor include persoane fizice și/sau juridice, după caz.
- (2) Referințele la orice acte normative se consideră a face referire și la orice acte normative subsecvente prin care acestea sunt modificate.

#### ARTICOLUL 1 – OBIECTUL CONTRACTULUI

- (1) Obiectul acestui Contract îl reprezintă acordarea finanțării nerambursabile de către AM POR, pentru implementarea Proiectului nr. SV/1/1.1/PC/1/30.07.2010, SMIS 24753 intitulat: „CONSTRUIREA UNUI PASAJ SUPRATERAN IN VEDEREA DESCONGESTIONARII TRAFICULUI RUTIER DIN ZONA METROPOLITANA CRAIOVA – REALIZARE PASAJ DENIVELAT SUPRATERAN PESTE INTERSECȚIA DE LA KM 0 AL MUNICIPIULUI CRAIOVA IN VEDEREA PRELUARII TRAFICULUI AUTO PE E70, RESPECTIV STR. CALEA BUCURESTI – BVD. NICOLAE TITULESCU” denumit în continuare Proiect.
- (2) Beneficiarului i se va acorda finanțarea nerambursabilă în termenii și condițiile stabilite prin acordul de voință al părților, care este constituit din prezentul Contract de finanțare și anexele acestuia, pe care Beneficiarul declară că le cunoaște și le acceptă.
- (3) Cererea de finanțare depusă de Beneficiar, rezultată în urma verificărilor, modificărilor și completărilor efectuate pe parcursul procesului de evaluare și selecție, devine anexă la prezentul Contract, făcând parte integrantă din acesta.
- (4) Beneficiarul acceptă finanțarea nerambursabilă și se angajează să implementeze Proiectul pe propria răspundere, în conformitate cu prevederile cuprinse în prezentul Contract și cu legislația națională și comunitară în vigoare.

#### ARTICOLUL 2 – DURATA CONTRACTULUI ȘI PERIOADA DE IMPLEMENTARE A PROIECTULUI

- (1) Contractul intră în vigoare la data semnării lui de către ultima parte.
- (2) Contractul își păstrează valabilitatea 5 ani după expirarea perioadei de implementare a Proiectului așa cum este stabilită conform prevederilor prezentului articol.
- (3) Data începerii implementării Proiectului este ziua următoare intrării în vigoare a prezentului Contract.
- (4) Perioada de implementare a Proiectului este de 28 luni.



000003



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

## Annex 4- Underpass

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Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

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1

### CONTRACT DE FINANTARE (model cadru)

NR. 1964 / 09.09.2011

10

**BENEFICIAR: UAT MUNICIPIUL CRAIOVA**

000001



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013  
Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere  
Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană  
Sub-domeniul: „Poli de Creștere”

Cod SMS 32692

#### CONTRACT DE FINANȚARE

prin Programul Operațional Regional 2007-2013

Axa prioritară 1 „Sprijinirea dezvoltării durabile a orașelor - poli urbani de creștere”

Domeniul major de intervenție 1.1 „Planuri integrate de dezvoltare urbană”

Nr<sup>1</sup> ..... 1964 ..... / 09.09.2011 .....

#### Preambul

#### Părțile:

Ministerul Dezvoltării Regionale și Turismului, cu sediul în București, strada Apolodor nr.17, Latura Nord, sector 5, Tel. 037 211 14 09, fax. 037 211 15 13, cod de înregistrare-fiscală-26369185, reprezentat legal de Elena-Gabriela UDREA, având funcția de Ministru, în calitate de Autoritate de Management pentru Programul Operațional Regional 2007-2013, denumit în cele ce urmează AM POR

#### prin

Agencia pentru Dezvoltare Regională Sud Vest Oltenia, cu sediul în Craiova, jud.Dolj, strada Aleea Teatrului, nr.2A, Tel./ fax 0251.412.780; cod de înregistrare fiscală 11642243, reprezentată legal de dna. Marilena BOGHEANU, având funcția de Director, în calitate de Organism Intermediar pentru Programul Operațional Regional 2007-2013, denumită în cele ce urmează OI, care semnează în numele și pentru Ministerul Dezvoltării Regionale și Turismului, pe de o parte

#### și

Unitatea administrativ-teritorială Municipiul Craiova, având sediul în str.A.I.Cuza, nr.7, Craiova, judetul Dolj, România, cod de înregistrare fiscală 4417214, reprezentată legal de dl. Antonie SOLOMON, având funcția de Primar, identificat prin C.I seria DX nr.673000, CNP 1551118163221

în calitate de Beneficiar, pe de altă parte,

au convenit încheierea prezentului *Contract de finanțare* în următoarele condiții:

#### Interpretare

<sup>1</sup> Numărul contractului de finanțare

000002



Measure title: Access restriction policies in Craiova

City: Craiova

Project: MODERN

Measure number: 03.02

Programul Operațional Regional 2007-2013

Axa prioritară 1 - Sprijinirea dezvoltării durabile a orașelor - poli de creștere

Domeniul major de intervenție 1.1 - Planuri integrate de dezvoltare urbană

Sub-domeniul: „Poli de Creștere”

- (1) În prezentul contract, cu excepția cazului când contextul cere altfel sau a unei prevederi contrare:
  - a. Cuvintele care indică singularul includ și pluralul, iar cuvintele care indică pluralul includ și singularul;
  - b. Cuvintele care indică un gen includ toate genurile;
  - c. Cuvintele care indică persoane vor include persoane fizice și/sau juridice, după caz.
- (2) Referințele la orice acte normative se consideră a face referire și la orice acte normative subsecvente prin care acestea sunt modificate.

#### ARTICOLUL 1 - OBIECTUL CONTRACTULUI

- (1) Obiectul acestui Contract îl reprezintă acordarea finanțării nerambursabile de către AM POR, pentru implementarea Proiectului nr. SV/1/1.1/PC/4/24.12.2010, COD SMIS: 32692, intitulat: „Construirea unui pasaj subteran în vederea descongestionării traficului rutier din Zona Metropolitană Craiova - realizare pasaj denivelat subteran pe sub intersecția strazii Aries cu strada A.I.Cuza și respectiv cu strada Imparatul Traian în vederea preluării traficului auto pe Bvd Carol, str.Aries”, denumit în continuare Proiect.
- (2) Beneficiarului i se va acorda finanțarea nerambursabilă în termenii și condițiile stabilite prin acordul de voință al părților, care este constituit din prezentul Contract de finanțare și anexele acestuia, pe care Beneficiarul declară că le cunoaște și le acceptă.
- (3) Cererea de finanțare depusă de Beneficiar, rezultată în urma verificărilor, modificărilor și completărilor efectuate pe parcursul procesului de evaluare și selecție, devine anexă la prezentul Contract, făcând parte integrantă din acesta.
- (4) Beneficiarul acceptă finanțarea nerambursabilă și se angajează să implementeze Proiectul pe propria răspundere, în conformitate cu prevederile cuprinse în prezentul Contract și cu legislația națională și comunitară în vigoare.

#### ARTICOLUL 2 - DURATA CONTRACTULUI ȘI PERIOADA DE IMPLEMENTARE A PROIECTULUI

- (1) Contractul intră în vigoare la data semnării lui de către ultima parte.
- (2) Contractul își păstrează valabilitatea 5 ani după expirarea perioadei de implementare a Proiectului așa cum este stabilită conform prevederilor prezentului articol.
- (3) Data începerii implementării Proiectului este ziua următoare intrării în vigoare a prezentului Contract.
- (4) Perioada de implementare a Proiectului este de 28 luni.

#### ARTICOLUL 3 - VALOAREA PROIECTULUI

Valoarea totală a Proiectului este de 66.051.309,71/ șaifzecisisasemlfoanecincizecisiunumiltreisutenoualeisaptezecisiunubani din care:

- valoarea totală eligibilă este de 53.737.235,71 lei (finanțare nerambursabilă și contribuția Beneficiarului)
- valoare neeligibilă estimată inclusiv TVA aferentă acesteia, este de 278.939,24 lei
- valoarea TVA aferentă cheltuielilor eligibile este de 12.035.134,76 lei.

000003



Measure title: Access restriction policies in Craiova

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Measure number: 03.02

## Annex 5- underground parking application



MUNICIPIUL CRAIOVA  
PRIMĂRIA MUNICIPIULUI CRAIOVA  
Str. A.I. Cuza, Nr. 7  
Craiova, 200585  
Tel.: 40251/416235  
Fax: 40251/411561  
consiliulocal@primariacraiova.ro  
www.primariacraiova.ro



**DIRECȚIA ELABORARE SI IMPLEMENTARE PROIECTE**

**Serviciul Proiecte si Programe de Dezvoltare**

Nr. 14398 / 07.02.2012

Agenția pentru Dezvoltare  
Regională Sud-Vest Oltenia  
Nr. 3259  
Ziua 08 Luna 02 Anul 2012  
Semnătura.....

Catre,

**Agentia de Dezvoltare Regionala Sud-Vest Oltenia**

**In atentia doamnei Director Marilena Bogheanu**

Prin prezenta va inaintam Cererea de finantare pentru proiectul „Amenajare Parcare Subterana in Zona Teatrului National” in vederea solicitarii finantarii nerambursabile in cadrul Programului Operational Regional, Axa prioritara 1- Sprijinirea dezvoltarii durabile a oraselor – Poli urbani de crestere, Domeniul de interventie 1.1 – Planuri integrate de dezvoltare urbana, Sub-domeniul –Poli de crestere.

Primar  
Ec. Antonie Solomon





Measure title: Access restriction policies in Craiova

City: Craiova

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ANEXA III/01/1.A.2

### CONFIRMARE DE PRIMIRE A CERERII DE FINANȚARE<sup>1</sup>

Numele și adresa solicitantului:

UAT Craiova

Titlul proiectului: *Anunț public pentru subțineri*  
*indice: Tronctiu nr. 1000*

Nr. unic de înregistrare al cererii de finanțare în Registrul special al cererilor de finanțare: *SU/1/1.1. AC/ 15 / 08.02. 2012*

Cererea de finanțare a fost înregistrată în data: *08.02. 2012*

Axa prioritară: *1*

Domeniul major de intervenție: *1.1*

Vați fi notificat asupra numărului de înregistrare a cererii de finanțare în SMIS, precum și asupra persoanei de contact din cadrul Organismului Intermediar, responsabilă cu urmărirea cererii de finanțare în procesul de evaluare și selecție.

Nume, prenume reprezentant OI ADR SYD: *Albu Cornelius*

Semnatura: *A-Z*

Nume, prenume reprezentant solicitant de finanțare:

Semnatura:

<sup>1</sup> Se va semna în două exemplare originale, unul rămâne la sediul OI, celălalt exemplar este înmănat reprezentantului de finanțare