



FIRST TRACECA INVESTMENT FORUM

Brussels, 12th October 2010

FOCSANI – ALBITA MOTORWAY SECTION
ROMANIA





FOCSANI – ALBITA MOTORWAY SECTION





GOALS and Technical Parameters

- TRACECA route
- Public Private Partnership
- Quick access to neighboring countries and water ways
- Cost and Time savings
- Environmentally friendly (reduced pollution)

- Technical Description
 - Design speed: 130 km/h
 - Length: aprox. 155km
 - Construction period: 3 years



SOCIO-ECONOMIC DESCRIPTION

- **Value for Money** – is the main key used to establish the concession opportunity, especially the value given by project implementation
- **Better Safety Parameters** – the technical requirements, will impose the safety geometrical elements, in line with best design & technologies;
- **New Employment opportunities** - During the construction phase, the employment (in the construction field) in the area will be increased, covering the job needs in the area for at least 3 years of construction and then, for the operation.



INVESTMENT AMOUNT AND REPAYMENT

- **Estimated budget for construction**
855 Million Euro

(without land acquisition , juridical services contract and design stage)

- after finalising the Feasibility Study, it will be done an economic analysis to establish the needed revenues to cover the investment amount
- 10 years to recover the initial costs



OTHER SOCIO-ECONOMIC DESCRIPTIONS

TO HUNGARY
Combining the road and rail infrastructure (RO – LA)

FOCSANI – ALBITA MOTORWAY
THE MOST PROFITABLE OPTION FOR INTER-MODALITY

TO the BLACK SEA
Constanta

TO BULGARIA
Inland navigation channel Dambovita : Bucharest – DANUBE
- Road infrastructure combined with river transportation:
DANUBE – BLACK SEA river channel



SUMMARY

855 Mil. Euro

155 km Motorway

HIGH GOVERNMENT SUPPORT

The project is included into Romanian transport strategy
Part of the Romanian Master Plan

NO DEPENDENCY

on other projects

READY FOR IMPLEMENTATION

After signing the concession/PPP, the contract frame will permit the immediate implementation of the project







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Chisinau-Gurgiulesti Motorway, Porumbrey-Cimislia
Section MLD2

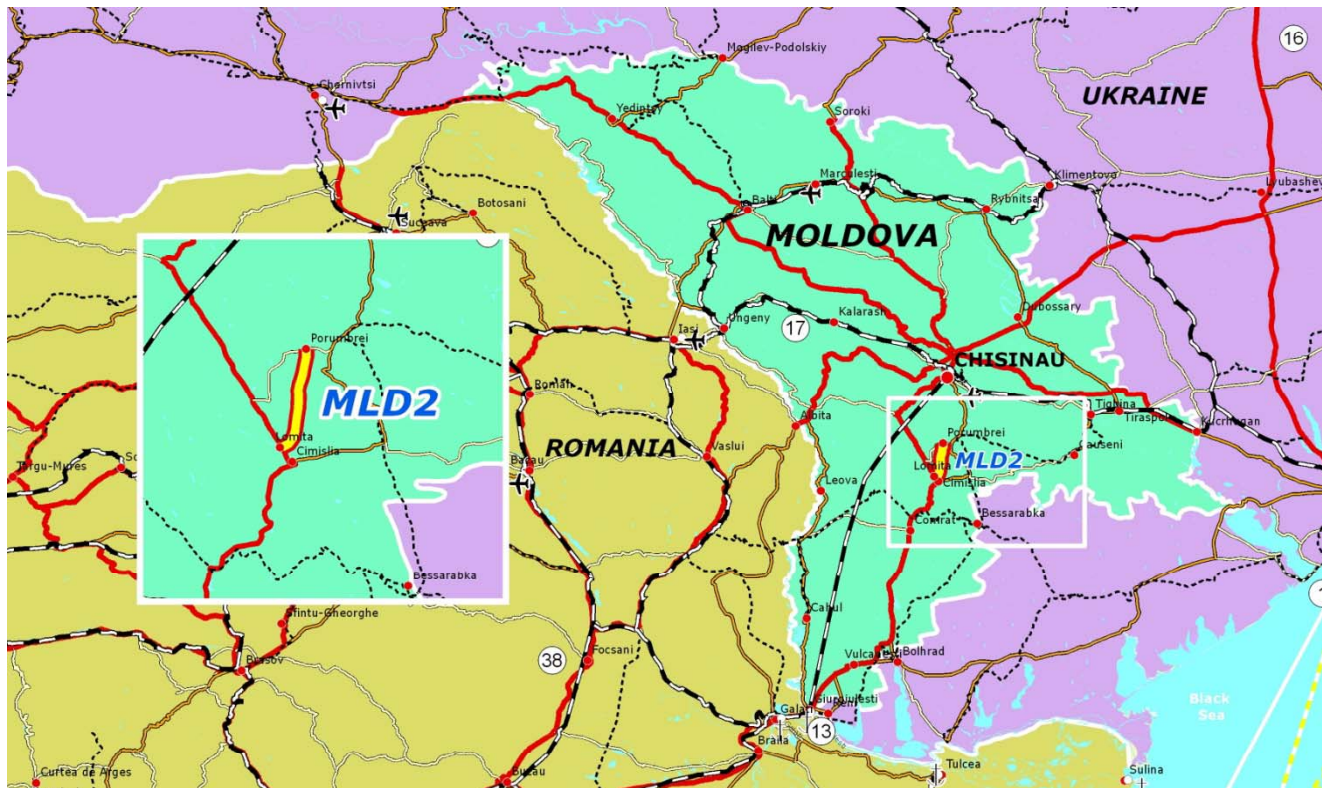
Chisinau-Gurgiulesti Motorway, Comrat Bypass
MLD3



Republic of Moldova

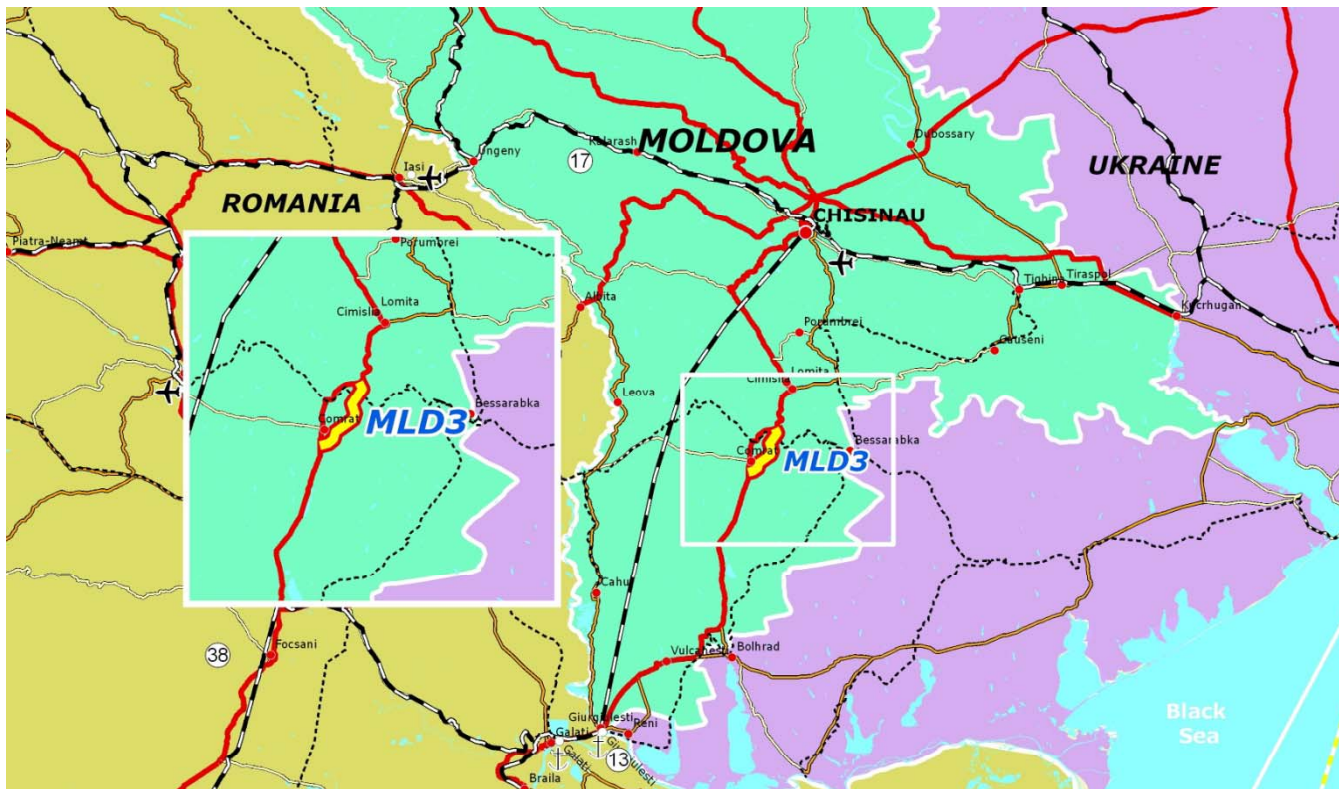


Chisinau-Gurgiulesti Motorway, Porumbrey-Cimislia Section MLD2





Chisinau-Gurgiulesti Motorway, Comrat Bypass MLD3

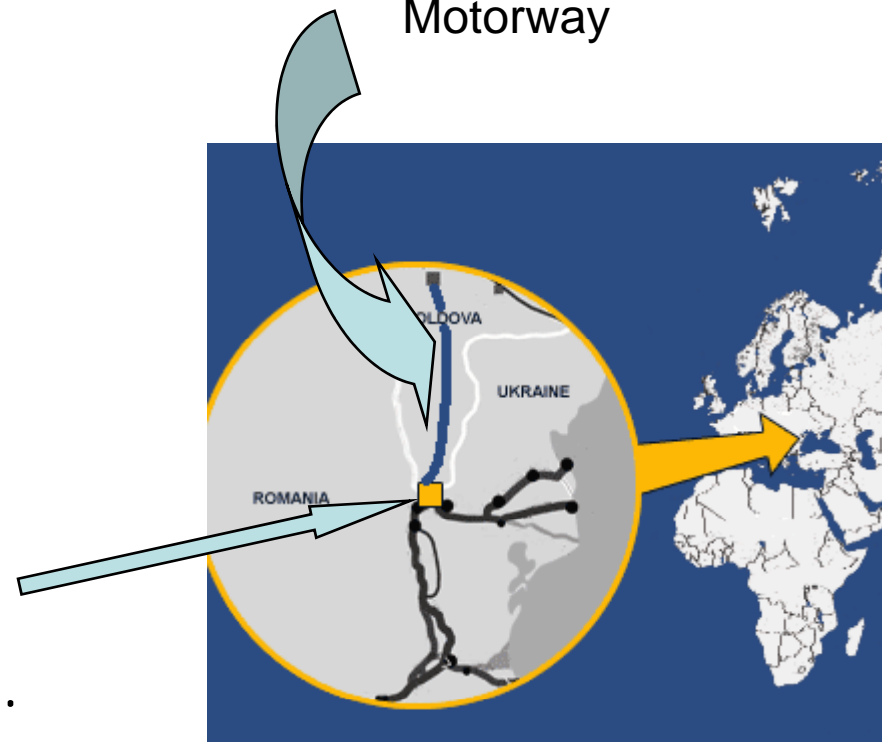




GEOGRAPHICAL DESCRIPTION

- South of Republic of Moldova, connecting the Capital city, Romanian and Ukrainian borders, and the Giurgiulesti International Free Port (GIFP).
- GIFP - the only country access to the fluvial and maritime navigable ways.

Chisinau-Giurgiulesti Motorway





TECHNICAL DESCRIPTION

Type of Improvement	New alignment
Length of new road	19.1 km
Estimated travel speed	80 km/h
Travel time in minutes	20 min
Traffic in 2011 in (000)	3,600
Improving Access	Access provided to 3 villages
Congestion	2 lanes on 4 Lane
	Right-of Way
Land ownership	64 ha of land need to be acquired



TECHNICAL DESCRIPTION

Type of Improvement	New alignment
Length of new road	17.9 km
Estimated travel speed	80 km/h
Travel time in minutes	18 min
Traffic in 2011 in (000)	3,400
Improving Access	Access provided to Comrat town
Congestion	2 lanes on 4 Lane
Land ownership	Right-of Way land needs to be acquired



SOCIO-ECONOMIC DESCRIPTION

Construction of the road will facilitate:

- Trade
- Transport
- Industry and tourism development and
- Strengthen access to agricultural markets
- Securing transportation connections between the country's centre and its southern regions;
- Will also provide for the employment of significant number of population and
- Stimulate the local economies.



INVESTMENT AMOUNT AND REPAYMENT

- Investment Amount
Euro 24 million
MLD2
Euro 16 million
MLD3
- Repayment Period
15-20 years
- Source of Repayment
State Budget



OTHER SOCIO-ECONOMIC DESCRIPTIONS

- Feasibility Study completed in June, 2009
- **Economic internal rate of return (30 years):** 15.0%

The benefits of the project implementation:

- **Cost savings to transport operators** 0.3 eur/vehicle
- **Cost savings to passengers** 0.24
Eur/passenger
- **Time savings** 15% less
- **Enhance environmental sustainability**
- **Reduce air pollution, noise, accident rates.**
- **The discount rate applied in the project is** 12%.



OTHER SOCIO-ECONOMIC DESCRIPTIONS

- The Feasibility Study completed in June, 2009
- **Economic internal rate of return (30 years):** 12.2%

The benefits of the project implementation:

- **Cost savings to transport operators** 0.28
eur/vehicle
- **Cost savings to passengers** 0.22
eur/passenger
- **Time savings** 20% less
- **Enhance environmental sustainability**
- **Reduce air pollution, noise, accident rates.**
- **The discount rate applied in the project is** 12%.



SUMMARY

- Investment Amount
24 Million Euro

The presented project Porumbrei to Cimisia is a **shorter and more used route** between Porumbrei and Cimisia and more attractive route compared to its alternatives.

It attracts **more traffic** and provides **shorter travel time**.

It opens **new opportunities** for transport operators from the perspectives of Port development.





SUMMARY

- Investment Amount
16 Million Euro

The Comrat bypass alignment:

- is **shorter** than the existing
- will allow long-distance trips to bypass the urban section of Comrat.
- residents of Comrat **relieved off the traffic**.
Since the bypass alignment is partially build and
- limited negative social and environmental effects of the construction (bypass alignment is partially build)
- **new opportunities** for transport operators from the perspectives of Port development.



