



TRACECA Investment Forum

ID: RO01

TRACECA PROJECT FICHE

BRIDGE OVER TISA RIVER IN THE TEPLITA AREA OF SIGHETU MARMATIEI, ROMANIA

1. Basic Information

Project Name: Bridge over Tisa river in the Teplita area of Sighetu Marmatiei, Romania

Sector: Road

Location: Romania, Sighetul Marmatiei, Teplita

2. Objectives

2.1. General objectives:

The overall objective of the project is to improve Romania's economic competitiveness by developing the transport infrastructure that facilitates economic integration in the EU, thus contributing to the development of the internal market in order to create conditions for increasing the volume of investments, promoting sustainable transport and cohesion in the European road network .

Besides its national importance, the project "Bridge over the Tisa in the Teplita area of Sighetu Marmatiei" will serve in good conditions the international transit traffic of goods and persons from the territory of Romania.

2.2. The purpose of the project:

Realization of a new bridge with the following technical features:



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• Designed path length	km	1,200
• Width of the road platform/ramps of the bridge	m	19,53
• Bridge/direction length	m	261,20
• Number of openings/direction	pieces	3
• Carriageway width of the bridge/direction	m	13,00
• Bridges for discharge	pieces	3
• Roundabout intersection	pieces	1
• Border control point + parking spaces	pieces	1

2.3 Contribution to the National Development Plan

Besides the international importance, the Tisa bridge in the Teplita area at Sighetu Marmatiei will serve in good conditions the traffic on the territory of Romania by contributing to:

- Improving road safety conditions;
- increasing accessibility in the cross-border area by developing and managing the border infrastructure in northwestern Romania (Maramures), northeast of Hungary, south-west of Ukraine, south-eastern Slovakia;
- integrating the project into a cross-border vision, namely the ENPI Romania-Ukraine-Hungary-Slovakia Program;
- Sectoral cooperation between the border regions involved;
- Coordination of development efforts to ensure integrated development at the level of the border region in northwestern Romania (Maramures), northeast of Hungary, south-west of Ukraine, south-eastern Slovakia.

2.4 The cross-border impact of the Project

Implementing this project will lead to:



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- Increasing accessibility in the cross-border area through the development and management of the border infrastructure in north-west of Romania (Maramures), north-east of Hungary, south-western Ukraine, south-eastern Slovakia;
- Sectoral cooperation between the involved border regions;
- Ensuring integrated socio-economic development at the level of the border region in north-western Romania (Maramures), northeast of Hungary, south-west of Ukraine, south-eastern Slovakia.

3.1. CONTEXT AND JUSTIFICATION

In order to create a competitive cross-border economy at regional level, it is necessary to facilitate access to, within and across the various areas of the region.

Due to the geographical location of the border area, its accessibility depends on the number and quality of the roads.

Currently there is a bridge over Tisa between Sighetu Marmatiei and Solotvino. The bridge is designed for crossing pedestrians and small cars, having the following regime: bridge with one traffic lane, maximum tonnage 3.5 t. This bridge cannot provide an efficient transit of goods and persons.

For this part of the country, the only freight transport links with Ukraine are either the Halmeu Customs in Satu Mare County or the Siret Customs in Suceava County, which means having a great distance with means of transport and additional expenses for the economic agents.

Taking into account the above, it was necessary to design and execute a new bridge over Tisa in this location, which will meet the current traffic needs.

The proposed site for the project is a 47 ° 56'-47 ° 57' latitude north and 23 ° 55'-23 ° 56' east longitude on both sides of the Tisa between DN 18 in Romania and H 09 in Ukraine. The land in question is located partly in the town, partly outside the city of Sighetul Marmatiei (Teplita district) in Romania and Bila Tserkva (White



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Church) in Ukraine. The project will be carried out in the administrative territory of Sighetul Marmatiei in Romania and on the administrative territory of the White Church in Ukraine.

3.2 Related activities: N/A

3.3 Lessons Learned:

The increase in economic performance at both regional and country levels is closely linked to the existence of adequate infrastructure to facilitate access to, within and across regions of the region/country.

3.4 Activities:

Design and execution of the bridge over Tisa.

3.5 Results / Deliverables:

Achieving a modern communication path with implications for the regional development of the area, fluidizing traffic, increasing user safety, reducing journey times, reducing pollution at all levels in areas currently in transit, shortening road links with Russia, the Baltic States, Poland, Hungary and Slovakia.

4.1 Institutional framework:

Ministry of Transport of Romania (MT) / NATIONAL

National Company for Road Infrastructure Administration (CNAIR SA)

4.2 Beneficiary / Implementing Agency: MT / CNAIR SA / Ministry of Public Finances (MPF)

4.3 The organizational structure: MT / CNAIR SA

5. Detailed budget (EUR/\$):



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Value of the investment (including VAT): 150,798.99 thousands lei / 33,252.99 thousands euro

of which C + M (Stage I + Stage II): 120,618.85 thousands lei / 26,597.91 thousands euro

(1 euro = 4.5349 lei/ 19.01.2016)

6. Risks and constraints:

Identified general risks and related consequences:

- The risk and consequences of poor or unadjusted technical solutions, defined by the Provider and resulting from defective or poor quality geotechnical, hydrological, topographic surveys/studies or results from poor design activities.
- If different geotechnical, hydrological, environmental, etc. conditions occur at the time of elaboration of the Technical Project and / or the execution of the Project, in comparison with the geotechnical studies etc., performed within the Feasibility Study AND / OR the recommended route or the technical solutions defined by the Provider, prove to be unviable, the Provider will assume the resulting consequences on the additional costs of the Project.
- The risk of delay between the effective date of award of the contract and the start of the provision of services and investigations that may influence the overall planning of the project (eg field investigations required to be carried out in winter);
- The risk of identifying and incorrectly or incompletely characterizing of the all the particular conditions of the land and of the nature of the soil and the inadequate interpretation of the results of the specific investigations.
- Risk of encountering difficulties in conducting measurements, studies, analyzes, investigations, etc., required to be carried out on site (relief, difficult access, etc.) and which may lead to delays in the design process and additional costs. It is not the responsibility of the Beneficiary to create for the Provider the



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access to perform geotechnical measurements/works other surveys/measurements etc.

- Risk of delay in providing services, based on observations or special requests made by competent environmental authorities, by administrators / custodians of protected natural areas (Natura 2000 sites), by NGOs and / or other similar organizations, by the public participant in public debates or other factors involved in the conduct of environmental procedures.
- The risk that certain NGOs and /or other similar organizations will claim and/or challenge at the E.C., the elaborated studies and/or documentation, which could lead to major delays in the implementation of the Project and the additional costs to be borne by the Provider;
- The risk of delay if the proposed route may be affected by protected natural areas (Natura 2000 sites) and others, due to the requirements and any specialty studies, including appropriate assessment studies required by competent environmental authorities or by administrators / custodians of protected natural areas, etc. In such situations the elaboration of the studies is the obligation of the Provider who will elaborate the additional studies;
- The risk that changes in the applicable legislation and technical regulations in the field of the environment will occur during the performance of the services requested in this specification, possibly new protected areas Natura 2000 or certain Natura 2000 areas may be extended, and for the changes occurring , The Provider must take these into account and will take all steps to obtain regulatory documents in the field of environmental protection.
- The risk that during the performance of the services requested in this Specification, changes will occur in the legislation and technical regulations applicable in carrying out the design activities, investigations, studies, analyzes, etc., necessary for the elaboration of the feasibility study. The Provider will take all steps to complete / adjust / restore the services and works carried out until the occurrence of these changes and the provision of the remaining services and works not performed under the new legislative requirements.



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- The risk of delays in obtaining advice from the Romanian Authorities, or complaints arising during public consultations (eg environmental issues, cultural heritage issues, etc.) with impact on the deadline for finalizing and delivering the feasibility study or other services and work required according to the Specification.
- The risk that urban development plans in the project route area do not exist or are incomplete. The provider is responsible for their development if they are not or are incomplete. Additional costs to be borne by the Provider;
- The risk of delays and / or other difficulties in getting the Provider to obtain all approvals, agreements, permits and authorizations required, with the involvement of several authorities and institutions in their issuance, which may impose various conditions and / or constraints. The failure of the Provider to obtain timely or not at all one or more of the permits / agreements may generate risks that may lead to the impossibility of obtaining the Environmental Agreement or other necessary authorizations, which would cause the project to be blocked.
- The risk that if the Provider could obtain one or more favorable permits containing certain conditions, some of the conditions / constraints overlap and can not be correlated / achieved concurrently.
- Risk of delay due to special requests made by the competent environmental authority or the Ministry of Culture and National Patrimony if the proposed route will affect known archaeological sites identified or discovered in field investigations.
- The risk of non-observance of the deadlines established by the environmental protection authorities regarding the submission of the documentation for informing the public.
- The risk of delays in the development of studies on the assessment of affected properties and pedological studies, etc., due to the lack of a general cadastre at national level, or difficulties in identifying the landowners of the project corridor, etc.
- The risk of incomplete identification of utilities networks, which may lead to delays and additional costs for the project.



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During the course of the project may appear other risks of a specific nature that may lead to delays in the performance of the Provider's activity and which will be solved by the parties, according to the legal provisions.

7. Implementation calendar:

This can be provided after awarding the design and execution contract.

7.1 Etapa 1: -

7.2 Etapa 2: -

7.3 Etapa N: -

8 Information on environmental protection:

The environmental procedure is under way in order to obtain the Environmental Agreement.

9 Rate of return:

9.1. Financial Return Rate (Period of Analysis per Year):

9.2. Internal rate of economic return (period of analysis per year):

Indicator	Value
Discount rate (%)	5.5%
Rate of economic profitability (%)	8.53%
Net economic value	13,128,001 euro
Benefit-cost ratio	1.55



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9.3. The feasibility study was finalized and the completion date:

The service contract for the revision / updating of the Feasibility Study related to the project "Pod peste Tisa in the Teplita area in Sighetul Marmatiei" was finalized on 05.05.2016.

The Feasibility Study was endorsed in CTE-CNADNR and MT.

9.4. Economic evaluation: -

10. Investment Criteria: -

10.1. Sources of funding:

Non-refundable external funds

10.2. Co-financing:

State budget and / or other legally constituted sources

10.3. More information: -

10.4. Project preparation stage and size: Feasibility study

10.5. Durability: -

10.6. Conditionalities and stagion: -



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