1. Basic Information

CRIS Number: 2002/000-628-01

Title: Crossover railway in Satu Mare on the route DN 19 – Petea - Hungary

Sector: Infrastructure (IN)

Location: Romania – Northwest region – Satu Mare County

2. Objectives

2.1. Overall Objectives

- To develop the economy of the border regions by enhancing the trade and the economic co-operation.
- To improve the relations between the populations in the border region.

2.2. Purpose of the project:

- To improve the Cross-Border co-operation between Hungary and Romania.
- To improve and facilitate passing through Satu Mare city by travellers and vehicles by reducing waiting time and by streamlining the city’s crossing by car.
- To motivate the creation and development of corresponding transport links on both sides of the Hungary/Romania Border.

2.3. Accession Partnership and NPAA priority

NPAA (medium-term priority):

- The policies in this area aimed at stopping the decline of the economy, creating the prerequisites for economic recovery and preparing Romania for EU accession. The following objectives are set for promoting a favourable business environment: achieving flexibility of the central administration and of the staff involved in Romania’s official international relations so as to stimulate international trade and to harmonise the domestic and global business environments.

2.4. Cross Border Impact:

- Increasing the co-operation in the economic, social and cultural field between Romania and Hungary.
- Completion of the Romanian component mirror to the Hungarian project
- “Reconstruction of the road No.4915” proposed by Road Management Company of Szabolcs-Szatmar-Bereg County;
- Increasing the volume of goods exchanged and travellers.
- Streaming the international traffic.
- Decreasing the unemployment in the region.

3. Description
3.1. Background and justification:

Background
Till 1996 Romania had only two border crossing which permit the goods traffic towards Hungary: Nadlag, in Arad county and Bors, in Bihor county. After 1990 the traffic increased and the above mentioned border crossings became overloaded in terms of traffic. It was obviously insufficient. The total traffic through Bors border crossing is burden by travellers from the North part of Romania (see Annex).
In order to take measures to improve the situation the Romanian and Hungarian Governments agreed on a programme to modernise the existing border crossing points and to extend the road networks in the region, inside both countries, to streamline the traffic to and from this cross border points. Within the framework of this agreement it was decided to modernize the Petea cross border and to extend the custom services to goods traffic. When, in 1996, the Phare Cross Border Co-operation Romania- Hungary Programme started, the first project that was approved was: “Modernisation of Petea border crossing”, in order to open another custom for the traffic of goods. The project is in according with the first priority (Infrastructure development, border crossing development) of the Joint Programming Document Romania – Hungary 2000 – 2002, chapter 7 – Development priorities and eligible measures for 2000 – 2006. The project was a success, Petea is now a border crossing at European level.
The road from Petea to Maramures and the North of Romania or to Zalau (Salaj County), Cluj and the central part of the country is trough Satu Mare City. The road does not permit a fluent traffic of vehicles because of the difficulties of the Satu Mare City crossing. The small existing streets system of Satu Mare City cannot be expanded in order to take over the transport of goods, because of both, the location and the road foundation that can not bear heavy traffic (see Annex).

Justification
Satu Mare has an extremely favourable position in the region’s territory, is well endowed with vehicle traffic ways, train ways and airlines which could allow the fast and continue connections with the national territory and with the EU through Petea cross border. This favourable position is less valuable because all the vehicles must cross Satu Mare on a road system that is not capable to take over heavy traffic. That is the reason which explains why Petea cross border is not open for heavy vehicles.
The solution on which the Local Council agreed when debating the General Town Plan was to build a crossover railway in the North part of the town in the Satu Mare station. It will make possible the direct link between the national road from Petea cross border to the national road to Baia Mare – Maramures and the North part of Romania towards Moldavia, and the cross border Halmeu to Ukraine.
This crossover is important for the whole region, for both countries Romania and Hungary an important contribution to the development of the border co-operation. Building this missing link between the two regions the border crossing will facilitation the road communication and the general co-operation between the two regions will increase.
It is expected that the traffic with increase at least by 25% between 2000 and 2004.
The value of such investment overtakes the possibilities of the local budget of Satu Mare. The Local Council of Satu Mare explaining the importance of this project for the whole region asks for support to Romanian Government and has a positive answer from the Ministry of Public Works, Transports and Housing.
The subject of this project is the construction of a crossover railway in Satu Mare. This crossover is the missing link between the route from Hungary through Petea border crossing to DN 19 Baia Mare – Maramures and Halmeu border crossing to Ukraine.
The crossover will have two traffic lanes. It will be 668 m length and 7.8 width and will also have two accessed grades to the main routes in area (DN 19 and Grigore Ureche St.)
The project also is about building new streets and footpaths, lightning mains and removal of sewerage, water supply, electrical net and natural gas network in accordance with the new configuration area.
From social point of view, the achievement of this project means the creation of about 200 jobs that will lead to a decrease in unemployment in the area of about 3%.
3.2. Linked activities

- Phare CBC RO/HU 1996: “Modernization of Petea Cross Border”. Under this project a new customs house was built and the access roads towards the checkpoint were rebuild.
- Study about the capacity traffic inside Satu Mare city made by Veltrona Corp. Timisoara in 1993;
- Study about the transit capacity traffic in Satu Mare city made by Search Corp. Bucuresti in 1999;
- Rehabilitation of the Aurel Vlaicu street- Unirii Avenue on National Road DN 19A for the crossing of Satu Mare City financed from the budget of Satu Mare Local Council.

3.3. Results

- Improved transport infrastructure, in the framework of the joint development strategy of both regions.
- Together with the Hungarian mirror project - “Reconstruction of the road No.4915” proposed by Road Management Company of Szabolcs-Szatmar-Bereg County, the distance between the North part of Romania and Hungary will be reduced, improving low cost exchanges and circulation between both countries.
- The activities undertaken will enable heavy traffic and the opening of the border crossing to goods traffic.

3.4. Activities

This project includes the following main components.

Component 1

**Detailed design of the technical project and preparation of the tender documentation (services)**

Under this component, the beneficiary – Satu Mare Local Council - will achieve the detailed technical design including economic documentation, the general estimate and the implementation schedule, following national and EU standards and any legal requirements.

Documents will be provided both in English and Romanian together with the tender dossier prepared according Phare requirements in English. This activity will be accomplished by a specialised institute, which will be contracted by the Satu Mare Local Council.

The detailed design of the project is already available and the cost was covered by the beneficiary. If requested by the Implementing Agency the technical project will be revised, updated and modified according requirements in line with national legislation and EU standards.

For this activity the amount of **0.34 MEUR** will be provided by the beneficiary - Satu Mare Local Council. This activity will take **3 months**.

Component 2

**Land arrangements (works)**

This activity includes the set free the land for the construction of the level crossing (crossover) including connected equipment, by demolition of some desafected buildings and the removal of network utilities (water supply, electric power, lightning and so on) in accordance with the new configuration of the area.

This activity will have to meet all legal requirements in Romania regarding building demolition and removal of network utilities and will be accomplished, in advance, on a separate project by the beneficiary - Satu Mare Local Council as a precondition of the tender launching for the Component 3 - Construction of the level crossing (crossover). The legal status of the site and land must be also clarified in written enclosing the relevant documents, the date of launching the tender. This is the equivalent of the access to the site, a condition to be met by the Contracting Authority for any works contract in order not to delay or jeopardize the actual project implementation.

For this activity the amount of **0.95 MEUR** will be provided by the beneficiary - Satu Mare Local Council. For its accomplishment and full access to the site the beneficiary - Satu Mare Local Council is entirely responsible. The full access to the construction site is considered a pre-condition of the tender launching for the Component 3. This activity will take maximum **6 months**.
Component 3
Construction of the level crossing/crossover and connected equipment (works)
The activity is about building a 668 m length and 7.8 m width crossover with 30 spans over the railways. The crossover will also have two access grades to the main routes in area (DN 19 and Grigore Ureche Street). The project also is about building new streets and footpaths, lightning etc.
The objects of this component are:
1. Crossover
2. Accession grade from Fabricii street
3. Accession grade from Odoreu street
4. Accessory work
5. Sewerage
6. Lightning

The works will be done by a specialised construction company selected and contracted in accordance with Phare procedures. The supplies and the equipment will be procured according the Phare procedures under the works contract.
The expected budget is **5.4 MEUR** out of which 2.2 MEUR will be through Phare funds and 3.2 MEUR through Local Council budget. The activity is foreseen to last **42 months**.

Component 4
Technical assistance for supervision of works (services)
Under this component, the beneficiary - Satu Mare Local Council will achieve the supervision of works to be done related to component 3, following national and EU standards and any legal requirements. A draft Terms of References (ToRs) for the works supervision will be provided by the beneficiary – Satu Mare Local Council to the Implementing Agency.
Supervision of works will be accomplished by a specialised company, which will be contracted according Phare procedures by the Implementing Agency.
The **expected budget is 0.3 MEUR** and will be financed entirely from Phare funds.
This activity will last during the construction period, according component 3 and will have also to meet the national and EU standards.

4. Institutional Framework

The Beneficiary of this project will be Satu Mare Local Council that is also in the same time investor and owner of the equipment. The Crossover railway is public property and the Local Council of Satu Mare will administrate it and will bear the maintenance costs.

The regulatory framework for the project is settled through the:
- Satu Mare Local Council Decision no 80/09.12.1999
- Authorisation from Minister of Public Works, Transportation and Housing No.2908/2001
- Other normative documents in this field especially related to the environment issues

Satu Mare Local Council will support all administrative costs necessary for the project implementation.

Also for a proper implementation of this project to the completion of the construction including promotional activities, a contact person (project responsible/project co-coordinator/project manager) responsible towards Implementing Agency, Contractor and Site supervisor (Project Manager according Practical Guide to Phare Ispa and Sapard contract procedures or Engineer according FIDIC) in terms of project management including monitoring and evaluation will be officially appointed by the Satu Mare Local Council before any activities will start and communicated to the parties involved.
### 5. Detailed Budget, in MEUR

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<tr>
<th>COMPONENTS</th>
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<th>National</th>
<th>IFI</th>
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(*) The co-financing will be provided by Satu Mare Local Council in a total amount of €485,000 from its own resources as stated in the letter of commitment.

The rest of the co-financing will be provided by Satu Mare Local Council from a credit obtained from BRD-Societe Generale, in a total amount of €4,005,000.
6. Implementation Arrangements

6.1. Implementing Agency

The Implementing Agency will be the Ministry of Development and Prognosis, through its Cross Border Co-operation Directorate, which will retain overall responsibility for the implementation of the programme, including: approval of tender documents, evaluation criteria, evaluation of offers, negotiation of contracts, signature of contracts, authorization of invoices. The payments of invoices will be made by the Payments Directorate within the same ministry.

The CBC Directorate also includes a unit for the National Co-ordination of CBC programmes nominated as CBC Programme Co-ordination Unit (CBC - PCU). This unit will liaise with the beneficiary institutions and with the line Ministries, as the case maybe, for a timely implementation of the programme. This Unit will give the necessary assistance to the beneficiary institutions to prepare terms of reference (ToRs), technical specifications (TS), tender documents/dossier (TD) and any documents related to the implementation of the project.

Both, the CBC Programme Co-ordination Unit (CBC PCU) and the beneficiary institutions, remain responsible for the overall monitoring and evaluation of the project implementation and management. Therefore a project co-coordinator/project manager/project responsible will be nominated by Satu Mare Local Cuncil on behalf of the beneficiary institution for the completion of the monitoring and evaluation of the project implementation and management.

6.2. Non-standard aspects

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

6.3. Contracts

The expected number of contracts is 4, as follows:

- 1 Services Contract under national procurement procedures/Component 1
- 1 Works under national procurement procedures for land arrangements (demolition works and removal of network utilities)/Component 2
- 1 Works Contract under Phare procedures/Component 3
- 1 Services Contract under Phare procedures/Component 4

Component 1
Preparation of the technical project including tender documents - Service Contract, under national procurement procedures, in a total amount of 0.340MEUR from national co-financing.

Component 2
Land arrangement - Works Contract - under national procurement procedures, in a total amount of 0.950MEUR from national co-financing.

This activity includes the set free the land for the construction of the level crossing (crossover) including connected equipment, by demolition of some disaffected buildings and the removal of network utilities (water supply, electric power, lightning and so on) in accordance with the new configuration of the area. This activity will have to meet all legal requirements in Romania regarding building demolition and removal of network utilities and will be accomplished, in advance, on a separate project by the beneficiary - Satu Mare Local Council as a precondition of the tender launching for the Component 3 - Construction of the level crossing (crossover). The legal status of the site and land must be also clarified in written enclosing the relevant documents, the date of launching the tender. This is the equivalent of the access to the site, a condition to be met by the Contracting Authority for any works contract in order not to delay or jeopardize the actual project implementation.
Component 3
Construction of level crossing (crossover) and connected equipment – Works contract, under Phare procedures in a total amount of 5,400MEUR out of which 2,200 MEUR Phare funds and 3,200MEUR from national co-financing.

Component 4
Technical assistance for supervision of works - Services Contract under Phare procedures in a total amount of 0.300MEUR from Phare funds.

7. Implementation Schedule
Due to the complex co-ordination that is needed during the implementation of the project and complex phasing of the works, it is expected that the work contract will have duration of 42 months. Therefore, the expiry date for disbursement of this project will be 30 November 2006.

<table>
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<tr>
<th>Start of tendering</th>
<th>Start of project activities</th>
<th>Project completion</th>
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<tbody>
<tr>
<td>01.11.2002</td>
<td>01.03.2003</td>
<td>30.11.2006</td>
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</tbody>
</table>

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

9. Environment
The environmental accord was obtained in 04.04.1999 and it is valid 4 years. A public debate with the subject: “Construction of a crossover railway in Satu Mare on the route Petea – DN19” takes place in 11.01.2000 with positive conclusions.
All legal framework related to the environmental aspects have to be accomplished and all legal endorsements and approvals have to be obtain before launching the tender for component 3 including completion of the land arrangements aspects.

10. Rates of return
Financial rate of return: 15.5%
Economic internal rate of return: not calculated

11. Investment criteria
11.1. Catalytic effect:
Without Phare assistance, the project would not be implemented in the near future, because of the lack of funds.

11.2. Co-financing:
The co-financing will be provided by Satu Mare Local Council in a total amount of €485,000 from its own resources as stated in the letter of commitment.
The rest of the co-financing will be provided by Satu Mare Local Council from a credit obtained from BRD- Societe Generale, in a total amount of €4,005,000.
11.3. Additionality:  
No other financing sources from the private sector or from IFIs are available till now for financing this project.

11.4. Project readiness and Size:  
The preliminary studies and the technical project are completed and the implementation of the project can start according to the implementation chart (Annex 2). The project complies with the 2 MEUR minimum Phare allocation requirements.

11.5. Sustainability:  
Not applicable.

11.6. Compliance with state aids provisions  
The project respects the state aids provisions.

12. **Conditionality and sequencing**

- The Romanian authorities undertake the obligation to cover any additional cost, above the envisaged 6.990 MEUR, necessary for the completion of the whole project during its implementation timeframe.
- The EC Commission reserves the right to reallocate the funds in case components 1 and 2 are not implemented satisfactorily by the beneficiary or in case the implementation of these 2 components face too long delays.

**ANNEXES TO PROJECT FICHE**

1. Logical framework matrix
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter
4. Reference to feasibility study
5. Traffic
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Overall objective</strong></td>
<td><strong>Indicators of Achievement</strong></td>
<td><strong>Sources of Information</strong></td>
<td><strong>Assumptions</strong></td>
</tr>
</tbody>
</table>
| • To develop the economy of the border regions by enhancing the trade and the economic co-operation.  
• To improve the relations between the populations in the border region. | 1. Decrease of the number of the unemployed by 3%  
2. Increasing the number of the economical, social and cultural partnerships between Romania and Hungary. | • Trade and transport statistics  
• Regional statistics;  
• Local Council’s own reports and statistics | | |
| **Project purpose**       | **Indicators of Achievements** | **Sources of Information** | **Assumptions** |
| • To improve the Cross-Border co-operation between Hungary and Romania.  
• To improve and facilitate passing through Satu Mare city by travellers and vehicles by reducing waiting time and by streamlining the city’s crossing by car.  
• To motivate the creation and development of corresponding transport links on both sides of the Hungary/Romania Border. | 1. Improved traffic between the two countries at the border crossing (25% between 2000 and 2004)  
2. Increase of trade between the two countries | • Trade and transport statistics  
• Regional statistics;  
• Local Council’s own reports and statistics | • Flexible legislation;  
• Active partnership among all the interested parties; |
| **Results**               | **Indicators of Achievement** | **Sources of Information** | **Assumptions** |
| • Improved transport infrastructure, in the framework of the joint development strategy of both regions.  
• Together with the Hungarian mirror project - "Reconstruction of the road No.4915" proposed by Road Management Company of Szabolcs-Szatmar-Bereg County, the distance between the Northern part of Romania and Hungary will be reduced, improving low cost exchanges and circulation between both countries. | 1. Opening a cross-border point for the traffic of goods  
2. Access to DN 19 by the crossover railway  
3. Access road rehabilitated | • Contracting and disbursement;  
• Site supervisor’s Reports;  
• Progress Reports of the beneficiary;  
• Monitoring and Evaluation Report of the Implementing Agency; | • Delays in activities and changes in the financial costs of the investment;  
• Effective and efficient commitment of all parties involved in the project implementation; |
The activities undertaken will enable heavy traffic and the opening of the border crossing to goods traffic.

<table>
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<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tr>
<td><strong>Component 1</strong></td>
<td>• Contract with a specialised institute and technical project including tender dossier;</td>
<td>• Adequate staff implicated in the implementation of the project on behalf of the Local Council, Implementing Agency, construction company, consultant (technical assistance for supervision of works);</td>
</tr>
<tr>
<td>• Detailed design of the technical project and preparation of the tender documentation (services)</td>
<td>• Contract to includes the set free the land for the construction of the level crossing (crossover) including connected equipment, by demolition of some disaffected buildings and the removal of network utilities (water supply, electric power, lightning and so on) in accordance with the new configuration of the area.</td>
<td>• Cooperation with other institutions direct or indirect involved in important stages of the endorsement or approvals of the documents;</td>
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<td><strong>Component 2</strong></td>
<td>• Contract with a specialised company;</td>
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<tr>
<td>• Land arrangements (demolition and removal of network utilities) (works)</td>
<td>• Purchase of equipment for the Construction of level crossing</td>
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<td><strong>Component 3</strong></td>
<td>• Contract with a specialised company</td>
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<tr>
<td>• Construction of level crossing (crossover) and connected equipment (works)</td>
<td>• Technical assistance for supervision of works (services)</td>
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<tr>
<td><strong>Component 4</strong></td>
<td>• Contract with a specialised company</td>
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**ANNEX 2 – DETAILED IMPLEMENTATION CHART**

Crossover railway in Satu Mare on the route DN 19 – Petea - Hungary)

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<th>Components</th>
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D = Design/preparation  
C = Contracting  
I = Implementation/works  
R = Review/evaluation
Crossover railway in Satu Mare on the route DN 19 – Petea - Hungary

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<td>Total disbursement:</td>
<td>0.170</td>
<td>0.340</td>
<td>0.510</td>
<td>0.680</td>
<td>1.020</td>
<td>1.190</td>
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<tr>
<th>Components</th>
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<td>IV</td>
<td>V</td>
<td>VI</td>
<td>VII</td>
<td>VIII</td>
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<tr>
<td>Component 3 Construction of level crossing (crossover) and connected equipment (works)</td>
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<td>0.450</td>
<td>0.600</td>
<td>0.750</td>
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<td>XVII</td>
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<td>XX</td>
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<td>0.680</td>
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<tr>
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</table>
Description

Present situation

Satu Mare municipality is the residence of the county with the same name situated on the Romania North-West border, in a contact area of Tisa field, Oriental Carpathians and Somesan tableland. Being a cross border county, Satu Mare is a gate towards Hungary and Ukraine. Satu Mare municipality has 150 km² approximated administrative surface with 131987 inhabitants. It is located on 8 km from Hungary border (Petea cross border) and on 40 km from Ukraine (Halmeu cross border). The distances till the European Corridor no.5 (Trieste – Kiev), for now in work and spreading (high way M3 – Budapest) is less than 50 km. The distances to the nearest European capitals are 620 km Bucharest, 360 km Budapest, 520 km Wien. The DN 19 and DN 19A national roads cross Satu Mare.

As shown before, Satu Mare has an extremely favourable position in the region’s territory, is well endowed with vehicle traffic ways, train ways and airlines which could allow the fast and continue connections with the national territory and with the EU through Petea cross border. This favourable position is less valuable because all the vehicles must cross Satu Mare on a road system that is not capable to take over crowd traffic. That is the reason which explains why Petea cross border is not open for goods, meaning heavy vehicles.

The solution on which the Local Council agreed when debates the General Town Plan was to build a crossover railway in the North part of the town in the Satu Mare station. It will make possible the direct link between the national road from Petea cross border to the national road to Baia Mare - Maramures and the North part of Romania towards Moldavia, and the cross border Halmeu to Ukraine.

This crossover is important for the whole region, for both countries Romania and Hungary an important contribution to the development of the border co-operation. Building this missing link between the two regions the border crossing will ease increase and the general co-operation between the two regions will increase.

The value of such investment overtakes the possibilities of the local budget of Satu Mare. The Local Council of Satu Mare explaining the importance of this project for the whole region asks for support to Romanian Government and has a positive answer from the Ministry of Public Works, Transports and Housing.


Description of the proposed project

The subject of this project is the construction of a crossover railway in Satu Mare. This crossover is the missing link between the route from Hungary through Petea border crossing to DN 19 Baia Mare – Maramures and Halmeu border crossing to Ukraine.

The crossover will have two traffic lanes. It will be 668 m length and 7.8 width and will also have two accessed grades to the main routes in area (DN 19 and Grigore Ureche St.)

The project also is about building new streets and footpaths, lightning mains and removal of sewerage, water supply, electrical net and natural gas network in accordance with the new configuration area.

1. the carriage way
   * equivalent length: 3277 m
   * level crossing length: 668 m
   * level crossing width: 7.8 m
   * roadway width: 7 m

2. the footpaths
   * equivalent length at 1.5 m width: 5967 m
3. courtyard entrances
   * width: 3 m
   * medium length 8.3 m

4. sewerage
   * length 520 m
   * diameter Ov = 60/90 cm; Dn = 30 cm
   * manhole connections 42 pieces

5. water supply
   * length 375 m
   * diameter φ 800 mm ; φ 100 mm

6. electrical net removal
   * aerial net length 800 m
   * underground net length 3950 m

7. lightning mains
   * length 2800 m

8. natural gas network
   * length for φ150 mm: 700 m

9. branch pipes: 28 pieces

All the required approvals for this project are already available.
The technical projects for this infrastructure investment and the tender documentation according Romanian law are ready.
All the required authorisations and permits are already obtained.
The surface required for building the crossing in Satu Mare is 45,080 square meter. 64%
Of this surface is public ownership, the rest is private property.

Indicators of realisation
The total spread surface of the projected work is 53,200 square metres. It is composed by 45,650 m2 of access grades, roadway accesses, streets, footpaths and green area and the level crossing that is 7,550 m2.
The main characteristics of constructions are:
  3. the carriage way
     * equivalent length: 3277 m
     * level crossing length: 668 m
     * level crossing width: 7.8 m
     * roadway width: 7 m
  4. the footpaths
     * equivalent length at 1.5 m width: 5967 m
     * length on level crossing: 1336 m
     * width : 1.5 ÷ 4.5m
3. courtyard entrances
   * width: 3 m
   * medium length 8.3 m

4. sewerage
   * length 520 m
   * diameter Ov = 60/90 cm; Dn = 30 cm
   * manhole connections 42 pieces

5. water supply
   * length 375 m
   * diameter φ 800 mm; φ 100 mm

6. electrical net removal
   * aerial net length 800 m
   * underground net length 3950 m

7. lightning mains
   * length 2800 m

8. natural gas network
   * length for φ150 mm: 700 m

9. branch pipes: 28 pieces

Impact of the project

**Cross Border Impact**
This project will contribute to the improvement of traffic to Petea and Halmeu border crossing points, will make easier the direct link between DN 19 (Romania) and M3 highway (Hungary). The level crossing will permit goods traffic through Petea custom and will make possible more intense economical links between Satu Mare and Szabolcs - Szatmar - Bereg Counties, between Romania and Hungary. The realisation of this project will improve the access from Szabolcs - Szatmar - Bereg County to Romania and further along to the Southern part of Europe.

**Local Impact:**
The project will considerably reduce the traffic jam in the historical area of Satu Mare town. Also it will contribute to the economical development of the town, Satu Mare will became one of the important Romanian entrance gates from EU. Satu Mare will be more attractive for foreign investors who are interested to have business in the North part of Romania.
On short-term some new jobs in construction sector will be available, and on long-term the investors located in this area will also created different kind of new jobs.

**Financing**
**Total cost:** 6,985 MEUR
**Phare allocation:** 2.5 MEUR (Phare can finance up to 75% of the total cost: it means that $2.5 \times 0.75 \times 6.985$)

**4.3. Co-financing in cash:** 4.485 MEUR (Romanian public funds should co-finance the project. The co-financing amounts to at least 25% of the total cost. Co-financing in kind is not accepted)

The construction of a level crossing in Satu Mare on the route “Petea border crossing point DN 19 - North Romania” is an important step for improving the Romanian public route system as it was recognised by the Romanian Government. That is why the Ministry of Public Works, Transports and Housing agreed to co-finance this project in 2002 and 2003. The Local Council of Satu Mare will also co-finance this project.

### Budget Breakdown

<table>
<thead>
<tr>
<th>Detailed budget In MEUR</th>
<th>Cost</th>
<th>Phare Allocation</th>
<th>Co-financing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of the tender documentation</td>
<td>0.34</td>
<td></td>
<td>0.34</td>
</tr>
<tr>
<td>Land arrangement</td>
<td>0.95</td>
<td>0.55</td>
<td>0.4</td>
</tr>
<tr>
<td>Construction of the level crossing</td>
<td>4.85</td>
<td>1.95</td>
<td>2.9</td>
</tr>
<tr>
<td>Connected equipping</td>
<td>0.25</td>
<td></td>
<td>0.25</td>
</tr>
<tr>
<td>Supervision</td>
<td>0.05</td>
<td></td>
<td>0.05</td>
</tr>
<tr>
<td>Other expenses (Govt. taxes, site accommodation, etc.)</td>
<td>0.55</td>
<td></td>
<td>0.55</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td><strong>6.99</strong></td>
<td><strong>2.5</strong></td>
<td><strong>4.49</strong></td>
</tr>
</tbody>
</table>

Feasibility study drafted by “S.C. SIGMA PROIECT S.R.L” in February 2001. Satu Mare Local Council paid the feasibility study and it costs 19,453 Eurasia.

**Sustainability**

The level crossing will be part of public routes system of Romania and will be administrate by the Satu Mare Local Council.

There are no operational costs. For this infrastructure objective there are only maintenance costs. Local Council of Satu Mare in accordance with the Romanian laws will cover those costs.
# Annex 5

**Traffic through BORS customs (2001)**

*with the vehicles balance from the northern counties of Romania*

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coaches</td>
<td>9.814</td>
<td>10%</td>
</tr>
<tr>
<td>Autotrails</td>
<td>121.508</td>
<td>35%</td>
</tr>
<tr>
<td>Cars</td>
<td>250.801</td>
<td>70%</td>
</tr>
<tr>
<td>Minibuses</td>
<td>58.831</td>
<td>33%</td>
</tr>
</tbody>
</table>

55-60% of the Bors customs traffic is from the following counties: MM, SM, SV, and BT