Through the realisation of the Motorway, the objective included in the Transport Master Plan, respectively the connection between Bucharest and Brașov, one of the most important municipalities of Romania, both from the economic and tourist point of view, is made possible through the connection with the already completed Bucharest-Ploiesti Motorway.

The motorway, with a length of 110 km, transits and connects the areas with a population density above the national average as well as areas with important economic units.
It also transits an important tourist area such as the Prahova Valley, which represents important traffic/transit routes during the year, especially during holidays and weekend times.
The motorway will represent an important source of jobs both in the execution period and after being finalised, at the newly constructed fuel stations, the charging stations for electric cars, motels, restaurants.

At the same time, the traffic flow would be more efficient; more safety is also expected in the transport of persons and goods with less accidents, lower fuel consumption, less time spent on the road and less pollution.
The motorway, known as the "South Motorway", with a length of around 550 km, connects Bucharest with Romania's South and West borders, respectively with Bulgaria (via Calafat Bridge), Serbia (via Drobeta-Turnu-Severin) and Western Europe (via Lugoj) while crossing the historical area of Oltenia. The objective fulfillment ensures the connection to roads and areas with still untapped economic potential as well as the connection between important socio-economic centers such as Alexandria, Craiova, Calafat, Drobeta Turnu Severin, Lugoj.
The motorway will also transit touristic areas such as Danube Defile and Domogled National Park in Cernei Mountains as well as areas of spa interest.
At the same time, the traffic flow would be more efficient; more safety is expected in the transport of persons and goods with less accidents, lower fuel consumption, less time spent on the road and less pollution.

The motorway will represent an important source of jobs both in the execution period and after being finalised, at the newly constructed fuel stations, the charging stations for electric cars, motels, restaurants.
The Târgu Neamț-Iași-Ungheni Motorway, approximately 100 km long, is included in the Transport Master Plan and is part of Corridor V that connects Moldova with Transylvania; it is also linked to both the motorway built sections and those under construction.

This project connects the important economic centers in Moldova (Iași, Pașcani, Bacău, Suceava) with those from Transylvania and the European motorways network, through the Borș border.
The connection with the road network of the Republic of Moldova is ensured if a motorway bridge is built over the Prut River, in Ungheni.
This segment is the first to be constructed in the Târgu Mureș-Iași-Ungheni Motorway and the feasibility study is under way.
The investment objective included in the Transport Master Plan, The High Speed Line Bucharest - Craiova / (Sofia) - Timișoara / (Belgrad) - Cluj / (Budapest), provides reduced travel times between the capital and the main cities / development poles on this route, such as Craiova, Timișoara, Cluj, etc.

It also ensures links such as Timișoara - Cluj, Craiova - Sofia, Timișoara - Belgrad and Cluj - Budapest.
Achieving the investment goal of approximately 1.275 km will also lead to an increase in the rail passengers number, attracting at the same time: tourists, highly qualified young people willing to work in university / research / industrial centers, which are meant to be constructed on this route as well as foreign investors, by developing specialised industrial sectors.
At the same time, the quality of rail transport services will be improved, while reducing electricity consumption, as well as creating new jobs.

The operation of the railway line will be ensured by the private operator, for a period of 49 years, during which, the private investor will obtain revenues both from the railway usage tax and from the actual operation, as well as from the state subsidies.
Metro Extension

The necessity and opportunity of investment:

• Creating new metro routes linking the output of the inner ring of Bucharest and those corresponding to the motorways;
• The development of the link lines to the industrial and residential areas that have been reconfigured or newly created.
Metro Extension

Economic & Social Effects

- Increased mobility of people;
- Increased transfer rate and traffic decongestion;
- Urban development of adjacent areas;
- Metropolitan expansion of Bucharest;
- Reduction of greenhouse gas emissions due to traffic decongestion;
Metro Extension

Objectives

The extension of the metro line no. 4 with the North Railway Station - Progresul Train Station, 10.6 km long, consisting of 14 stops and a depot; 10 trains will run on this route.

The construction of the metro line no. 7 on route Bragadiru - Alexandria - Colentina - Voluntari, 25 km long, with about 30 stops, a terminal and a depot; 30 trains will run on this route.

Metro line no. 8 on the route Crangasi - Dristor - Semi-Inelul de Sud, 19 km long, consisting of 18 stops; 20 trains will run on this route.
The overcrowding of Henri Coanda - Otopeni airport makes the opening of a new airport in the southern area of Bucharest mandatory, both for passengers and freight.

The airport in the southern area of Bucharest will become a transit point in passengers’ movement to Asia - Pacific regions and Europe – America regions.
The location of the airport in the close proximity of the future waterway Danube - Bucharest will make its terminal the main hub for air freight transport.

The size of the South Bucharest Airport needs to be designed for a traffic flow of approximately 30 million passengers, on an area of up to 600 ha and it needs to be equipped with at least two terminals.
Expanding Constanța Harbour by creating additional dams.

Due to the large depth of the quays, there are also many opportunities for the construction of new specialised terminals such as: automotive terminal (Ro-Ro), cereal products and general merchandise along with a ferry terminal.

The necessity and opportunity of investment
Growth of maritime transport capacity for passengers and freight;

Growth of trade volume;

Possibility of operating large capacity vessels due to the high depth water levels in the navigation area.
Public Private Partnership

**Objectives**

Gaining an area of land out of the sea of approximately 59 hectares, of which 41 hectares of operating platforms and 18 hectares of logistics area in the case of pier no. 3

Gaining an area of land out of the sea of approximately 90 hectares, of which 75 hectares of operating platforms and 15 hectares of logistics area in the case of pier no. 4

The construction of 14 dams in total, 11 of which with depth of 16,50m and 3 of them with the depth of 19,00 m.
Completion of the Siret - Bărăgan Canal

Public Private Partnership

The necessity and opportunity of investment:

• Long periods of drought, between 10 and 120 days/year;
• Severe winds, mostly concurrent with the drought periods;
• Poor harvest.
Completion of Siret - Bărăgan Canal

Objectives:
The Siret-Baragan Canal, second stage, 140 km long, with all related annexes, for a 50 -200 mc/s flow, streaming from Calimanesti, on the territory of Vrancea, Buzau, Braila and Ialomita counties.

The execution of the first stage started in 1987, with the construction of a 19 km section, 5,7 km of which having been fully completed by now and the remaining others being in different stages of execution (the basic construction works are 35% completed while the roads and railways are 95% completed).
Completion of Siret - Bărăgan Canal

**Estimated Economic & Financial Data:**

- The value of investment for construction Works: approximately €5,5 billions
- The investment period: approximately 5 years

The process and duration of investment recovery will be agreed upon by the public and the private partners; it can be achieved by introducing taxes for the usage of the Canal, land irrigation as well as grants from the state budget.
Completion of Siret - Bărăgan Canal

Public Private Partnership

**Economic & Social Effects:**

- Providing water supplies for the execution of irrigation systems which would create the possibility of irrigation of some 475 thousand hectares, approx. 80% of which lack pumping systems;
- Reducing the waste of water necessary for irrigation by 60%;
- Annual savings of approx. 35 GWh;
- The possibility of building irrigation systems that can be powered directly from the Canal;
- The development of animal husbandry and local food industry;
- The supply of drinking and industrial water for Focsani Municipality and the riparian localities.
The main purpose of this investment objective, included in the Transport Master Plan, is the upgrade of the rivers Argeș and Dâmbovița, with the main function of transporting goods and passengers facilitated by the construction of a waterway between Bucharest and the Danube and other functions, respectively the production of electricity, irrigation, flood protection, tourism, fish farming, greening.
By meeting this objective, which is part of the European transport network, it is generated the long term economic development of the entire region from the southern part of Bucharest city, including the construction of a new harbour.

The project is addressed both to the authorities managing transport, power generation, water management and the local communities bordering those two rivers up to the Danube.
THE HYDROTECHNICAL COMPLEX
TURNU MĂGURELE – NIKOPOL
ON THE DANUBE RIVER

The hydrotechnical complex Turnu Magurele - Nikopol, planned to be built on the Danube, has as a main purpose, the hydrotechnical arrangement of the Danube River downstream of the Iron I and II Gates.
THE HYDROTECHNICAL COMPLEX
TURNU MĂGURELE – NIKOPOL
ON THE DANUBE RIVER

By achieving this goal, long-term economic development is generated in the Turnu Măgurele area along with improvements in the navigation conditions on the Danube, by reducing drainage costs, shortening the length of the waterway, improving harboring and eliminating the inconveniences of small water.
THE HYDROTECHNICAL COMPLEX
TURNU MĂGURELE – NIKOPOL
ON THE DANUBE RIVER

It will also ensure the increase of the water supply of the riverine settlements to 100%, which will not depend anymore on the Danube water level. The continuous and controlled operation of the drainage system will also stabilise the groundwater in the Danube meadow, which will lead to the possibility of achieving gravitational irrigation and implicitly to a significant increase in agricultural production.

The energy aggregates which are to be installed within the hydropower complex will produce an average of about 2200 GWh, increasing the level of the national energy independence.
At the same time, it provides an opportunity for a new road and rail link between the two countries, a road with four lanes and a double railway connected to the national networks, over the hydrotechnical node.

The investment achievement will lead to the creation of a large number of jobs.
The CHEAP Tarniţa-Lăpuşteşti objective was projected in Energy Strategy of Romania, strategic provider of energy/system services for Romania and also for regional level, which was designed to function with four turbine-pump reversible groups, with an installed capacity of 1,000 MW (4x250 MW).
Economic & Social Effects

The main objective of the project is to increase the safety of SEN (National Electric System) operation; the plant can ensure optimal and safe operation of the SEN, in the context of a considerable increase in the portfolio of production capacities from renewable sources, being an electric energy accumulator that ensures its transfer to the tip load curve, providing system technology services for Romania and the neighboring countries.
Objectives

By achieving this objective it will be covered both the increased necessity of energy storage and the transfer of electric charge excess from the deficit area to the electric charge curve peak, as well as the balance of the uncontrolled renewable production capacities, by ensuring an optimal functioning of the largest energy groups from the system.
Building under public-private partnership a means of power transport plant

European policy and legislation passes superior environment standards for cities which affects mainly the road transport.

In order to reduce oil imports dependency and greenhouse gas emissions and noise pollution, European Commission established ambitious objectives to gradual removal of vehicles using conventional fuels.
Building under public-private partnership a means of power transport plant

Otherwise, the White Paper on transport 2011 proposes, in terms of road transport, to halve cars using conventional fuels by 2030 and completely by 2050.

Building in public-private partnership in Romania of an electric vehicles and buses factory would easier put into practice these requests with lower costs, through developing new methods of thinking and new technologies implicitly, to make alternative propulsion vehicles which still faces technical constraints now, such as a limited range of vehicles and buses, high investments costs in construction which lead to their high cost, lack of public infrastructure to recharge batteries etc.
Building under public-private partnership a means of power transport plant

Romanian workers experience in building vehicles and buses, as well as the Romanian large industrial net of auto parts, plastics and rubber, metallurgy etc. could facilitate achievement of this objective.

The necessary area for this objective (for halls, warehouses and test tracks respectively) is minimum 10ha. It is intended to locate this objective in a less developed area, but near Bucharest - within a radius of not more than 100km. To the extent that such areas will be identified with local authorities, they may participate in the establishment of the project company.
The necessity and opportunity of investment:

The capitalization on approx. 2.5 km of Black Sea beach front that is currently not being exploited by building new accommodation areas at international level that will compete with the ones existent in Bulgaria and Turkey that will lead to the economic development of the area, investment and tourists attraction;

The investment achievement could place Romanian seaside on the map of TUI, Thomas Cook, Neckerman, Dertour or ITS, tour-operators of international reputation that could directly invest and give loans for building hotels, they can guarantee a large flow of tourists and they can give consultancy regarding the introduction of all inclusive services system.
Economic & Social Effects

Possibility of ensuring a connection to the major international networks of tour-operating hotels in the Romanian seaside area;

Growth of the number of domestic and foreign tourists and offers of luxury accommodation and entertainment,

Creation of new jobs and improvements of the infrastructure in the area.
| The construction of 4 luxury resorts operated by international tour operators on a total area of over 800 hectares of land in the Costinești area – 23rd August; |
| The construction of 8 5-star hotels with over 4,000 rooms; |
| Construction of 2 amusement parks, a golf course of 60 hectares, spa and wellness centers, nautical activities, tennis, pools, bungalows, including aquatic activities, 100 hectares of gardens and forests. |
| A regional road network will be build in order to create the link between the resorts |
| The operation is possible to be achieved by an international operator, the investment being recovered through the capitalization of leisure and accommodation spaces on 15 years. |
New Ski Resort in the Făgăraș Massif

The existence of the necessary infrastructure for practicing winter sports on both sides of the Fagaras massif, the location in the middle of the country, as well as the proximity to numerous tourist and cultural destinations as well those from Sibiu, Curtea de Argeș, Poenari Fortress, Transfăgărășan make this area very attractive.

Diversifying the tourist offer especially in winter season will lead to a maximum of tourist potential in the region and localities of Cartisoara, Arpasu de Jos, Porumbacu de Jos, Ucea, Dragus, Vistea, Arefu, Ciocanesti, Albesti.
A great advantage is represented by the fact that all land is owned by the state, respectively the city halls. In addition, another great advantage is that it does not require any deforestation works.

The slopes in this area will reach 2,400 meters. There is also huge potential due to the existence of water resources in the area that water and artificial snow can be prepared there too even though atmospheric conditions bring snow here about 200 days a year.
New ski resort in Făgăraș Massif

There are plans for 150 km of the ski slope to be built with all the related facilities (cable cars, chairlift, cable installation, etc.) and the development of 700 m resorts, at the base of the ski and sled ski slopes, with accommodation capacities of over 50,000 people, the tourists having the possibility to use the personal transport means in the ski area.
In the last year, Romania faced a severe crisis of plasma derivatives, immunoglobulin mainly, which endangered the lives of patients.

Also, there are frequently major difficulties in the sanitary system, in ensuring human blood for transfusions and a limited access to therapies based on stem cells as well.
The solution to these issues is to build a national public bank of blood, human plasma and stem cells and to develop/build at least 10 regional blood transfusions centers, which would allow:

a) To collect and manufacture plasma, provide the necessary quantity of plasma derivatives and ensure the Romanian patients access to corresponding therapies;
b) Development of the regional blood transfusions centers would substantially increase the blood collecting capacity and the access to transfusions for a larger part of population consequently;
c) Ensuring the access of population to a high number of compatible stem cells, thus making access to these important health therapies much easier;
d) Substantial reduction of costs incurred by National Health Insurances House for the settlement of treatments based on plasma derivatives, stem cells and blood transfusions.
The construction of a "mini city" in Mogoșoaia area, on the Bucharest-Târgoviște route, an easily accessible area, road transportation wise, through the city belt and through the underground in the near future (which will link the rail station Gara de Nord to the International Airport Henry Coandă) would lead to an improvement in the health care infrastructure and the medical services.
The medical complex
"Carol Davila - Universitary Medical Center"

The project will be developed on an area of at least 300 hectares and will include:

- emergency hospital with around 3000 beds and 37 surgery rooms and will cover specialties: radiology, integrated ambulatory, obstetrics - gynecology, pediatrics, nuclear medicine, hemodialysis, maternity, laboratories, pharmacy, administrative facilities, with a built area of about 130,000 square meters.
- research center at European standards;
- medical department faculty;
- medical camp that will encompass houses for physicists and auxiliary staff as well as other facilities (schools, kinder gardens, shopping areas, leisure areas);
- university camp;
- accommodation infrastructure for patients' relatives (hotel/hotels with minimum 2000 rooms) or for patients that are cured in a daily regime (without hospitalization).
Some medical units from Bucharest that are hosted by buildings that do not allow for neither modernization to European standards nor streamlining of the medical flows, could be moved in this hospital.

1. Medical complex
2. Heliport
3. University of medicine
4. Leisure park
5. Residential area
6. Kindergarten
7. Shopping and services
8. Hotel for attendants
9. Parking
10. Sport and recovery
11. Student houses
Multifunctional Clinic "Dr. Calistrat Grozovici"

Public Private Partnership

In order to increase clinical and financial performance, a higher use of resources and the provision of a superior medical act followed by gaining competitive advantages for the national public health system that is into a fierce competition on the health services market, the construction of a multifunctional clinic within the limits of the National Institute of Infectious Diseases "Prof. Dr. Matei Balș" is envisaged.
In order to achieve this project, a generalised integration in the existing structures of the institute is needed, with the most important elements regarding the optimization of hospital and hotel conditions, and technological investments to ensure lower operational costs, correlated with the superior clinical and therapeutic performances.

The objective is part of the strategies and policy of healthcare development and is included in the National Health Strategy 2014-2020.
The project foresees the construction of two building bodies with a surface area of about 51,000 sq m on several levels, which will include emergency unit, ambulatory unit, anaesthesia and intensive therapy units, consultations units, radiotherapy, block operator, pharmacy, emergency rooms, consulting rooms, a heliport, an amphitheater and a classroom for students, laboratories, a research block, meeting rooms, changing rooms, visitors' rooms, technical spaces, etc.

Public Private Partnership
Currently, in Romania, 15 hospitals subordinated to the Ministry of Transportation, generally called RRC hospitals, render medical services in addition to the other hospitals.

The situation of RRC hospitals is different in terms of buildings, medical specialties, endowments, and number of staff.
However, given the fact that these hospitals employ 3899 people rendering services to a significant number of beneficiaries, a revival of these hospitals is necessary and for this reason their operation in PPP regime is recommended.
The building of a Regional Hospital in Timisoara, which will serve the west part of the country, represents the best solution in order to ensure the access of population to quality medical services. This will be a clinic hospital organised with specialties structure, with complex platform for investigations and clinical and pre-clinical therapeutic interventions that will provide medical assistance for complex medical cases, including the cases that can not be solved at county or municipal level, as well as for all cases in the counties that can not be definitively solved at the level of the county hospitals, due to the lack of material and / or human resources or the medical complexity of the case.
The Timișoara Hospital will be equipped with a heliport and helicopter for emergencies, as well as with specialised clinics and research centers.

In addition to this hospital in Timișoara, residential dwellings for doctors and auxiliary staff will be built, as well as accommodation facilities for relatives and patients' attendants.

The necessary land, which is currently managed by the DSP Timiș, has been granted by local Council Decision for a period of 49 years.
In the Eastern region of the country, a hospital with a capacity of approximately 800-1000 beds will be built between Galați and Brăila.

The hospital will be clinically organised with a specialty structure, with a complex platform for clinical and pre-clinical investigations and interventions that will provide medical care for complex medical cases that can not be solved at county or municipal level.
The hospital in the Braila-Galati area will be equipped with heliport and emergency helicopter as well as specialised clinics and research centers.

In addition to this hospital, residential dwellings for doctors and auxiliary staff will be built as well as accommodation facilities, cultural and commercial space, educational centers for relatives and patients’ attendants.

For this project, an area of 15 hectares has been reserved, which is in the public domain of the state, being managed by the Ministry of Health through DSP Galati and Braila.
In the center of the country, another regional hospital with a capacity of approximately 800-1000 beds will be built.

This hospital will be clinically organised with a specialty structure, with a complex platform for clinical and pre-clinical therapeutic and clinical therapies that will provide medical care for complex medical cases, that cannot be solved at county or municipal level, due to the lack of material and / or human resources, or the complexity of the case.
The hospital in Târgu Mureș will be equipped with an emergency helicopter and helicopter, as well as with specialised clinics and research centers. In addition to the hospital, housing districts for doctors and auxiliary staff will be built, entertainment and commercial space, educational centers as well as accommodation facilities for relatives and patient attendants.

A sufficient land area, which is in the public domain of the state, to be managed by the Ministry of Health, through the Public Health Department of Mureș County, will be reserved for the project.