

**Questions and Answers
regarding the Guide for Applicants (GfA) for Flagship Projects**

Note: The answers to these questions is not a guarantee for selection. Only assessors propose and the Monitoring Committee decides on issues related to eligibility and scoring.

No.	Relevant section in the Guide for Applicants (GfA)	Question	Programme' answer
1	GfA	<p>Regarding the Call for project proposals in the attached document, we would like to know if a project for connecting the Highway A1 and Timisoara International Airport (TIA) and Timisoara Beltway is eligible for support. Current state of facts: - TIA has no direct connection to A1 which passes-by the airport at only 2 km distance. The access to the airport is made by crossing the neighboring localities, effectively transiting the locality for reaching Timisoara Beltway and then, on a communal road that links us with the Beltway. This detouring implies 10 additional km for each passenger coming from Arad, Oradea, Deva, Lugoj, Hunedoara or from Csongrad region (Szeged, Mako) in Hungary. - The congested and unpredictable traffic through transited localities causes considerable delays and represents a major impediment for the passenger wanting to access the airport easily, quickly and in the shortest time. - Besides, there is NO direct connection between A1 and TM Beltway that passes-by the localities, fact that justifies once more the necessity of a connecting road between A1 and TM Beltway in the Airport area, connection that will be also useful for TM Municipality. We have found out, from the information package, that TM is the only primary node in the eligible area. TIA is also a primary aerial node of the TEN-T, thus, connecting it to secondary/tertiary terrestrial lines would comply with the multimodal component. Also, TIA intends to develop a public road transport (which is also integral part of the Transport General Masterplan, under the chapter <i>multimodal passenger transport</i>), aiming at facilitating fast access to the airport for the population living in Szeged/Mako area. The road public transport time for passengers coming from Szeged/Mako/Arad/Oradea etc. would be considerably improved if such connection between A1 and TIA existed. It is obvious for us that the project falls under TM County Council responsibility or under Ghironda or Giamata localities in partnership with Szeged/Mako and even with NCRIA (the administrator of A1). We've already had preliminary discussions with Szeged and Mako municipalities and the two Mayors expressed their interest in developing, within a partnership, the project for public/multimodal transport to ensure a fast connection with TIA. For this reason, we think they will be also interested in an infrastructure project, to shorten the distance to and times for accessing the TIA. Considering the above mentioned facts, please notify us whether the construction of a road connecting TIA to A1 and TM Beltway is eligible under the recently launched Call for proposal.</p>	<p>Given the relatively modest available funding, the Programme can only support the development of a small number of connecting roads that concretely improve cross-border mobility, by enhancing connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the Cooperation Programme provisions, only development (building or upgrading) of roads that represent a direct connection from secondary and tertiary nodes to the TEN-T networks, can be supported by this action, ensuring or improving direct access of the secondary and tertiary nodes to the TEN-T core and comprehensive network and the related infrastructure (considering also the improvement of the conditions and the safety of cyclists, where possible). Indicative actions are designed to improve the access of the inhabitants living in the cross-border area to the TEN-T core and comprehensive network. Also, the target group is defined as the population living in the eligible area. The result indicator of the Programme in this case is the population living in the cross-border area served by the upgraded infrastructure which connects to the TEN-T (number of inhabitants). The indicator represents the total population served by the upgraded infrastructure that connects to the RTT network. When calculating the baseline and target value of the indicator, all the inhabitants of all settlements which are either located on the upgraded section of the road or are situated in an area of 3 km from the section of the upgraded road will be considered.</p>
2	GfA	<p>1. Is the construction of a road, connecting „Traian Vuia” International Airport Timișoara with A1 highway and Timișoara Northern ring road, eligible for support under Investment Priority 7/b -Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes? 2. Considering that „Traian Vuia” International Airport Timișoara is a national joint-stock company, under Ministry of Transport subordination, established by G. D. no.521/1998 on the establishment of the national company "International Airport Timișoara "- joint-stock company (published in the Official Journal no.334/ 07.09.1998), please specify whether SN AIT Traian Vuia is eligible under Ip 7/b.</p>	<p>Given the relatively modest available funding, the Programme can only support the development of a small number of connecting roads that concretely improve cross-border mobility, by enhancing connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the Cooperation Programme provisions, only development (building or upgrading) of roads that represent a direct connection from secondary and tertiary nodes to the TEN-T networks, can be supported by this action, ensuring or improving direct access of the secondary and tertiary nodes to the TEN-T core and comprehensive network and the related infrastructure (considering also the improvement of the conditions and the safety of cyclists, where possible). Indicative actions are designed to improve the access of the inhabitants living in the cross-border area to the TEN-T core and comprehensive network. Also, the target group is defined as the population living in the eligible area. The result indicator of the Programme in this case is the population living in the cross-border area served by the upgraded infrastructure which connects to the TEN-T (number of inhabitants). The indicator represents the total population served by the upgraded infrastructure that connects to the TEN-T network. When calculating the baseline and target value of the indicator, all the inhabitants of all settlements which are either located on the upgraded section of the road or are situated in an area of 3 km from the section of the upgraded road will be considered. Regarding the eligibility of the applicant, the (lead) applicant must have legal competencies in the project relevant field. For all projects, it is compulsory that the applicant has among its attributions, according with its statute or according to the national legislation, the implementation of the proposed activities or it must prove that it has a partnership agreement with the institutions competent to implement such activities, according with its statute or according to the national legislation. List of potential beneficiaries: local and county governments / administrations and their institutions, national organizations responsible for transport infrastructure development etc.</p>

3	GfA	<p>Regarding the Interreg' Ip 7/b, I would like to ask if the development of the road between Csenger and Satu Mare, through which these settlements would be linked to the TEN-T network, is considered eligible? In our opinion, on the page 6 of the Annex "TEN-T analyses", these nodes, Satu Mare (as secondary node) and Csenger (as tertiary node) are considered eligible.</p>	<p>Within the Investment priority 7/b, as mentioned in the Factsheet for Ip 7/b, construction, upgrading / modernization of roads with cross-border impact, providing or improving direct access of secondary AND tertiary nodes TO TEN-T core or comprehensive network and related infrastructure, are eligible.</p> <p>In addition, even if we do not have the details of the road you refer to, we kindly remind you that, as stated in the Guide for Applicants for Flagship projects, 2.2.1.2 Eligibility of actions: Selection of projects that include cross-border road infrastructure is conditional to a prior bilateral agreement with the commitment of the Member States to set up Schengen-compatible border-crossing checkpoints (or other existing solutions according to the legislation in force at the time of submission of the project applications) at the completion of any such projects and to operate it for at least 5 years from the financial closure of the respective project or until the enlargement of the Schengen zone.</p> <p>When planning your project you should have in view the above mentioned provisions of the Guide for Applicants for Flagship projects.</p>
4	CN Application Form	<p>When filing in the document "Concept Note Application form" some questions have been arisen, as follows: - What the "Department" field refers to exactly? - At point "Co-Financing Source" could the Hungarian State fulfil this role? - At point "Legal Status public" should the legal status of the contacted person be precised? - At points " Experiences" and as well as "Benefit" could you clarify them in details in order to fill in promptly this criterion.</p>	<p>In the new version of eMS, the <i>Department field</i> becomes <i>Legal representative (Position)</i> and it refers to the position / function of the legal representative in the respective institution. <i>Co-Financing Source</i> has a single option: ERDF <i>Legal Status</i> : public or private. <i>Experiences of Partner</i>: What are the organization's competences and experiences relevant or the project? Include role in the project. <i>Benefit</i>: a short description of the results/outcomes/benefits resulted from the previously implemented projects'.</p>
5	Ip 7/b	<p>The strategic project proposal of the Arad County Council, as the Lead Partner proposes the modernization / rehabilitation and construction of new municipal roads in the Romanian-Hungarian border region extending from the border crossing points from Nădlac to Vărsand. By modernization / rehabilitation / construction of municipal roads in this region the following aspects arises: - Ensuring direct road links, shorter than the existing one between the border crossing points from Nădlac, Turnu, Variașu Mic, Grăniceri and Vărsand, as an alternative for DN 7 and DN 79, contributing to decongesting of traffic on these national roads which are very agglomerated - Ensuring the connection of tertiary and secondary nodes to Nădlac, Pecica, Curtici, Chișineu Criș, which constitute as local development poles to infrastructure TEN-T (highway A1 Nădlac – București) - Decongesting the border crossing point from Nădlac by ensuring easy access to other border crossing points from the territory of Arad County - Increasing local economies from the two counties by ensuring a modern road network for flows of passengers and goods - Enhancing previously implemented projects related to road links between the two counties, financed within the Hungary-Romania Cross-Border Co-operation Programme 2007-2013 (road linking Nădlac – Csanadpalota, Variașu Mic – Dombegyhaz, Grăniceri – Elek). In this context, please clarify that the modernization of section DJ 709J Grăniceri - Pilu (DN 79A) could be eligible for modernization within the Interreg V-A Romania-Hungary Programme, according to the attached map.</p>	<p>Thank you for your interest and we would like to express our support for facilitating your efforts. With regard to your request, please take into consideration that the Programme could provide funding for developing a small number of road links that truly enhance cross-border mobility through improving the connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the provisions of the Cooperation Programme, the development (upgrading and modernization) of roads only with direct link from secondary and tertiary nodes to TEN-T networks may be supported under this action, providing or improving direct access of secondary and tertiary nodes to TEN-T core or comprehensive network and related infrastructure (also taking into account improving the conditions and safety of cycling, where possible).</p> <p>The indicative actions are designed to improve the access of inhabitants of the cross-border region to core and comprehensive TEN-T network. Moreover, the target group is defined as people living in the eligible area. However, we will take into account all the inhabitants of all settlements that are either located on the modernized road section or are located within 3 km distance from the modernized road section.</p> <p>Taking into consideration the abovementioned issues, the 2 municipalities referred, Grăniceri respectively Pilu, are not part of secondary and tertiary nodes, but developing DJ 709J Grăniceri - Pilu (DN 79A) is not a connection between secondary and tertiary nodes and TEN-T core and comprehensive network.</p> <p>For further details please consult the Guide for Applicants for Flagship Projects, Annex I, Fact Sheet and TEN-T Analyze, where are listed all the tertiary and secondary nodes from the eligible region as well as the core and comprehensive TEN-T network.</p>

6	Ip 7/b	<p>Taking into account the eligibility requirements presented in the Guide for Applicants and the Programme's result indicators please advise us on the following:</p> <p>1. Inform us if the National Road DN19 is part of the TEN-T infrastructure at Oradea Municipality / Bihor County level, consequently becoming eligible an investment in road infrastructure from kilometer 6+700 of DN19 towards Calea Bihorulului, Express Road, with connection to National Road DN1.</p> <p>2. Inform us on your point of view related to the following investment project proposal, promoted by Oradea Municipality, construction / modernization / upgrade of road infrastructure, representing a direct link to TEN-T infrastructure, proposal further detailed: CONNECTION ROAD: Roundabout REAL 2 DN19 (km 6+700) – Express Road Oradea – DN1:</p> <p>The connection road, which we would like to finance within the restricted call, is a section of a connecting corridor between the highway A3 and the National Road DN1 exit towards Cluj-Napoca, corridor consisting of 3 sections: Section 1 – connecting road with highway A3, proposed to be financed within the Operational Programme Large Infrastructure, Section 2 - Roundabout REAL 2 DN19 (km 6+700) – Express Road Oradea – DN1, proposed to be financed within Interreg V-A Romania – Hungary Programme, Investment priority 7/b and Section 3 – modernize / upgrade the existing road, Calea Bihorulului St – from the intersection with Section 2 until the intersection with the rotary Teodor Neş, proposed to be financed within Interreg V-A Romania – Hungary Programme, Investment priority 7/b.</p> <p>The OBJECTIVE of this investment is the construction of a new road and the modernization of an existing road with connection to the Express Road financed within the project HURO / 1101/037/1.1.1, ensuring the connection to the TEN-T infrastructure through the National Road DN1.</p> <p>The PROPOSED SOLUTION, to be financed within the current restricted call of the Interreg V-A Romania – Hungary Programme, Investment priority 7/b:</p> <p>Section 2 - The newly built road will become a 3rd-class street with the length of 2.823 km, the route starting from km 6+700 of National Road19, from the current roundabout next to Hypermarket Real until the new roundabout from the DJ767F, in order to connect with Calea Bihorulului St and then with the Express Road, with direct discharge/take-over of the traffic in/from National Road 1. The proposed road structure is flexible, semi-rigid type, which is also suitable for heavy traffic. This road will have a total length of 3,489 m, of which 2,823 m the length of the road, and the rest the connections with the adjacent streets and their intersections with the new roundabout. There are also proposed 2,668 m bicycle tracks, 6,357 m sidewalks, street lighting, pluvial sewerage.</p> <p>At the intersection with "Frumoasa Valley" it is proposed to build a passage of 255 m at km 0+402 and a bridge over the Crişul Mic stream of 15 m at km 0+242.</p> <p>ESTIMATED VALUE: EUR 8.975 million without VAT.</p> <p>Section 3 - modernization of Calea Bihorulului St on a total length of 2,051 m, because the current condition of the street is not appropriate, and by connecting it with the recently built Express Road it is necessary to bring it at the same parameters in order that the street is able to take over the road traffic. The project envisages the construction of a third category road structure.</p>	<p>With regard to your request, please take into consideration that the Programme could provide funding for developing a small number of road links that truly enhance cross-border mobility through improving the connections between secondary and tertiary nodes and the TEN-T core and comprehensive network. According to the provisions of the Cooperation Programme, the development (upgrading and modernization) of roads only with direct link from secondary and tertiary nodes to TEN-T networks may be supported under this action, providing or improving direct access of secondary and tertiary nodes to TEN-T core or comprehensive network and related infrastructure (also taking into account improving the conditions and safety of cycling, where possible).</p> <p>The indicative actions are designed to improve the access of inhabitants of the cross-border region to core and comprehensive TEN-T network. Moreover, the target group is defined as people living in the eligible area. However, we will take into account all the inhabitants of all settlements that are either located on the modernized road section or are located within 3 km distance from the modernized road section.</p> <p>Please take into consideration the proposed project indicators and the total budget of the project, which should keep the necessary proportionality, according to the Fact Sheet of this investment priority. Moreover, the proposed actions as the estimated costs should respect the Chapter 2.2.1.2. Eligibility of actions (operations), respectively Chapter 2.2.1.3. Eligibility of costs/expenditure.</p> <p>With regard to the National Road DN19, this is not part of TEN-T network (the relevant data can be downloaded from the following address: http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html?layer=input_1,20,21&country=RO). Moreover, please bear in mind that the Official Gazette of Romania No. 778 bis/4 October 2016, Annex to Government Decision no. 666/2016 on approval of the strategic document of General Master Plan on Transport of Romania, in the Table 4.35.1 – Road network TransRegio and EuroTrans, from page 162, is presented the route Oradea – Satu Mare and it is classified to "Other networks". The same remark can be found in other tables as well, on page 216, on page 666, on page 819, on page 832.</p> <p>For further details please consult the Guide for Applicants for Flagship Projects, Annex I, Fact Sheet and TEN-T Analyze, where are listed all the tertiary and secondary nodes from the eligible region as well as the core and comprehensive TEN-T network.</p> <p>Regarding the eligibility of your project we reserve the right to not express it now with respect to this aspect. Please take into account the fact that the project proposals are evaluated also from the point of view of the eligibility, the relevance in relation with the objectives of the Programme, the opportunity and feasibility based on complete and conform documents, according to the rules of the Guide for Applicants.</p>
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