



**<Baia Mare Metropolitan Area> Intercommunity Development Association**  
430311, Baia Mare, Gh. Sincai St. No 37, tel +40362421936, fax +40362421937  
[www.zmbm.ro](http://www.zmbm.ro) , [info@zmbm.ro](mailto:info@zmbm.ro)

## **BAIA MARE METROPOLITAN AREA**

The Law 215/2001 regarding Romanian local public administration, (art.11 – art.13), recongizes the right of the territorial administrative units to form intercommunity development associations with legal personality, functioning under private law and having public purposes. Taking into consideration the changes made to Law 215 through Law 264 / 15 December 2011, the Metropolitan Area has been defined as an intercommunity development association established on a partnership agreement between the Romanian Capital City or the 1st rank cities or the county capitals, and the territorial administrative units from the surrounding area.

Moreover, the Law 351/2001 regarding the National Spatial Plan of Romania, modified by Law 264/2011, at art. 7 specifies that in order to have a balanced development of the territory around the Capital of Romania and of the territory around the 1st rank cities or around the county capitals, the territorial administrative units from those areas may associate themselves, on free partnership bases, for the establishment of metropolitan areas.

**Taking into consideration the changes made to the mentioned laws (2011), all the Romanian county capital cities may form metropolitan areas, by associating with the municipalities from the area of their influence.**

In this context, in April 2012, the Metropolitan Area of Baia Mare City has been legally established, by modifying the legal documents of Baia Mare Urban System Association, in accordance with the law and also, by expanding the territorial partnership.

### **Baia Mare Metropolitan Area is composed of 18 municipalities:**

1. Baia Mare City
2. five towns: Baia Sprie, Cavnic, Seini, Șomcuta Mare, Tăuții Măgherauș
3. twelve communes: Cernești, Cicârlău, Coaș, Copalnic Mănăstur, Dumbrăvița, Groși, Mireșu Mare, Recea, Remetea Chioarului, Satulung, Săcălășeni, Valea Chioarului.

The total population of the metropolitan area, according to the 2011 census, is around 220,000 inhabitants, and the total surface is 1,388 sq km.

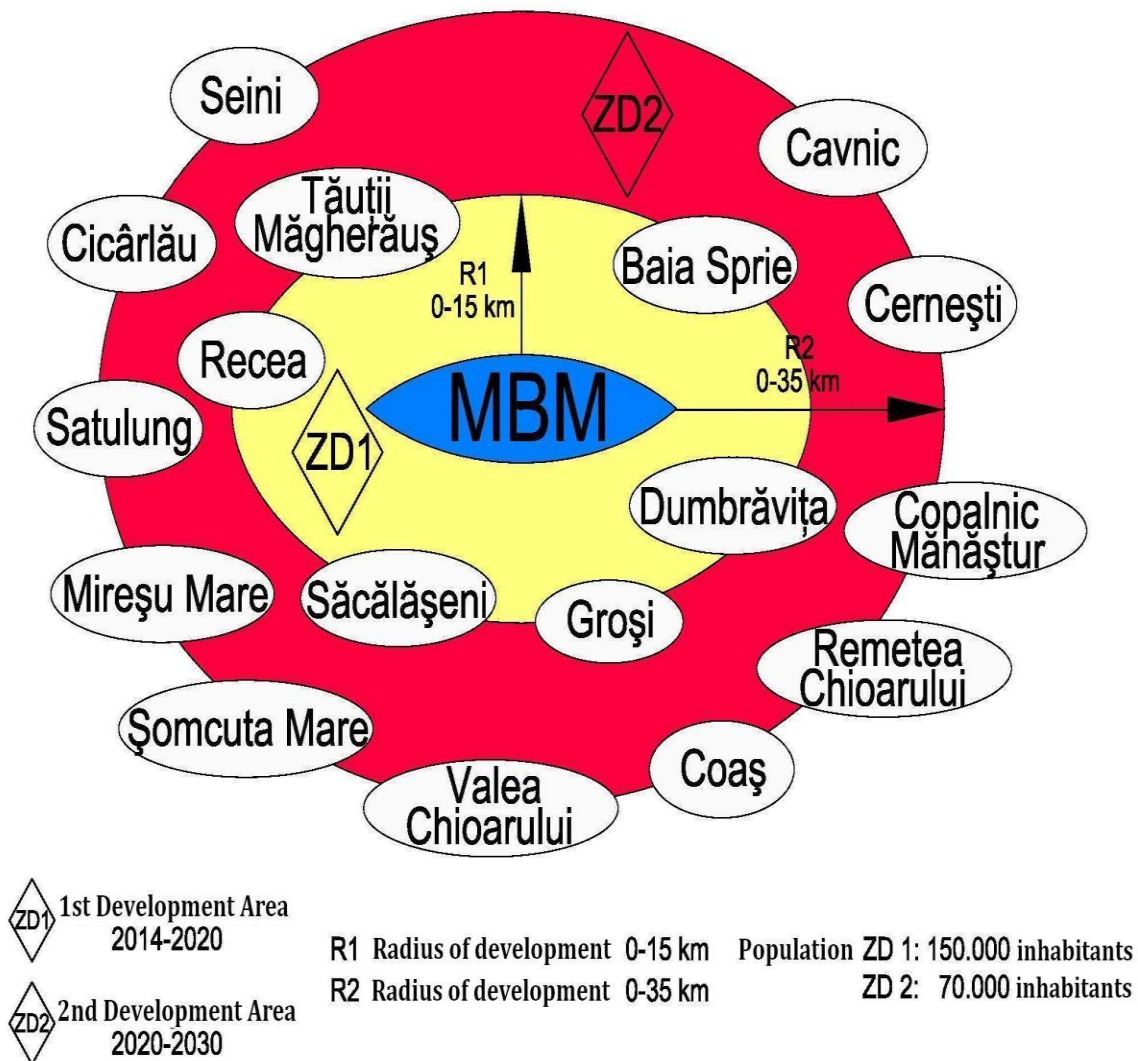
Baia Mare Metropolitan Area has a development strategy for the period 2010 – 2020, assumed by all the associated municipalities, by vote in the local councils, and also has a set of priority projects and programmes for the European programming period 2014 – 2020.



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Moreover, there has been defined a **Development Concept** of the metropolitan area for the period 2014 – 2030, which splits the area into **two development areas**:

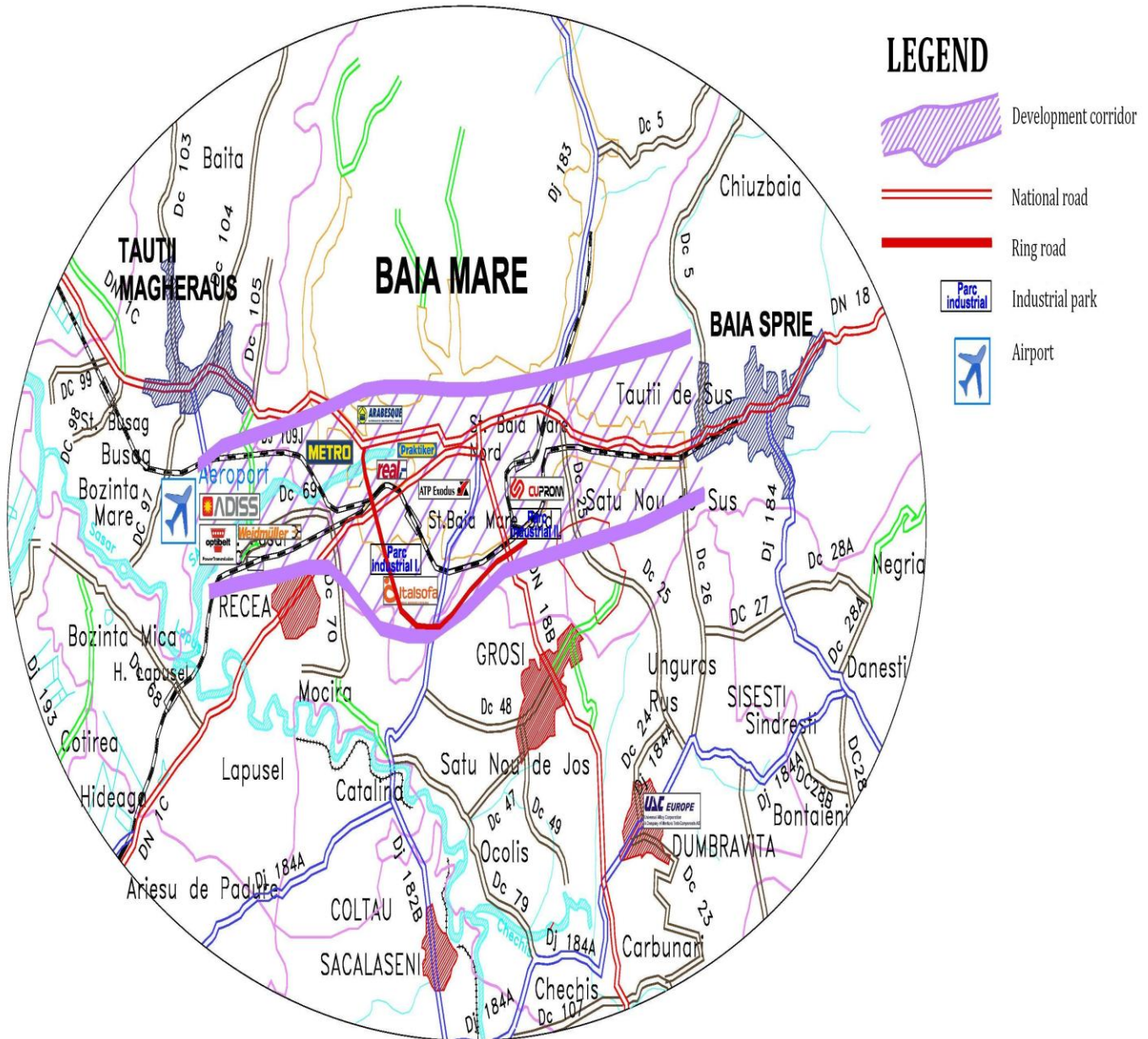
## Development concept of the Baia Mare Metropolitan Area 2014-2030





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**DEVELOPMENT AREA (R1=0-15 km)**





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**1<sup>st</sup> Development Area:** Baia Mare City and the surrounding municipalities no more than 15 km radius (first ring).

**2<sup>nd</sup> Development Area:** the other municipalities, covering the surrounding area up to a 35 km radius (second ring).

The development shall be realised in two different stages, by implementing programmes and projects in the two areas:

Stage 1: 2014 – 2020 period, for the **1<sup>st</sup> Development Area**

Stage 2: 2020 - 2030 period, for the **2<sup>nd</sup> Development Area**

Moreover, in the **1<sup>st</sup> Development Area** has been identified a **Development Corridor** (west – east axis), on the territory of the **Tăuții Măgherauș, Baia Mare, Recea, Groși, Baia Sprie** municipalities, which focuses the most important local investments (Adiss, Optibelt, Weidmuller, Eaton, Metro, Arabesque, Real, Praktiker, ATP Exodus, Aramis, Italsofa), and also the business and transport infrastructure (Airport, Customs, Local public transport, Ring road).

#### **The most important metropolitan programmes**

1. Increasing accessibility and mobility within the metropolitan area
2. Promoting local economic development in the metropolitan area
3. Decontamination and cleaning the brown-field areas and placing them in business

#### **The most important metropolitan projects (P)**

1. Creating the metropolitan transport system
2. Modernizing and expanding the Baia Mare City ring road
3. Development of business support infrastructure: industrial & technological parks, business incubators, exhibition centres.

**P1.** A priority is **creating one or more industrial parks**, within the proposed Development Corridor, in order to generate business infrastructure and tax incentives for the potential investors.

Locations for the industrial parks:

**Industrial Park 1, ITALSOFA area**, by creating a partnership with the land owners, Recea and Dumbravita communes. The total surface shall be around 100 ha and could permit the establishment of a business incubator, an exhibition centre and land areas for proper investors.



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**Industrial Park 2, CUPROM Area**, by creating a partnership with Baia Sprie City Council and other private land owners in the area. The total surface shall be around 50 ha, but initially it could be needed a decontamination of the polluted and brown-field areas of the CUPROM industrial platform.

**P2.** Another priority is organizing **the metropolitan transport system** that shall mostly contribute to an improved mobility and accessibility within the metropolitan area of Baia Mare City. The metropolitan association is conducting a study on the evaluation of people inflows in the area, with the purpose of defining a Metropolitan Public Transport Programme. Afterwards, the Metropolitan Council will assign the license to a public service operator that should be concerned of offering efficient transport services.

It is possible to create such a transport system at metropolitan level by fulfilling a legal procedure: each associated member (territorial administrative unit) who wants to join the system must transfer the decision from local to metropolitan level, by adopting a Local Council Decision in correlation with Law 51/2006, art. 10, paragraph 4, which allows the communities to transfer the right to select a public service operator to an intercommunity development association in order to enlarge the area in which the public service is provided and also, in order to have a common approach for the same services in more local communities.

**P3.** Another project is represented by the **modernization of the Baia Mare City ring road**, this road being the axis of the Metropolitan Development Corridor and of the Development Area 1.

This project is correlated with the public transport system project, creating accessibility for the city and increasing the mobility in the entire metropolitan area.