

NOTIFICATION OF PUBLIC SERVICE OBLIGATIONS (PSO) IMPOSED ON THE BASIS OF ARTICLES 16 AND 17 OF REGULATION (EC) N°1008/2008¹

Oradea (OMR) – Warsaw (WAW)

Information on the region	
Region served by the PSO²	<p>The PSO will serve the following region:</p> <ul style="list-style-type: none"> ▪ Oradea city, Bihor County (NUTS 3), Nord-Vest Region (NUTS 2), Romania <p>The PSO route will connect the following airports:</p> <ul style="list-style-type: none"> ▪ Oradea (OMR) – Warsaw (WAW)
Type of route	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Is this region peripheral or is it a development region? Is the route a thin route considered vital for the economic and social development of the region served by the airport?</p> </div> <div style="width: 50%;"> <p>Bihor County is located in the Nord-Vest Region, Romania, which qualifies as a development region, having a gross domestic product (GDP) per capita below 75% of the EU-27 average, as recognised in the Regional aid map for Romania (2022 – 2027)³: GDP per capita⁴ 2016-2018 EU-27 = 100 – Nord-Vest (NUTS Code RO11) – 58.33%. Bihor County is 11th in Romania, contributing 2.4% of the national GDP.</p> <p>In general, less developed regions in the context of the EU regional policy⁵ would normally fulfil the condition set out in Article 16 para. (1) of Regulation No 1008/2008 as regards the types of routes eligible for PSO imposition. Thus, we consider that the region the PSO serves fulfils this condition.</p> <p>The operation will be a vital economic and social „infrastructure” serving an improved connection between Western Romania and Poland. On one hand, being connected to the Warsaw airport will give existing and potential investors the possibility to have a one-lay-off connection, from all over the world, to Oradea, as Warsaw airport is one</p> </div> </div>

¹ Regulation (EC) No 1008/2008 OF of 24 September 2008 on common rules for the operation of air services in the Community (Recast), OJ L 293, 31.10.2008, p. 3–20.

² Please indicate in particular the cities to be served by the PSO routes.

³ SA.100199 - Regional aid map for Romania (2022-2027); SA.105733 - Amendments to the regional aid map of Romania for the period 2022 – 2027.

⁴ Data communicated by Eurostat for 2016-2018.

⁵ Where GDP per inhabitant is less than 75 % of the EU average.

		<p>of the most important hubs in Europe and the largest hub in CEE region.</p> <p>Bihor County has attracted an estimated 1.8 billion euros in investment in the last ten years, and to maintain the two-digit growth rhythm, easy access and timely effective access to Oradea is a condition, not a critical ingredient. Just as an example to illustrate the stringent business need for such infrastructure, Nokian Tyres has decided to relocate the Russian production facility to Oradea, committing to a two-stage 1.2-billion-euro investment, the largest private investment in Romania in the past 15 years. Based in the Finish city of Nokia and having manufacturing facilities in Daytona Tennessee, this is just one example of an investor who needs good and time-effective connectivity to sustain its investments in Bihor County Therefore, Warsaw airport serves as a crucial hub for business and investors alike, as it is one of the best hubs in order to connect to the northern part of the continent, as well as to major US hubs.</p> <p>The operation of the route also has a direct and indirect social impact. On the one hand, the development of the local economy (FDI and tourism) will support the local social landscape by creating a higher living standard for the local community. Having the possibility to travel to numerous destinations directly from Warsaw, or just visiting Warsaw and creating cultural bridges at the local level are just part of the direct social impact that this potential operation will have, since there are significant social and cultural ties between Romania and Poland. Tourism is also of high interest especially for potential incoming passengers, as Polish tourists ranked 9th in the top of tourists visiting Romania, with over 170,000 Poles visiting Romania in 2015 and over 181,000</p>
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		<p>passengers travelling to/from Romania and Poland in 2019.</p> <p>In March 2023, the diplomatic ties between Romania and Poland were reaffirmed during a joint meeting of the two countries' governments. The economic links between Romania and Poland are strong, as both countries are part of the two major forms of cooperation in the region, namely the Three Seas Initiative and the B9 format. While Romania has the leadership on the security dimension in the Black Sea Region, Poland has a similar role in the Baltic region. Moreover, from a connection perspective, the development of Via Carpathia and Rail2Sea, which will connect the road and railway infrastructures between the two countries, developing interconnectivity on the north-south axis of the continent.</p> <p>Last but not least, the total value of the trade between the two countries hit almost EUR 11 billion in 2022 and is on an ascendant trend. In addition, the exchanges of services between the two countries amount to EUR 835 million. There are also 1,514 Polish companies in Romania, which have a subscribed capital of EUR 330 million, placing Poland the 19th in Romania's top of foreign investors. The potential of cooperation in the economic field remains large.</p>
<p><i>Justification relating to the needs of the region⁶</i></p>	<p>The PSO in respect of scheduled air services between Oradea (OMR) and Warsaw (WAW) airports will serve both Oradea city and the Bihor County, located in the Nord-Vest Region of Romania.</p>	<p>In full compliance with Article 16 para. (1) and para. (3) letter (a) of Regulation 1008/2008, this obligation shall be imposed only to the extent necessary to ensure on this route the minimum provision of scheduled air services satisfying certain fixed standards, which air carriers would not assume if they were solely considering their commercial interest. The fixed standards imposed on the route subject to this PSO are set in a transparent and non-discriminatory manner. In addition, we confirm that the necessity and the adequacy of the envisaged PSO has been assessed having regard to the proportionality between the envisaged obligation and the economic development needs of the region concerned.</p>

⁶ Please indicate the reasons mentioned by the Article 16(1) and (3)(a) of Regulation 1008/2008 and which justify the need to impose the PSO.

The Bihor County, located in the Nord-Vest Region of Romania, specifically the area around Oradea (OMR) airport, situated just 6 kilometres from the city of Oradea and near the Hungarian border, has a strong need for the establishment of a PSO route connecting Oradea (OMR) to Warsaw (WAW). This demand is underscored by the region's specific characteristics and requirements:

- **Demographic Significance:** Oradea (OMR) airport serves Bihor County, which is home to approximately 620,000 residents. Notably, over half of this population resides in the Oradea metropolitan area, which is experiencing substantial growth due to urbanisation.
 - **Economic Prosperity:** The vision for the development of the region where Bihor County is located is elaborated in the “Plan for the Development of the North-Western Region 2021-2027” by the North-West Regional Development Agency (RDA). According to the plan, until 2034, the region will be in the top innovative regions in Central and Eastern Europe. To that end, five strategic objectives have been proposed in the Regional Operational Plan, the most important sources for European funds in the region: increasing the economy’s competitiveness based on innovation and digitalisation, improving education, using natural resources sustainably, developing multimodal urban mobility, and developing the region’s accessibility. Oradea is showing great potential in driving the region’s development as an urban center, as well as through investments in infrastructure, development of tech hubs, and resources for the private sector, with particular involvement from the local government. Local governance of Oradea, particularly, has been actively involved in the transformation of the region, mainly by accessing and deploying European funds.
- **Educational Hub:** The region is an educational hub with four universities and a student population of 25,000, including the University of Oradea. Currently, the University of Oradea comprises 15 faculties with 49 departments and 27 institutionally certified research centres, the number of study programs being divided as follows: 112 - bachelor degree, 83 - master degree and 12 - doctorate.
- **Industrial and Technology Centre:** Bihor is home to four industrial parks, one of which is a science and technology park. These parks have attracted significant investments from 104 companies, totalling EUR 1.2 billion, and employ 8,500 people. Thus, Oradea serves as an industrial centre with an aspiring business community that seeks international cooperation.
- **International Business Presence:** The region has attracted businesses with headquarters in various countries, including Austria, Italy, Korea, Belgium, Spain, and the USA, making it a hub for international business activities. Since 2008 the overall volume of the total FDI attracted to Oradea is 2.4 billion euros, and over 10,000 new jobs have been created. Some of the biggest companies that decided to do business in Oradea are Plexus (US), Faist Mekatronic (IT), Shinheung Electronics (KOR), Nidec (JP), Purem Oradea (DE),

Hanning Motors Romania (FR) Reinert Kunststofftechnik (DE), Nokian Tyres (FI) Andreas Stihl Power Tools (DE).

- **EU Funding Hub:** Oradea is the second most significant municipality in Romania in terms of attracting EU funding.
- **Strategic Tourism Potential:** The region also boasts opportunities for a thriving tourism industry, highlighting the need for accessible air travel options. The development and promotion of tourism is a priority in the context in which, although the municipality of Oradea has a unique, well-valued cultural and historical heritage, the area has a developed reception and accommodation capacity, an exceptional natural heritage that covers a tourist offer for all the seasons in the immediate vicinity, with spa and relaxation possibilities and real opportunities to capitalize on the local cultural and sports agenda. However, the hospitality industry fails to maximize local advantages and achieve a high level of development. The development of tourism must be seen as a complex of resources that must be managed together, also developing a series of activities related to tourism, which concern the production of goods and services used in the hospitality industry, the workforce and the necessary professional skills. Therefore, the development and promotion of tourism is a strategic priority for the City Mayoralty. Moreover, Bihor County is one of the counties in Romania with the largest and most diverse tourist potential, concentrated in the biodiversity of the Apuseni Mountains, but also in the spas currently operated at Băile Felix and 1 Mai resorts. In addition to these two components, the Bihor county enjoys an extremely rich and diversified cultural heritage thanks to the 431 heritage monuments, 162 monuments and architectural ensembles and 40 memorial houses and fine art monuments.
- **Air Travel Leakage:** The demand for air connectivity in Oradea city and the Bihor County has been assessed through the leakage data provided by ASM Catchment Analyser Data (part of Informa Markets). To be noted that such analysis captures only a part of the demand, i.e. the demand expressed by people living or staying in the Oradea catchment area. The demand coming from people that live in other regions of the world (e.g.: Romanian communities living outside the country), or the need for business travel coming from foreign investors, comes on top of these numbers and gives the total demand. But the outcome of the leakage data is strong enough to highlight the need for increased air connectivity on OMR airport, based on the following arguments:
 - (i) **Leakage by origin airport:**

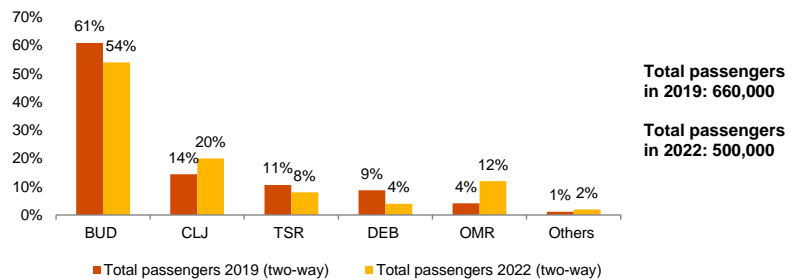
Leakage data demonstrates that Oradea Airport is underserved from both an inbound and outbound perspective. Data provided by ASM Catchment Analyser Data show that a high number of people leaving or staying in the OMR catchment area is using air connectivity, but only a small number is served by the OMR airport. Most of these journeys are being accomplished through neighbouring airports.

In 2019, a total of 660,000 two-way passengers living or staying within a 35-kilometre radius of OMR airport travelled by air; of these, over

half (61% or 400,000 passengers) used Budapest Airport and only 4% (27,600 passengers) departed from Oradea Airport.

In 2022, as markets continued to recover, the total figure was 500,000 for two-way passengers. While the share of Budapest Airport decreased to 54% (cca 270,000 passengers) and the share of Oradea Airport increased to 12% (cca 60,000 passengers), OMR’s market share remains low when compared with the needs of the Oradea city and its surrounding areas.

Airports used by passengers living or staying within a 35 km radius of OMR

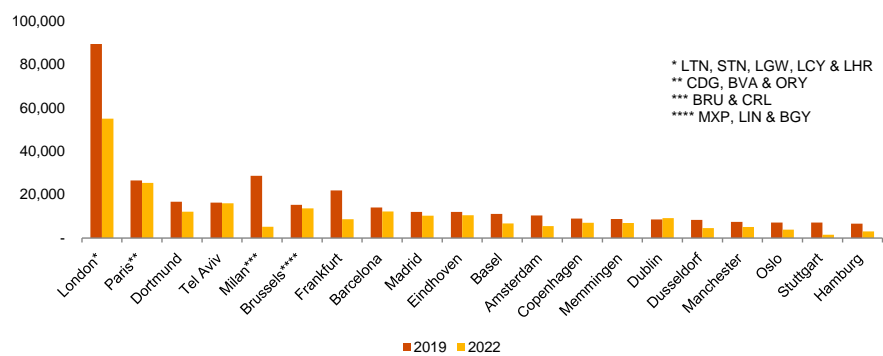


(ii) Leakage by destination airport:

The destinations envisaged by people living or staying in the Oradea catchment area, based on a 35 km radius from OMR airport, include cities which have previously been served by the airport, indicating that OMR is underutilised. Although London is clearly leading the top of leaked destinations, Warsaw is also a major connecting hub, as it ensured the connection of 3,623,000 passenger in 2023.

Source: Oradea municipality based on ASM Catchment Analyser Data

Top leaked destinations 35 km radius of OMR (# of passengers)



Long-Distance Travel and High Fares: Many passengers in the Oradea Airport catchment area are forced to embark on lengthy journeys and often crossborder to access air routes. Moreover, these passengers are paying far higher fares to use other airports even though, as evidenced by the airport’s existing Oradea (OMR) – Bucharest (OTP) route, the passengers would pay higher fares to travel by air. In light of these compelling factors, the imposition of a PSO route between Oradea (OMR) and Warsaw (WAW) is a crucial step in fulfilling the region's transportation needs, fostering economic development, and catering to the

demands of its diverse population and thriving business community, from the perspective of both outgoing and incoming passengers. Grounds for imposing the envisaged PSO can be summarised as follows:

- **Onward Connectivity:** Article 16 para. (1) of Regulation 1008/2008 requires that a PSO route should aim to ensure that an adequate level of scheduled air services is maintained for a given region. Oradea, as a major city, educational, cultural and business hub located in the Nord-Vest development region of Romania, is not well-connected by air to major European cities, including Warsaw. The imposition of an air PSO between Oradea (OMR) – Warsaw (WAW) is a strategic move to ensure onward connectivity for Oradea. It addresses the immediate need for convenient travel and has far-reaching implications for economic growth, job creation, and regional competitiveness. Thus, the imposition of a PSO route would address this connectivity gap, providing the region with better access to the CEE region, first of all, and further, to the entire European air transportation network. The destinations and frequencies offered by Warsaw (WAW) are vital for the economic development of the Oradea region served by the PSO. WAW airport is one of the main connection hubs for Western Europe and Northern Europe and one of the major beyond connection hubs. The airport can accommodate four direct frequencies to Oradea, best suited for business travellers and another 20 European and global transfer destinations within 6 hours of transfer time.
- **Regional Economic Development:** The Nord-Vest region of Romania qualifies as a development region, which makes it even more important to establish air connectivity. Improved air links, such as the Oradea (OMR) and Warsaw (WAW) route, can stimulate economic development by attracting foreign investment, boosting tourism, and facilitating the movement of goods and people. The PSO route can be seen as an investment in the area's regional development, aligning with EU policies aimed at fostering economic growth in less-developed regions. This route would greatly serve connectivity in the CEE region, as WAW airport is the largest airport in the CEE.
- **Social and Regional Needs:** The establishment of a PSO route also takes into account the social and regional needs of the population. Bihor County has a growing population with diverse social and economic needs. Having a direct air connection to a major European city like Warsaw can fulfil various social and regional needs, including easier access to education, healthcare, business and leisure activities.
- **Market Failure:** If the market alone cannot provide the desired air services, such as the Oradea (OMR) and Warsaw (WAW) route, due to insufficient demand or other market failures, the imposition of a PSO can address this and ensure that the region has access to vital air transportation services.

In conclusion, the imposition of a PSO route between Oradea (OMR) and Warsaw (WAW) aligns with the conditions set out in Article 16 para. (1) and para. (3) letter (a) of Regulation 1008/2008. This route is necessary to improve air connectivity, foster regional economic and business development, meet social and regional needs, and address market failures in the less-developed Nord-Vest

	region of Romania. It is a measure that can contribute to the balanced growth of the European Union by reducing regional disparities and ensuring the development of underserved regions. Thus, this route is considered vital for the economic and social development of the served region.
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Information on the route(s)		
Since when has the PSO been imposed on the route⁷?	Not applicable. Prior to this notification, no PSO has been imposed on the route.	
Total traffic on the route during the last two years (expressed in number of passengers)	Not applicable. The route concerned has not been operated in the last two years.	
Total traffic⁸ at the airports served during the last two years	Destination airport (serving the concerned region)	Warsaw (WAW)
		0
	Origin airport	Oradea (OMR)
		0

Information on alternative air services	
Alternative airports to the destination/origin airport⁹	<p><i>This list should include at least the airports situated within a 150km radius or a 1h30minutes isochrones from the city/cities of the concerned region.</i></p> <p><u>Alternative airports to the destination airport / Warsaw (WAW)</u></p> <p>The nearest airport to Warsaw is Warsaw Chopin (WAW) airport (<i>i.e.</i> the destination airport) which is 6.9 km radius away. Other nearby alternative airports are as follows¹⁰:</p> <ul style="list-style-type: none"> - Warsaw Modlin (WMI) (34.1 km radius), Approximate distance from WAW: 51 km, Approximate drive time: 1 hour 10 mins <p><u>Alternative airports to the origin airport / Oradea (OMR)</u></p> <p>The nearest airport to Oradea is Oradea (OMR) airport (<i>i.e.</i> the origin airport) which is 2.4 km radius away. Other nearby alternative airports are as follows¹¹:</p>

⁷ Please attach the text of the last imposition or modification of the PSO on the basis of Regulation 1008/2008 or, if applicable, of Regulation 2408/92.

⁸ Passengers at departure and arrival.

⁹ This list should include at least the airports situated within a 150km radius or a 1h30minutes isochrones from the city/cities of the concerned region.

¹⁰ Source: www.rome2rio.com/s/Nearby-Airports/Warsaw

¹¹ Source: www.rome2rio.com/s/Nearby-Airports/Oradea

	<ul style="list-style-type: none"> - Debrecen (DEB) (54.8 km radius), Approximate distance from OMR: 84 km, Approximate drive time: 1 hour 20 mins (however, varies significantly due to the necessity to cross a non-Schengen border) <p>Nevertheless, the DEB airport alternative is not suitable due to the following reasons: (i) no direct flights DEB-WAW, (ii) reduced frequencies (3x week), (iii) long stopovers, (iv) DEB airport profile is more dedicated to leisure travellers and thus, the departure times to WAW are not suitable for business travellers.</p> <p>Other airports that are in practice used by travellers have not been taken into account because of lengthy travel times to the respective airports, which exceed a 1h30 min drive from Oradea, such as¹²:</p> <ul style="list-style-type: none"> - Cluj-Napoca (CLJ) - Minimum drive time: 3 hours - Timisoara (TSR) - Minimum drive time: 2.5 hours - Budapest (BUD) - Minimum drive time: 3 hours - Arad (ARW) - Minimum drive time: 2 hours - Baia Mare (BAY) - Minimum drive time: 3 hours 13 mins - Satu Mare (SUJ) - Minimum drive time: 2 hours <p>Although passengers residing in Oradea metropolitan area and the Bihor County can access other airports, lengthy journeys are required. Accessing airports in Hungary is further complicated because passengers must cross a non-Schengen border.</p>
<p>Description of alternative air services (frequencies, schedules, stopovers, seasonality)</p>	<p><i>Note: For the purpose of showcasing alternative air services¹³, only routes having either Oradea (OMR) as origin airport or, alternatively, Warsaw (WAW) as destination airport have been considered. The analysis also took into account only direct flights or, if not available, flights involving at most 1 (one) stopover, as flights with 2 (two) or more stopovers were excessively lengthy to be considered as a viable alternative by interested passengers.</i></p> <p>Currently, there are no direct flights operating between Oradea (OMR) – Warsaw (WAW).</p> <p><u>Alternative air services</u></p> <ul style="list-style-type: none"> ▪ OMR – WAW via OTP (1 stopover, transfer time more than one hour)* <p><i>*Note: In cases where the second leg of the flight had multiple alternatives (e.g. second leg, OTP-WAW, offered alternative stopovers with different durations), we took into account the option with the shortest stopover.</i></p> <p><i><u>Option 1 – total duration 6h40min, daily frequency</u></i></p>

¹² Source: travel times as per Google Maps.

¹³ Source: Google Flights.



○ 9:40 AM · Oradea International Airport (OMR)

Travel time: 1 hr 20 min

○ 11:00 AM · Henri Coandă International Airport (OTP)

TAROM · Economy · ATR 72 · RO 622

3 hr 30 min layover · Bucharest (OTP)



○ 2:30 PM · Henri Coandă International Airport (OTP)

Travel time: 1 hr 50 min

○ 3:20 PM · Warsaw Chopin Airport (WAW)

LOT · Economy · Boeing 737MAX 8 Passenger · LO 642

Option 2 – total duration 12h0min, frequency 6 x week



○ 7:25 PM · Oradea International Airport (OMR)

Travel time: 1 hr 20 min

○ 8:45 PM · Henri Coandă International Airport (OTP)

TAROM · Economy · ATR 72 · RO 628

8 hr 50 min layover · Bucharest (OTP) · **Overnight layover ▲**



○ 5:35 AM⁺¹ · Henri Coandă International Airport (OTP)

Travel time: 1 hr 50 min

○ 6:25 AM⁺¹ · Warsaw Chopin Airport (WAW)

LOT · Economy · Embraer 190 · LO 644

Option 3 – total duration 14h40min, 1 weekly frequency (Saturday)



○ 5:25 AM · Oradea International Airport (OMR)

Travel time: 1 hr 20 min

○ 6:45 AM · Henri Coandă International Airport (OTP)

TAROM · Economy · ATR 72 · RO 630

11 hr 30 min layover · Bucharest (OTP)



○ 6:15 PM · Henri Coandă International Airport (OTP)

Travel time: 1 hr 50 min

○ 7:05 PM · Warsaw Chopin Airport (WAW)

LOT · Economy · Embraer 175 · LO 646

Option 4 – total duration 5h25min, 1 weekly frequency (Wednesday)



○ 2:40 PM · Oradea International Airport (OMR)

Travel time: 1 hr 20 min

○ 4:00 PM · Henri Coandă International Airport (OTP)

TAROM · Economy · ATR 72 · RO 624

2 hr 15 min layover · Bucharest (OTP)



○ 6:15 PM · Henri Coandă International Airport (OTP)

Travel time: 1 hr 50 min

○ 7:05 PM · Warsaw Chopin Airport (WAW)

LOT · Economy · Embraer 195 · LO 646

- **DEB – WAW (1 stopover, transfer time more than four hours)**

Option 1 – total duration 5h0min, 1 weekly frequency (Monday)

○ 11:10 AM · Debrecen International Airport (DEB)



Travel time: 1 hr 25 min

○ 12:35 PM · Munich International Airport (MUC)

Lufthansa · Economy · Canadair RJ 900 · LH 1687

Plane and crew by Lufthansa CityLine

Often delayed by 30+ min

2 hr 5 min layover · Munich (MUC)

○ 2:40 PM · Munich International Airport (MUC)



Travel time: 1 hr 30 min

○ 4:10 PM · Warsaw Chopin Airport (WAW)

Lufthansa · Economy · Airbus A319 · LH 1614

Plane and crew by Lufthansa CityLine

Option 2 – total duration 6h15min, 1 weekly frequency (Wednesday)

○ 9:55 AM · Debrecen International Airport (DEB)



Travel time: 1 hr 25 min

○ 11:20 AM · Munich International Airport (MUC)

Lufthansa · Economy · Canadair RJ 900 · LH 1687

Plane and crew by Lufthansa CityLine

Often delayed by 30+ min

3 hr 20 min layover · Munich (MUC)

○ 2:40 PM · Munich International Airport (MUC)





Travel time: 1 hr 30 min

○ 4:10 PM · Warsaw Chopin Airport (WAW)

Lufthansa · Economy · Airbus A319 · LH 1614

Plane and crew by Lufthansa CityLine

Option 3 – total duration 4h0min, 1 weekly frequency (Friday)

	 <ul style="list-style-type: none"> ○ 5:10 PM · Debrecen International Airport (DEB) ○ Travel time: 1 hr 25 min ○ 6:35 PM · Munich International Airport (MUC) <p>Lufthansa · Economy · Canadair RJ 900 · LH 1687 Plane and crew by Lufthansa CityLine Often delayed by 30+ min</p> <hr/> <p>55 min layover · Munich (MUC)</p> <hr/>  <ul style="list-style-type: none"> ○ 7:30 PM · Munich International Airport (MUC) ○ Travel time: 1 hr 40 min ○ 9:10 PM · Warsaw Chopin Airport (WAW) <p>LOT · Economy · Embraer 190 · LO 354</p> <ul style="list-style-type: none"> ▪ OMR - WMI <p>No routes with 1 or 2 stopovers were found.</p> <p>Frequencies: Alternative air services always provide several connecting flight options, and sometimes, they are not even daily. Schedules: Passengers travelling between Oradea and Warsaw on connecting flights can choose from a limited range of schedules. Stopovers: Travelling between Oradea and Warsaw always requires passengers to make one or more stopovers at intermediate airports. Seasonality: The availability and frequency of connecting flights remain relatively consistent throughout the year since WAW is not a seasonal destination.</p>																								
<p><i>Comparison of travel times between the air service covered by PSO and alternative services</i></p>	<p>Travel time – Air service covered by PSO</p> <table border="1" data-bbox="469 1637 1366 1722"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Hrs</th> <th>mins</th> <th>Hr</th> </tr> </thead> <tbody> <tr> <td>OMR</td> <td>WAW</td> <td>0</td> <td>1</td> <td>30</td> <td>01:30:00</td> </tr> </tbody> </table> <p>Travel time – Alternative air services¹⁴</p> <table border="1" data-bbox="469 1845 1445 1968"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Shortest air travel time</th> <th>Transfer time by road</th> <th>Transfer time by train</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Origin	Destination	Stopovers	Hrs	mins	Hr	OMR	WAW	0	1	30	01:30:00	Origin	Destination	Stopovers	Shortest air travel time	Transfer time by road	Transfer time by train						
Origin	Destination	Stopovers	Hrs	mins	Hr																				
OMR	WAW	0	1	30	01:30:00																				
Origin	Destination	Stopovers	Shortest air travel time	Transfer time by road	Transfer time by train																				

¹⁴ Source: Google Flights

	OMR	WAW	Min. 1 (OTP)	5h25min (available only Wednesday)	-	-
	DEB	WAW	Min. 1 (MUC)	4h0min (available only Friday)	Average 1h30min	Average 3h0min
Conclusion on the absence of a valid alternative for passengers	<p>The absence of a valid alternative air service for passengers travelling from Oradea to Warsaw is a matter of pressing concern, highlighting the need to impose a PSO on this route. The challenges of extended travel hours, stopovers, and potentially high fares not only affects travellers but also have significant implications for the economic growth of the concerned region, due to the reasons detailed below:</p> <ul style="list-style-type: none"> ▪ The extended travel hours, resulting from the lack of direct flights, not only adversely impact passengers but also impede the region's ability to efficiently connect with Warsaw, a pivotal business, economic and cultural hub in Europe. In a development region like the Nord-Vest region of Romania, building strong economic ties and facilitating seamless connectivity are crucial for trade, tourism, and business partnerships, which are fundamental for the region's overall progress and also in the context of the ascending economic relations between Poland and Romania. ▪ The limited flight options further reduce passenger flexibility and downsize the region's potential to attract investments and business opportunities. For the economic growth of the Oradea and the entire Bihor County region, accessible transportation options that support economic, cultural activities and business partnerships are crucial. ▪ Fare pricing can potentially deter travellers and investors from choosing Oradea as a gateway to the European market. Competitive air services at reasonable prices are essential for attracting businesses and fostering economic growth in the region. <p>Given the significant challenges posed by the current state of air travel between Oradea and Warsaw, as well as the cumbersome alternative transportation options, imposing a PSO on this route is a compelling solution. Such an obligation would ensure that essential air connectivity is maintained, addressing the region's unique needs for economic growth and development. Without these improvements, the concerned region may continue to face significant barriers in its journey toward economic development and growth.</p>					

Information on the alternative modes of transport						
Other modes of transport available (please tick)	Maritime?	✗	Rail?	✓	Road?	✓
Description of the services offered by alternative modes of transport (frequencies,	Rail and road services represent potential alternatives for passengers travelling between Oradea and Warsaw. Maritime transport is not a feasible option as both cities are located inland					

<p>schedules, stopovers, seasonality)</p>	<p>and lack direct access to the sea or navigable waterways, making it impractical and inefficient for this route.</p> <p><u>Rail Services</u></p> <p>There are no direct rail services connecting Oradea and Warsaw. The alternative including connections entails a lengthy travel time (i.e. at least 18 hours).</p> <p>Frequencies: Rail services offer regular departures, with several options throughout the week. Generally, there are daily departures, but the frequency may vary depending on specific routes and operators.</p> <p>Schedules: Schedules include a mix of daytime and overnight options to cater to different passenger preferences.</p> <p>Stopovers: Rail routes involve transfers or stopovers at major cities or rail hubs, such as Budapest.</p> <p>Seasonality: Rail services operate year-round. While demand may increase during peak travel seasons like summer and holidays, the services are available throughout the year.</p> <p><u>Road Services – public transport</u></p> <p>While there are direct bus services between Oradea and Warsaw¹⁵, this option entails a lengthy travel time (i.e. at least 17 hours).</p> <p>Frequencies: Road services including bus options are generally available year-round, with daily departures.</p> <p>Schedules: Bus services provide passengers with multiple departure times each day.</p> <p>Stopovers: Both direct bus services as well as routes that involve transfers or stopovers at major cities or bus hubs.</p> <p>Seasonality: Road services are accessible consistently throughout the year, without significant seasonality variations.</p>												
<p>Comparison of the travel times between the air service covered by PSO and alternative services</p>	<p>Travel time – Air service covered by PSO</p> <table border="1" data-bbox="651 1731 1442 1821"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Hrs</th> <th>mins</th> <th>Hr</th> </tr> </thead> <tbody> <tr> <td>OMR</td> <td>WAW</td> <td>0</td> <td>1</td> <td>30</td> <td>01:30:00</td> </tr> </tbody> </table> <p>Travel time – Alternative services¹⁶</p>	Origin	Destination	Stopovers	Hrs	mins	Hr	OMR	WAW	0	1	30	01:30:00
Origin	Destination	Stopovers	Hrs	mins	Hr								
OMR	WAW	0	1	30	01:30:00								

¹⁵ Source: <https://global.flixbus.com/>

¹⁶ Source: Google Maps.

	<p><u>Rail Services</u></p> <table border="1"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Hrs</th> <th>mins</th> <th>Hr</th> </tr> </thead> <tbody> <tr> <td>Oradea</td> <td>Warsaw</td> <td>2 incl. change of rail station in Budapest</td> <td>18</td> <td>58</td> <td>Departure: 01:37 Arrival: 19:35</td> </tr> </tbody> </table> <p><u>Road Services</u></p> <p><i>Public transport - Bus¹⁷</i></p> <table border="1"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Hrs</th> <th>mins</th> <th>Hr</th> </tr> </thead> <tbody> <tr> <td>Oradea</td> <td>Warsaw</td> <td>0</td> <td>17</td> <td>05</td> <td>17:05:00</td> </tr> </tbody> </table> <p><i>Individual (car) transport</i></p> <table border="1"> <thead> <tr> <th>Origin</th> <th>Destination</th> <th>Stopovers</th> <th>Hrs</th> <th>mins</th> <th>Hr</th> </tr> </thead> <tbody> <tr> <td>Oradea</td> <td>Warsaw</td> <td>N/A</td> <td>12</td> <td>10</td> <td>12:10:00</td> </tr> </tbody> </table> <p>Due to the significant travel time gap between the air PSO route and the lengthy rail or road journeys including stopovers, there is currently no valid transport alternative for passengers travelling between Oradea and Warsaw.</p>	Origin	Destination	Stopovers	Hrs	mins	Hr	Oradea	Warsaw	2 incl. change of rail station in Budapest	18	58	Departure: 01:37 Arrival: 19:35	Origin	Destination	Stopovers	Hrs	mins	Hr	Oradea	Warsaw	0	17	05	17:05:00	Origin	Destination	Stopovers	Hrs	mins	Hr	Oradea	Warsaw	N/A	12	10	12:10:00
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<p><i>Conclusion on the absence of a valid alternative for passengers</i></p> <p>The absence of a valid alternative between Oradea and Warsaw having the ability to meet the transport needs under consideration, in particular rail services with a travel time of less than three hours and with sufficient frequencies, connections and suitable timings, underscores the need to impose a PSO on this route. The challenges posed by extended travel hours, frequent stopovers, and potentially high fares not only inconvenience travellers but also hold significant implications for the economic growth of the concerned region.</p> <p>The prolonged travel hours and the necessity for stopovers, which are inherent in road and rail options, inconvenience passengers and curtail the region's ability to efficiently connect with Warsaw, a pivotal economic and cultural centre in Europe.</p> <p>Direct flights offer an enticing solution by significantly reducing travel times, enhancing passenger convenience, and promoting economic growth. An air PSO would ensure essential air connectivity, catering to the unique needs of Oradea, Bihor County for economic development.</p>																																					

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Information on the PSO

<p><i>Brief presentation of the PSO in terms of fares, schedules, frequencies and capacity.</i></p>	<p>The standards required by the PSO route are as follows:</p> <p>Schedules:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #4F81BD; color: white;"> <th style="text-align: center;">Airport 1</th> <th style="text-align: center;">Airport 2</th> <th style="text-align: center;">Frequency</th> <th style="text-align: center;">Departure time Airport 1</th> <th style="text-align: center;">Departure Time Airport 2</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Oradea (OMR)</td> <td style="text-align: center;">Warsaw (WAW)</td> <td style="text-align: center;">4/7</td> <td style="text-align: center;">13:00-19:00 L.T. Best suited for business and connectivity</td> <td style="text-align: center;">10:00-16:00 LT Best suited for business and connectivity</td> </tr> </tbody> </table> <p><i>The schedules are preliminary and can be modified according to the proposed schedules with the agreement of the two parties and maintaining the minimum PSO imposed frequency and another technical characteristic.</i></p> <p>Frequencies: 4 frequencies per week</p> <p>Capacity: at least 75 seats</p>	Airport 1	Airport 2	Frequency	Departure time Airport 1	Departure Time Airport 2	Oradea (OMR)	Warsaw (WAW)	4/7	13:00-19:00 L.T. Best suited for business and connectivity	10:00-16:00 LT Best suited for business and connectivity
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<p><i>How have these service aspects been established?</i></p>	<p>When establishing the aforementioned services aspects, several critical factors come into play to ensure the efficiency and sustainability of air travel between Oradea and Warsaw:</p> <ul style="list-style-type: none"> ▪ <i>Flight schedules:</i> In order to meet the needs of travellers, the schedule aims to cater to different types of passengers, whether they are business travellers, tourists, or those connecting to other destinations. It must be taken into account that the schedules are only preliminary when it comes to the accurate departure times. The time of arrival at WAW is essential especially for business travellers, while the time of departure from WAW is more adaptable. The schedules have not considered any deviations which may occur due to a justified reason related to traffic. The proposed schedule must enable flexible stopovers to onward European and international flights. ▪ <i>Frequencies:</i> Offering a consistent and reliable service means having enough flights to accommodate passenger demand while balancing the efficient use of resources. In order to cater the needs of business travellers, at least 2 (two) of the total
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frequencies must be ensured during business days, at suitable times in order to adapt to business needs.

- **Capacity:** The standards specify the minimum number of seats required on each flight to guarantee that the service remains accessible to the public without compromising on service quality or the financial sustainability of the route. Aircraft configuration can be adjusted as long as the minimum number of seats is ensured.