

DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA



ROMANIA

MINISTRY OF TRANSPORT

DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA

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General Directorate for Infrastructure and Railway Transport

INFRATRANS 2007
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DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA

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DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA

1. GENERAL INFORMATION

DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA

ROMANIA

NEW MEMBER STATE OF EU
January 1st 2007

- 238 391 km² - place 9 in EU
- 21.6 mil. people - place 7 in EU
- Bucharest - 2.5 mil.

Position:

- South-East of Europe
- neighbor with Black Sea

Transport:

- West-East: Europe-Asia
- North-South of Europe

EUROPE

ASIA

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Helsinki '97

TRANSPORT CORRIDORS
EUROPE
CAUCASUS
ASIA


PRIORITY TRANSPORT CORRIDORS IN CENTRAL AND EASTERN EUROPE



TRACECA

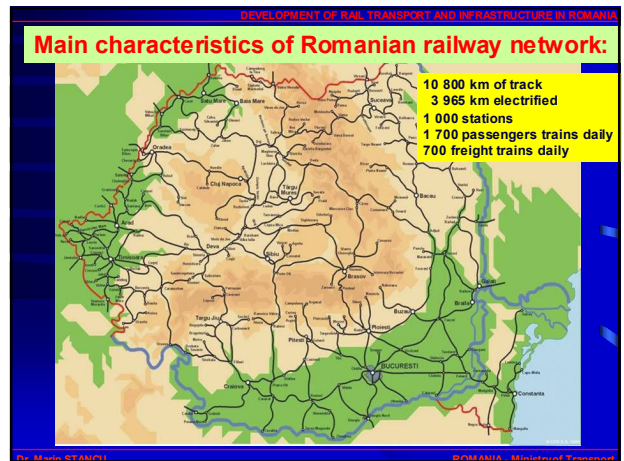
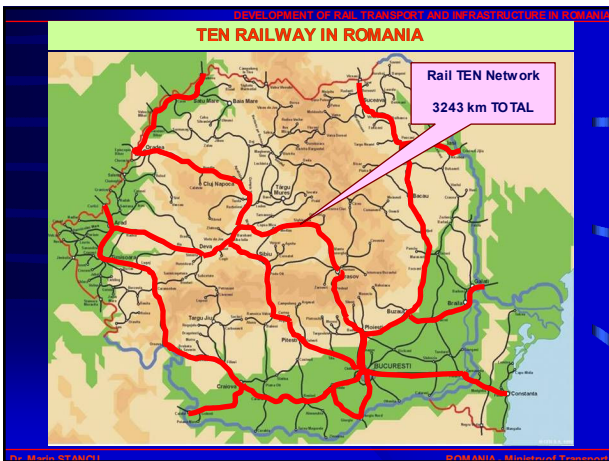
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PAN-EUROPEAN TRANSPORT CORRIDORS IN ROMANIA



- Corridor IV
- Corridor VII (Danube)
- Corridor IX

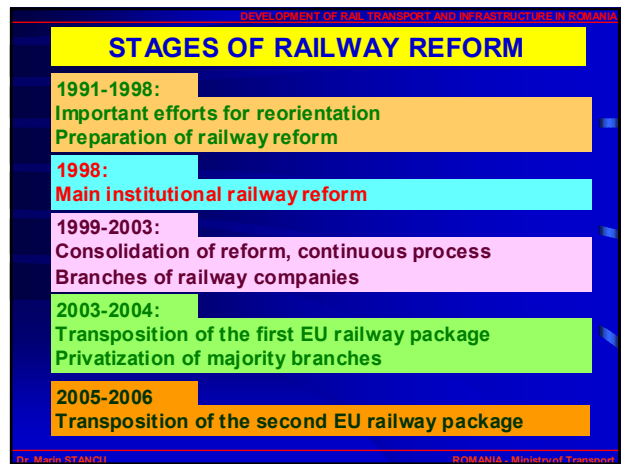
Helsinki '97



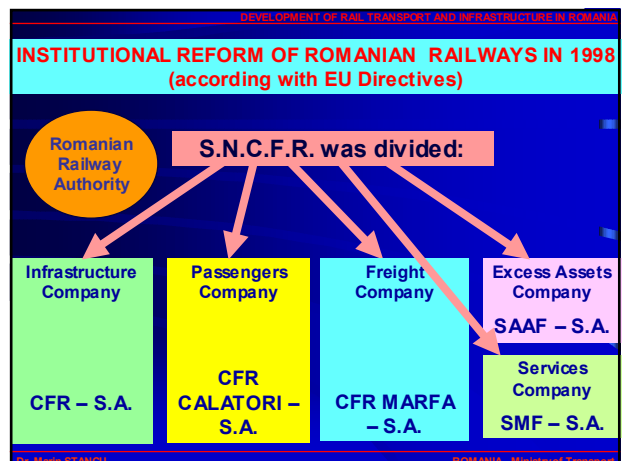
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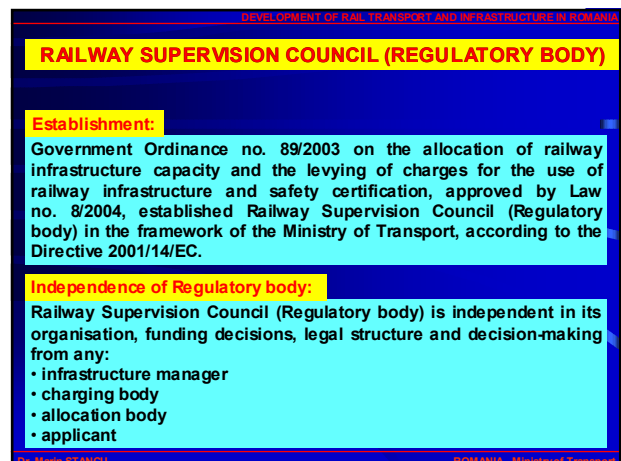
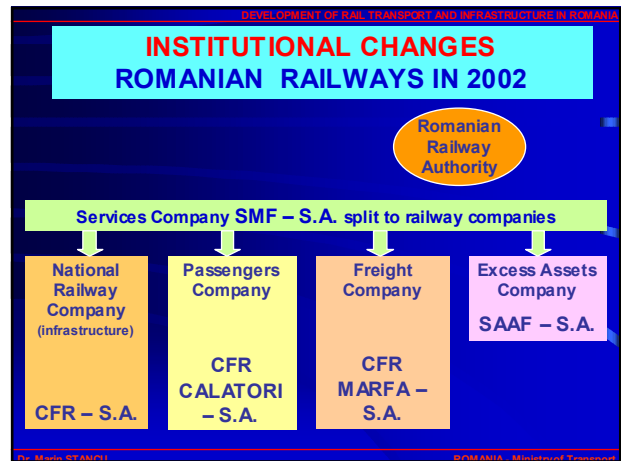
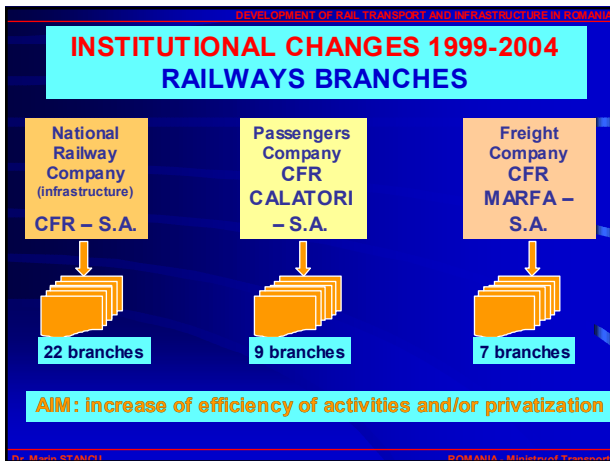
2. ROMANIAN RAILWAY REFORM

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- DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA
- ### COMPONENTS of RAILWAY REFORM
- institutional
 - organization
 - financial
 - new specific regulation
 - staff reduction
 - modernization
 - privatization
 - continuous process
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TASKS OF REGULATORY BODY

- > analyzes and settles all the appeals against the decisions taken by the IM or, if the case may be, by the RU
- > supervises and makes sure that the charges established by the IM are in accordance with the legal provisions and have a non-discriminatory nature
- > authorizes the negotiations between the applicants and the infrastructure manager with regard to the railway infrastructure access charge
- > decides on all the appeals and takes the necessary measures for remedying the situation;
- > **monitors the competition on the market of railway transport services, inclusively on the freight railway transport market, without infringing the legal provisions regarding the competition and the activity of the relevant public institutes/authorities in the field**
- > performs information exchanges with the similar regulatory bodies in the EU Member States and Candidate Countries on their activity and their decision-making principles and practices, so that its decision-making principles may be harmonized with those of the regulatory bodies in the EU Member States

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FUNCTIONING OF REGULATORY BODY

Government Decision no. 812/2005 regarding the approval of the Organization and Functioning Regulations, tasks and financing of the Railway Supervision Council (Regulatory body)

First decision adopted by Railway Supervision Council:
November 2005

Totally transparency of Railway Supervision Council:

- All information are available on web site www.mt.ro in Romanian and in English
- Decisions are published on web site www.mt.ro in Romanian and in English
- First Annual Report 2005 and Annual Report 2006 has been published on web site www.mt.ro in Romanian and in English

The appeals:
The appeals against the decisions taken by the regulatory body shall be settled by the relevant law courts, in accordance with the Law on contentious matters no. 554/2004

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4. TRANSPOSITION OF THE DIRECTIVES ON INTEROPERABILITY

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RAILWAY INTEROPERABILITY

TRANSPOSITION OF DIRECTIVE 2001/16/EC (1)

Government Decision no. 850/2003 on the interoperability of the Romanian conventional rail system with the trans-European conventional rail system

All applicable provisions of Directive 2001/16/EC has been transposed

Romanian railway subsystems shall comply with the TSIs provisions

All new railway projects must be according with the interoperability stipulations

Law 203/2003 on TEN network in Romania: projects on railway interoperability are priority projects

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RAILWAY INTEROPERABILITY

TRANSPOSITION OF DIRECTIVE 2001/16/EC (2)

Directive 2001/16/EC

↓

Government Decision no. 850/2003 :

Romanian Railway Authority - AFER was designated as body for:

- > authorization of the placing into function of the structural subsystems (checking up of these systems compatibility with the system that integrates them);
- > periodical checking up of the subsystems on the operation time period (if the operation and maintenance of the subsystems is carried out with the observance of the essential requirements);
- > publication and update of the rolling stock and infrastructure registers

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RAILWAY INTEROPERABILITY

TRANSPOSITION OF DIRECTIVE 2001/16/EC (3)

Directive 2001/16/EC: notify body

↓

Government Decision no. 850/2003

- established the conditions for notify body in accordance with Directive
- Romanian Railway Authority performs the activities of notify body

↓

Law 55/2006 established the Romanian Railway Notify Body as an independent body

In April 2007 – NB 1867

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RAILWAY INTEROPERABILITY

Organismul Notificat Feroviar Roman - AFER (Romanian Railway Notified Body)

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Bucuresti
Romania
Phone : +40 21 3077901; +40 21 3160265
Fax : +40 21 3160597
Email : info.onfr@ofer.ro
Website : www.afer.ro

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RAILWAY INTEROPERABILITY

TRANSPPOSITION OF DIRECTIVE 96/48/EC

Government Decision no. 1533/2003 on the interoperability of the Romanian high speed rail system

All applicable provisions of Directive 96/48/EC has been transposed

Romanian railway subsystems shall comply with the TSIs provisions

Romanian Railway Notify Body was established by Law 55/2006 as notify body for high-speed rail system

According with the Law 203/2003 on TEN network, Romania intends to build high speed rail lines after 2015

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RAILWAY INTEROPERABILITY

TRANSPPOSITION OF DIRECTIVE 2004/50/EC

Government Decision no. 1563/2006 amending GD 1533/2003 and GD 850/2003 on the interoperability of the Romanian rail system

All applicable provisions of the Directive 2004/50/EC has been transposed

The improvement of the provisions concerning railway interoperability based on implementation of EU Directives on railway interoperability

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RAILWAY INTEROPERABILITY

NEXT STEPS IN ROMANIA

To elaborate and to approve a Strategy on interoperability – implementation of interoperability projects on Romanian Railway System

- Strategy on interoperability of the Romanian railway network (infrastructure manager)
- Strategy on railway interoperability – implementation on Rolling Stock (railway undertakings)

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5. IMPLEMENTATION OF THE SECOND EU RAILWAY PACKAGE

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TRANSPPOSITION OF THE SECOND EU RAILWAY PACKAGE (1)

Directive 2004/51/EC amending Directive 91/440/CEE

Law no. 155/2005 amending GUO no. 12/1998

- Starting on the date of accession of Romania to EU (1 January 2007), railway undertakings shall be granted, on equitable conditions, access to the Romanian infrastructure for the purpose of operating all types of rail freight services
- The conditions governing such agreements shall be non-discriminatory and transparent, in conformity with the provisions of GO 89/2003 - Directive 2001/14/EC
- Track access to, and supply of services in, the terminals and ports linked to rail activities, shall be provided to all railway undertakings in a non-discriminatory and transparent manner

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TRANSPPOSITION OF THE SECOND EU RAILWAY PACKAGE

Railway Safety

Directive 2004/49/EC (railway safety directive)

Law 55/2006 on railway safety:

- > Law established the new conditions on rail safety according with Directive 2004/50/EC
- > All the provisions of the Directive 2004/49/EC are transposed
- > Law establishes the safety authority: Romanian Railway Safety Authority (Autoritatea de Siguranta Feroviara Romana)
- > Law establishes the investigation body: Romanian Railway Investigation Body (Organismul de Investigare Feroviar Roman)

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ROMANIAN RAILWAY SAFETY AUTHORITY

Romanian Railway Safety Authority

- It has been created as independent body in the framework of Romanian Railway Authority – AFER
- It is independent in its organisation, legal structure and decision making from any railway undertaking, infrastructure manager, applicant and procurement entity

TASKS:

- > authorising the bringing into service of the structural sub-systems constituting the trans-European high-speed and conventional rail system in accordance with Article 14 of Directive 96/48/EC and Directive 2001/16/EC and checking that they are operated and maintained in accordance with the relevant essential requirements;
- > supervising that the interoperability constituents are in compliance with the essential requirements as required by Article 12 of Directives 96/48/EC and 2001/16/EC
- > authorising the placing in service of new and substantially altered rolling stock that is not yet covered by a TSI;
- > the issue, renewal, amendments and revocation of relevant parts of safety certificates and of safety authorisations
- > monitoring, promoting, and, where appropriate, enforcing and developing the safety regulatory framework including the system of national safety rules
- > supervising that rolling stock is duly registered and that safety-related information in the national register

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ROMANIAN RAILWAY INVESTIGATION BODY

Romanian Railway Investigation Body

- It has been created as independent body in the framework of Romanian Railway Authority – AFER
- It is independent in its organisation, legal structure and decision making from any railway undertaking, infrastructure manager, charging body, allocation body and notified body, and from any party whose interests could conflict with the tasks entrusted to the investigating body. It is functionally independent from the safety authority and from any regulator of railways applicant and procurement entity

TASKS:

- > performs its tasks independently of the organisations and it is able to obtain sufficient resources to do so. Its investigators are afforded status giving them the necessary guarantees of independence
- > the investigating body may combine its tasks with the work of investigating occurrences other than railway accidents and incidents
- > if necessary the investigating body may request the assistance of investigating bodies from other Member States or from the Agency to supply expertise or to carry out technical inspections, analyses or evaluations
- > the investigating bodies shall conduct an active exchange of views and experience

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TRANSPPOSITION OF THE SECOND EU RAILWAY PACKAGE

Directive 2004/50/EC (interoperability)

Government Decision no. 1563/2006 amending GD 1533/2003 and GD 850/2003 on the interoperability of the Romanian rail system

- > All applicable provisions of the Directive 2004/50/EC has been transposed
- > The improvement of the provisions concerning railway interoperability based on implementation of EU Directives on railway interoperability

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6. ROMANIAN RAILWAY SYSTEM IN 2007.

PROJECTS FOR RAILWAYS MODERNISATION

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ROMANIAN RAYLWAY SYSTEM IN 2007

MINISTRY OF TRANSPORT
RAILWAY SUPERVISION COUNCIL (REGULATORY BODY)

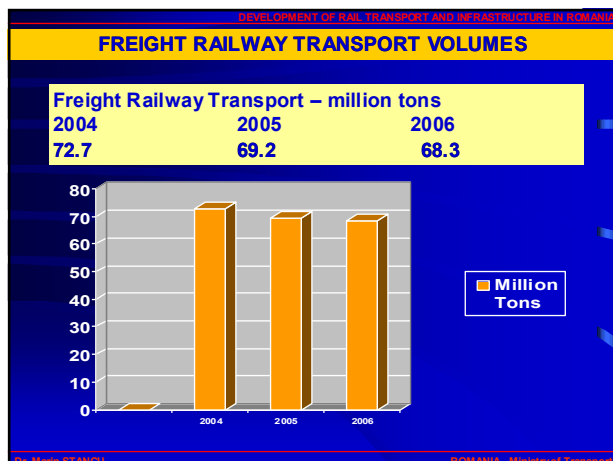
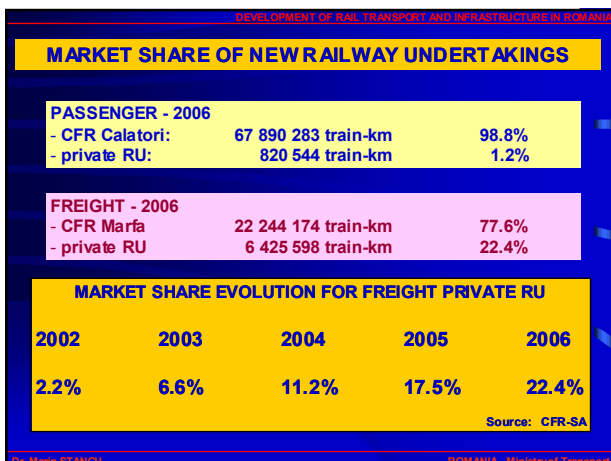
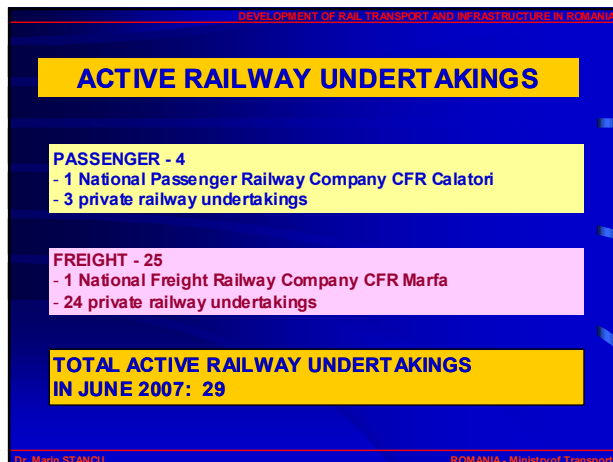
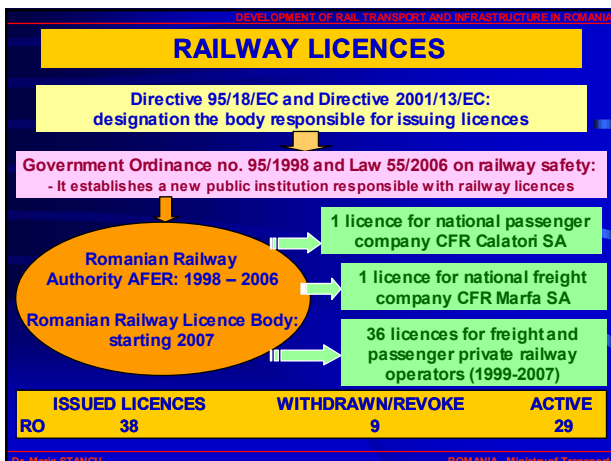
Since 1998: **institutional separation**

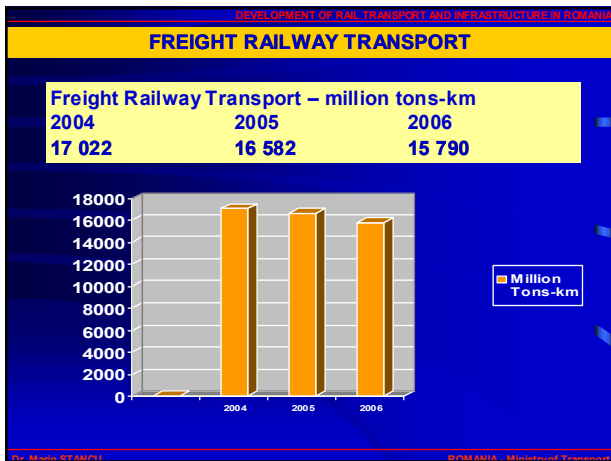
Romanian Railway Training Center - CENAFER

Romanian Railway Authority - AFER

Infrastructure CFR – S.A.	Passengers CFR CALATORI – S.A.	Freight CFR MARFA – S.A.
Excess Assets Company SAAF – S.A.	26 active private railway operators	Railway Tourism Company SFT – SA

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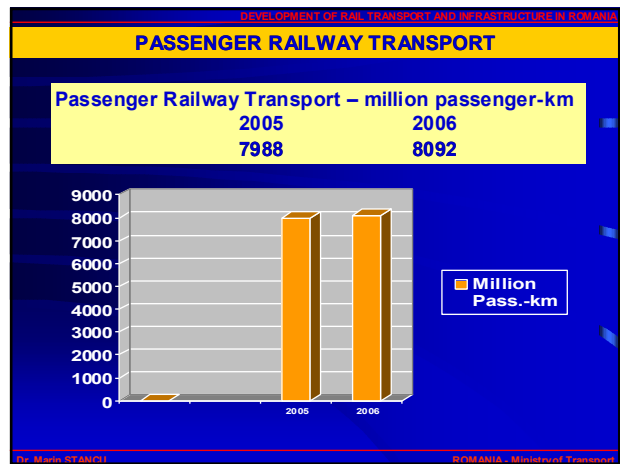
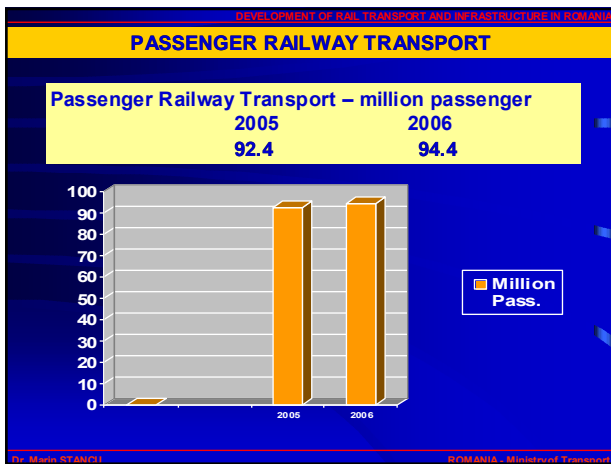
CFR Marfa in EU

Tone - km (millions)

		2000	2001	2002	2003	2004	2005
Germany	DB	76,815	74,450	67,035	68,283	71,510	75,685
Poland	PKP	54,015	47,656	46,563	47,395	47,847	43,791
France	SNCF	55,448	50,396	50,036	46,835	46,348	40,697
Italy	FS	22,815	21,763	19,209	18,832	19,534	18,629
Austria	ÖBB	16,299	16,555	17,627	17,836	19,026	18,012
Czech R	CD	17,220	16,557	15,415	15,444	14,586	14,356
Romania	CFR	16,401	15,699	14,967	14,648	14,265	13,296
Spain	RENFE	11,542	11,667	11,570	11,743	11,365	10,823
Ungary	MAV	6,946	6,647	7,319	7,490	7,284	7,564
Bulgaria	BDZ	5,538	4,904	4,627	5,274	5,212	5,164

Source: UIC

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PROJECTS FOR RAILWAYS MODERNIZATION (1)

MODERNIZATION OF RAILWAY INFRASTRUCTURE

Modernization of the pan-European Corridors no. IV and no. IX
 Implementation of modern interlocking systems in main stations
 Modernization of main railways stations
 Construction of railway infrastructure connecting Romanian Railways with the new bridge over Danube at Calafat-Vidin

OPENING OF REFURBISHED LINE

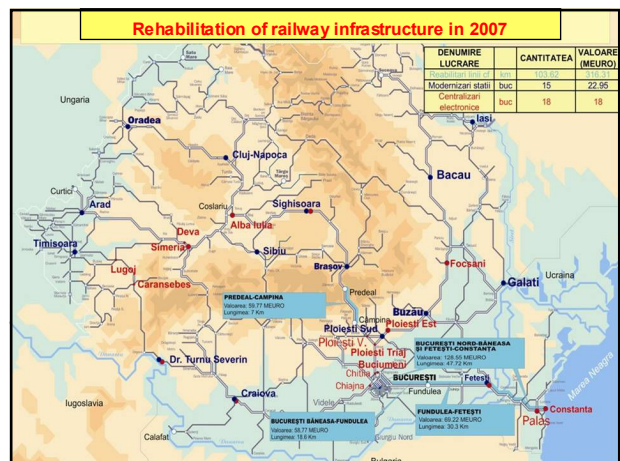
Bucharest – Campina (Corridor nr. IV)
 - put in services: December 2003
 - 91 km double track electrified, maximum speed 160 km/h
 - financing: EIB 200 Euro Million and state budget

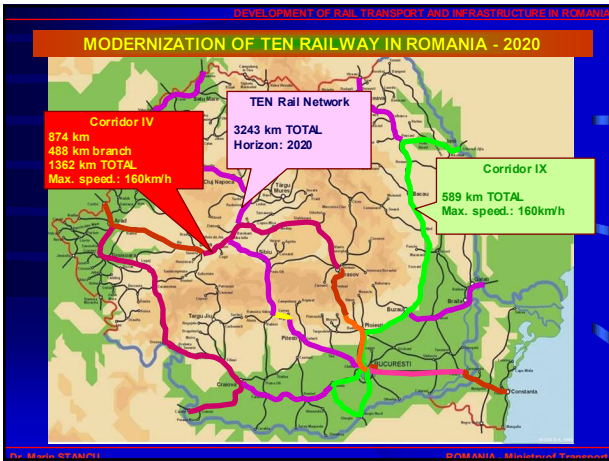
ACTUAL PROJECTS IN WORK FOR RAILWAY LINE

Bucharest – Constanta (Black Sea) on Corridor nr. IV (2 section)
 - deadline: February 2010
 - 225 km double track electrified, maximum speed 160 km/h (200 km/h)
 - Financing: ISPA, JBIC, Gov. Ro and IFI, Cost of contracts: 823 Euro Million

Campina – Predeal (Corridor IV)
 - 48 km double track electrified, maximum speed 160 km/h
 - deadline: 2010

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PROJECTS FOR RAILWAYS MODERNIZATION (2)

PASSENGERS COMPANY MODERNIZATION

Acquisition of new coaches with a maximum speed of 200 km/h for international and Inter-city trains

- Acquisition of 120 DMU for short and medium distance trains
- Acquisition of 120 EMU (first stage 45 EMU)
- Modernization of coaches and locomotives
- Implementation of modern ticketing system

FREIGHT COMPANY MODERNIZATION

- Modernization of freight wagons
- Modernization of locomotives
- Development of the intermodal systems of transportation including the ferry-boat
- Development of center for clients

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7. SOME REMARKS

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- DEVELOPMENT OF RAIL TRANSPORT AND INFRASTRUCTURE IN ROMANIA
- ROMANIA was the first country from CEEC that made institutional separation in railway - 1998
 - Transposition of the first EU railway package in national legislation in 2003-2004
 - Transposition of the second EU railway package in national legislation in 2005-2006
 - Railway Supervision Council (Regulatory body) monitors the competition on the market of railway transport services
 - 29 active licences
 - 27 active safety certificates
 - New private RU (freight) are increasing:
2.7% in 2002 to 22.4% in 2006
 - New investments in infrastructure and rolling stock
- THE END**
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