



MINISTRY OF TRANSPORT, CONSTRUCTION AND TOURISM

# INTERMODAL TRANSPORT IN ROMANIA

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# ROMANIA

**NEW MEMBER STATE OF EU**  
January 1<sup>st</sup> 2007

- 238 391 km<sup>2</sup> - 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**

Helsinki'97

PRIORITY TRANSPORT CORRIDORS  
IN CENTRAL AND EASTERN EUROPE

-  Tallin • Riga • Warszawa
-  Berlin • Warszawa • Minsk • Moskva •  
• Nizhny Novgorod
-  Berlin / Dresden • Wrocław • Lvov • Kiev
-  Berlin / Nürnberg • Prag • Budapest •  
• Constanta / Istanbul / Thessaloniki
-  Venezia • Trieste • Ljubljana • Budapest • Bratislava •  
• Uzpored • Lvov
-  Gdansk • Warszawa • Zilina
-  Danube (waterway corridor)
-  Durres • Tirana • Skopje • Sofia • Varna
-  Helsinki • S. Petersburg • Kiev / Moskva •  
• Belassa • Bucaresti • Bimetrograd • Almaty / Novosibirsk
-  Salzburg • Ljubljana • Zagreb • Beograd •  
• Nis • Skopje • Vales • Thessaloniki

# TRANSPORT CORRIDORS EUROPE CAUCASUS ASIA



**TRACECA**  
"Euro-Asian corridor"  
 Railways  
 Roads  
 Maritime links  
**Other ways**  
 Railways  
 Main roads

With the new "corridor" the distance between Poti (Georgia) and Chinese border is approx. 3.100 km.  
Including all of its branches, the "Euro-Asian corridor" extends for approx. 7.000 km.

# Romanian Regulations in connection with UNECE Agreements

- **Law 8/1993 regarding the ratification of EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC)**
- **Romania is one of the seven Contracting Parties of PROTOCOL ON COMBINED TRANSPORT ON INLAND WATERWAYS (1997) TO THE AGTC**



# Romanian Legislation harmonized with European Union Regulations (1)

## Intermodal Transport Railway-Road

- **Government Ordinance 88/1999** regarding the establishing some rules for combined transport, approved by Law 401/2002
- **Regulation for Romanian Railway Transport**, approved by **Government Ordinance 41/1997**
- **Government Urgency Ordinance 12/1998** regarding transport on Romanian Railway
- **Government Urgency Ordinance 125/2003**, approved by Law 128/2004, amending GUO 12/1998
  - non-discriminatory access in terminals and ports linked to rail activities
  - provisions for intermodal logistic centres

# Romanian Legislation harmonized with European Union Regulations (2)

## Intermodal Transport Railway-Road-Maritime

- Government Ordinance 42/1997 regarding civil navigation
- Government Ordinance 116/1998 concerning the setting up of special regime for international maritime transport activity, approved by Law 231/2004
- Government Ordinance 22/1999 regarding management of ports and services offered in the ports
- Government Decision 71/1997 regarding the authorization of commercial societies that perform international maritime transport

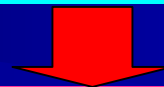
# APPLICATION OF THE FIRST EU RAILWAY PACKAGE IN NATIONAL LEGISLATION 2003-2004

## First EU railway package - 2001:

Directive  
2001/12/EC

Directive  
2001/13/EC

Directive  
2001/14/EC



## Romanian railway legislation adopted in 2003-2004:

Government Urgency Ordinance no. 125/2003, approved by Law 128/2004

- Modification of terms definition
- Reaffirms the concluding of agreements between railway operators and IM
- Referring to regulatory body

Government Ordinance no. 89/2003, approved by Law 8/2004: charging and capacity allocation, safety certificate, establishment of regulatory body

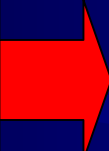
Order of Minister of Transport no. 343/2003: issuing the railway licences

# TRANSPOSITION OF THE SECOND EU RAILWAY PACKAGE (1)

**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

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

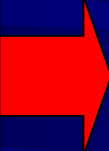




# TRANSPOSITION OF THE SECOND EU RAILWAY PACKAGE

## Railway Safety

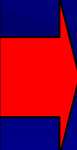
**Directive  
2004/49/EC**  
(railway safety  
directive)



**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)

**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

# ROMANIAN RAYLWAY SYSTEM IN 2007

**MINISTRY OF TRANSPORT, CONSTRUCTION & TOURISM**  
**RAILWAY SUPERVISION COUNCIL (REGULATORY BODY)**

Romanian  
 Railway Training  
 Center - CENAFER

Since 1998:

**institutional separation**

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

## MARKET SHARE OF NEW RAILWAY UNDERTAKINGS

### PASSENGER - 2006

- CFR Calatori:	67 890 283 train-km	98.8%
- private RU:	820 544 train-km	1.2%

### FREIGHT - 2006

- CFR Marfa	22 244 174 train-km	77.6%
- private RU	6 425 598 train-km	22.4%

### MARKET SHARE EVOLUTION FOR FREIGHT PRIVATE RU

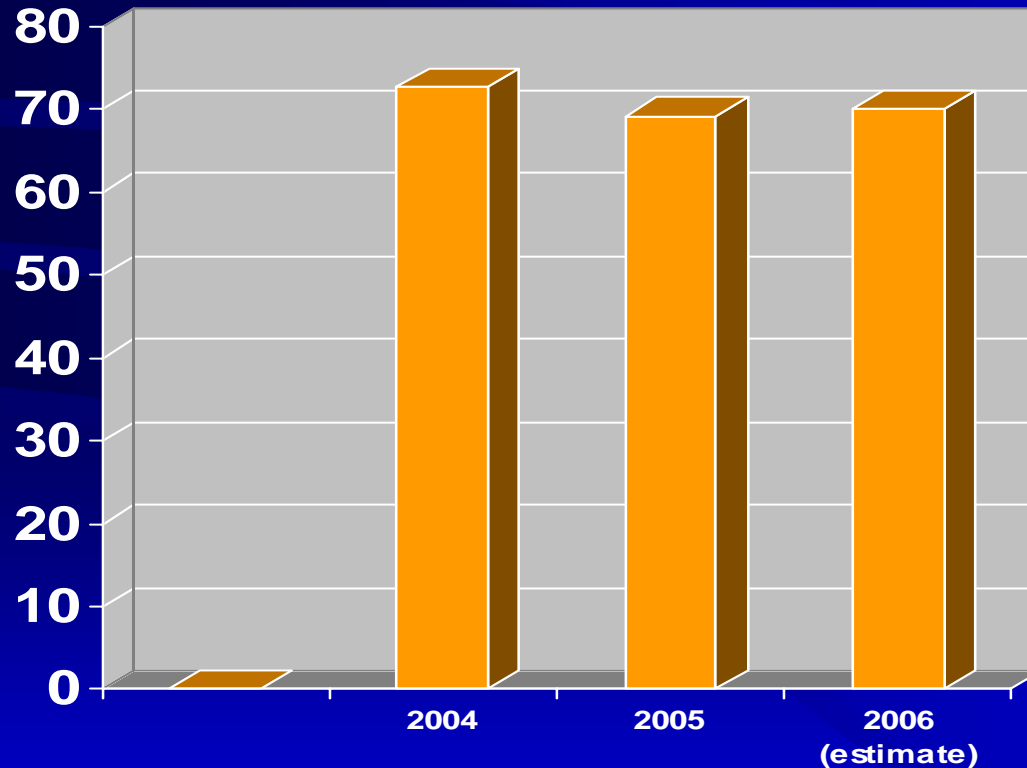
2002	2003	2004	2005	2006
2.2%	6.6%	11.2%	17.5%	22.4%

Source: CFR-SA

# DEVELOPMENT OF TRANSPORTED FREIGHT VOLUMES (1)

## Railway Freight Transport – million tons

2004	2005	2006 (estimated)
72.7	69.2	70.0

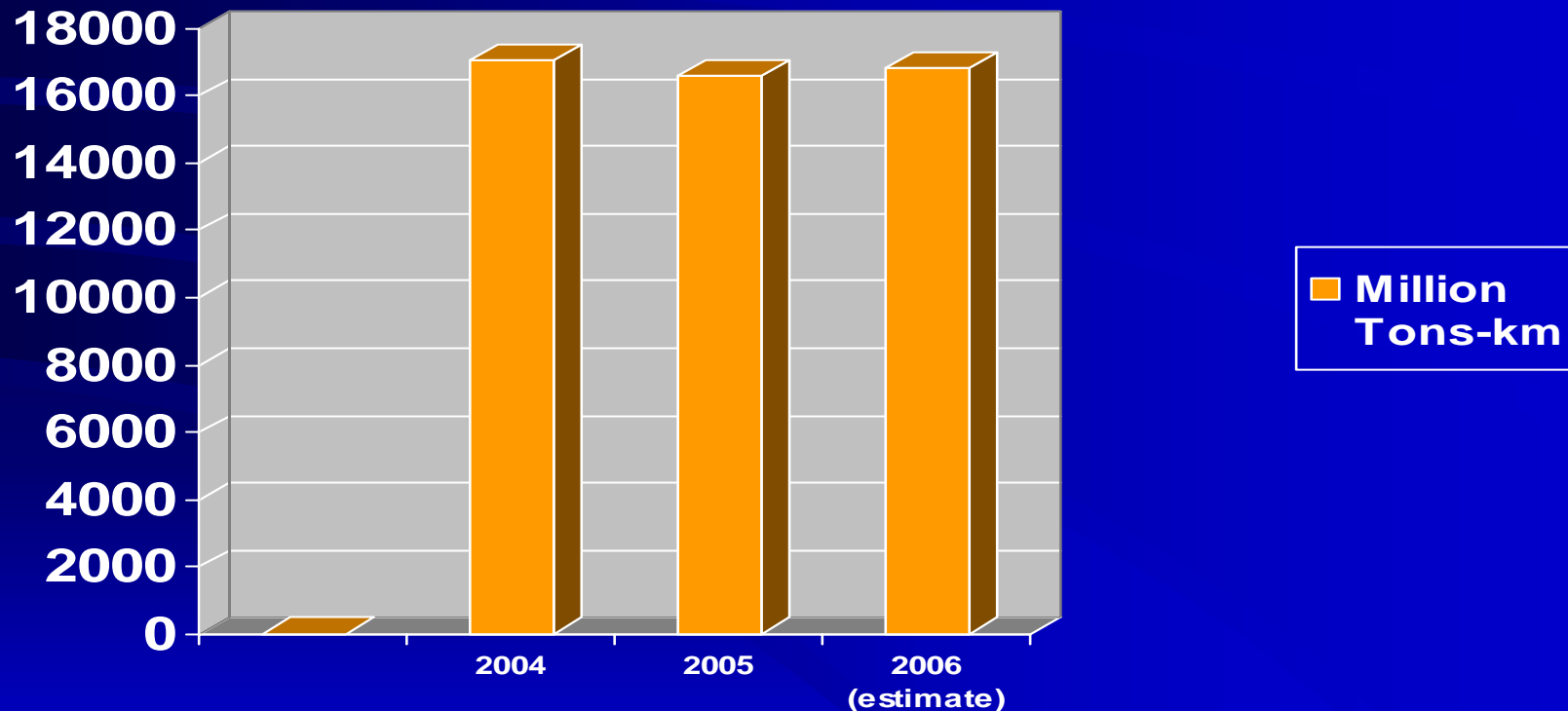


■ Million  
Tons

# DEVELOPMENT OF TRANSPORTED FREIGHT VOLUMES (2)

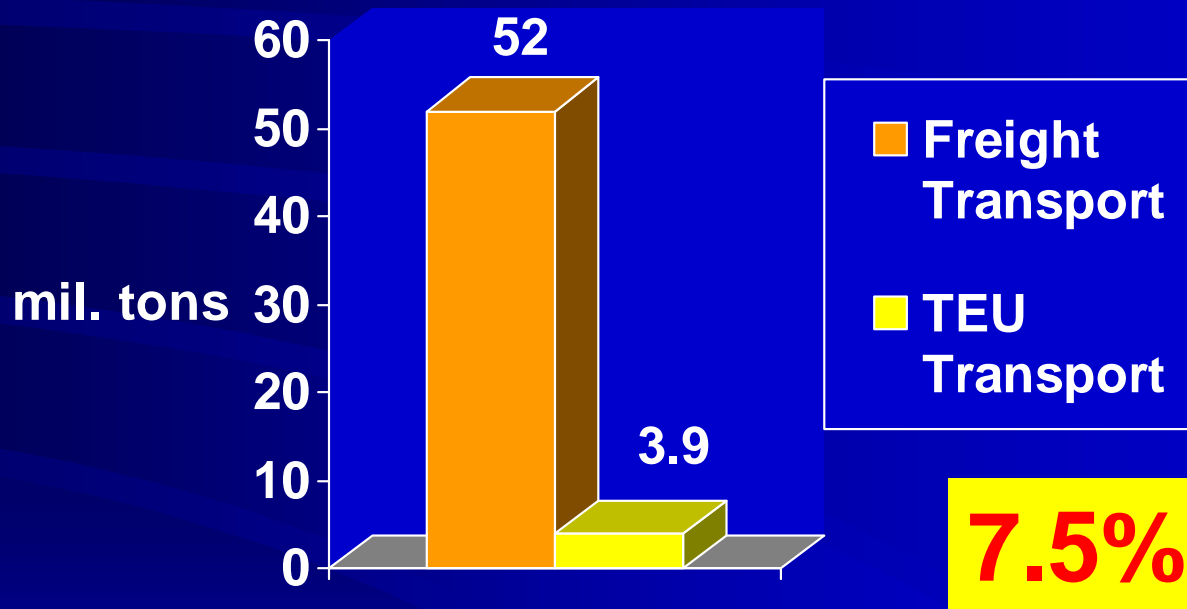
## Railway Freight Transport – million tons-km

2004	2005	2006 (estimated)
17 022	16 582	16 800



# Intermodal Transport at CFR MARFA

## - 2006 estimated -





## DEVELOPMENT OF CARGO TRANSPORTED IN ITU

### ITU – TEU

2005	2006 (estimated)	2006/2005
124760	144744	16%

# 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	15,899	14,867	14,649	14,265	12,926
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



<b>Ferry-boat Lines</b>	<b>Routes (mile)</b>	<b>Routes (Km)</b>	<b>Time (hours)</b>
<b>Constanta - Poti/Batumi starting 1999</b>	<b>600</b>	<b>1100</b>	<b>58</b>
<b>Constanta – Samsun Starting 1995</b>	<b>400</b>	<b>720</b>	<b>40</b>
<b>Constanta - Izmir Starting 1997</b>	<b>470</b>	<b>846</b>	<b>47</b>
<b>Constanta - Mersin Starting 1997</b>	<b>1000</b>	<b>1800</b>	<b>100</b>
<b>Constanta - Derince Starting 1999</b>	<b>230</b>	<b>414</b>	<b>23</b>

# 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

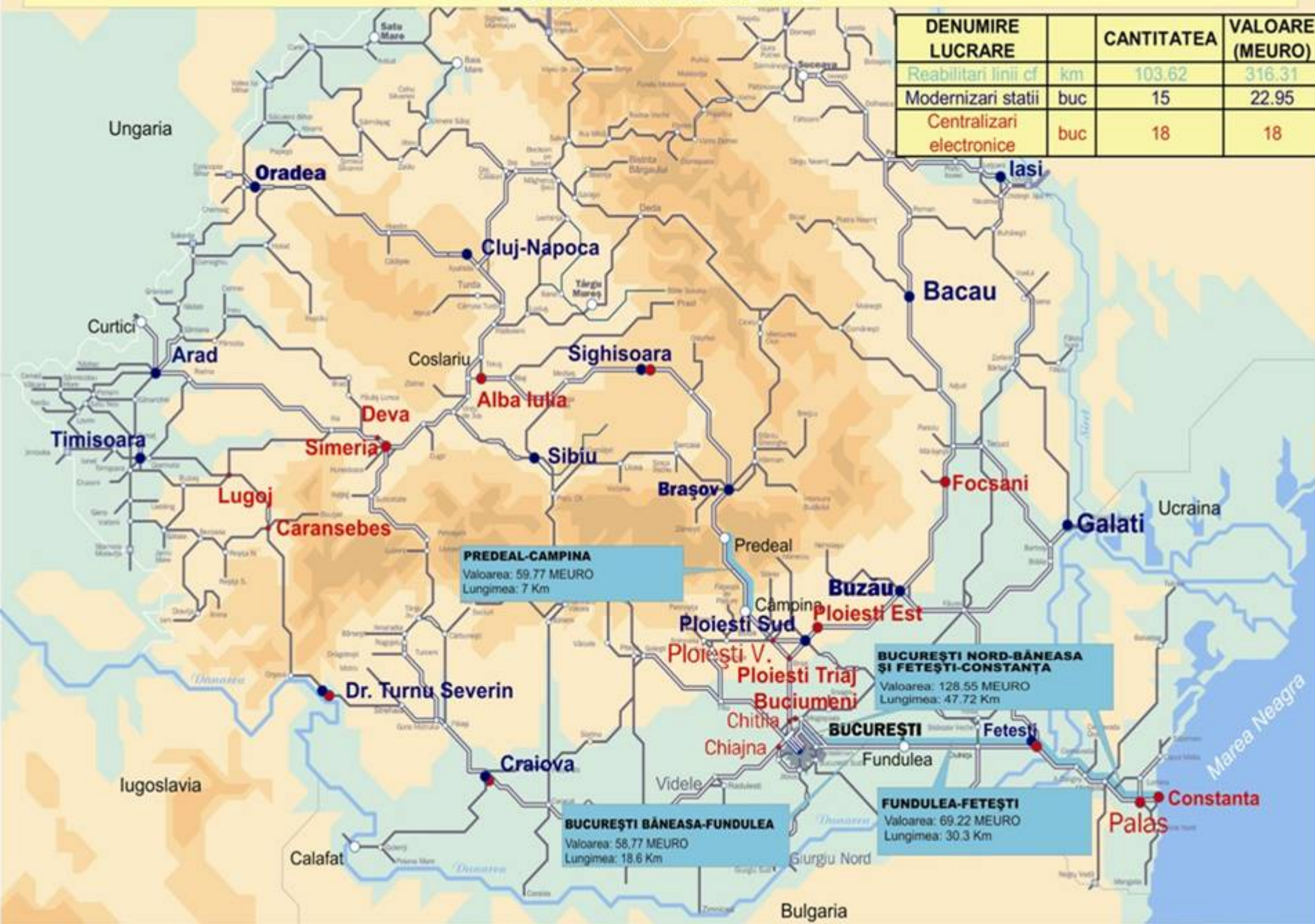
## ACTUAL PROJECTS IN WORK FOR RAILWAY LINE

**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
- Total cost of contracts: 823.21 Euro Million

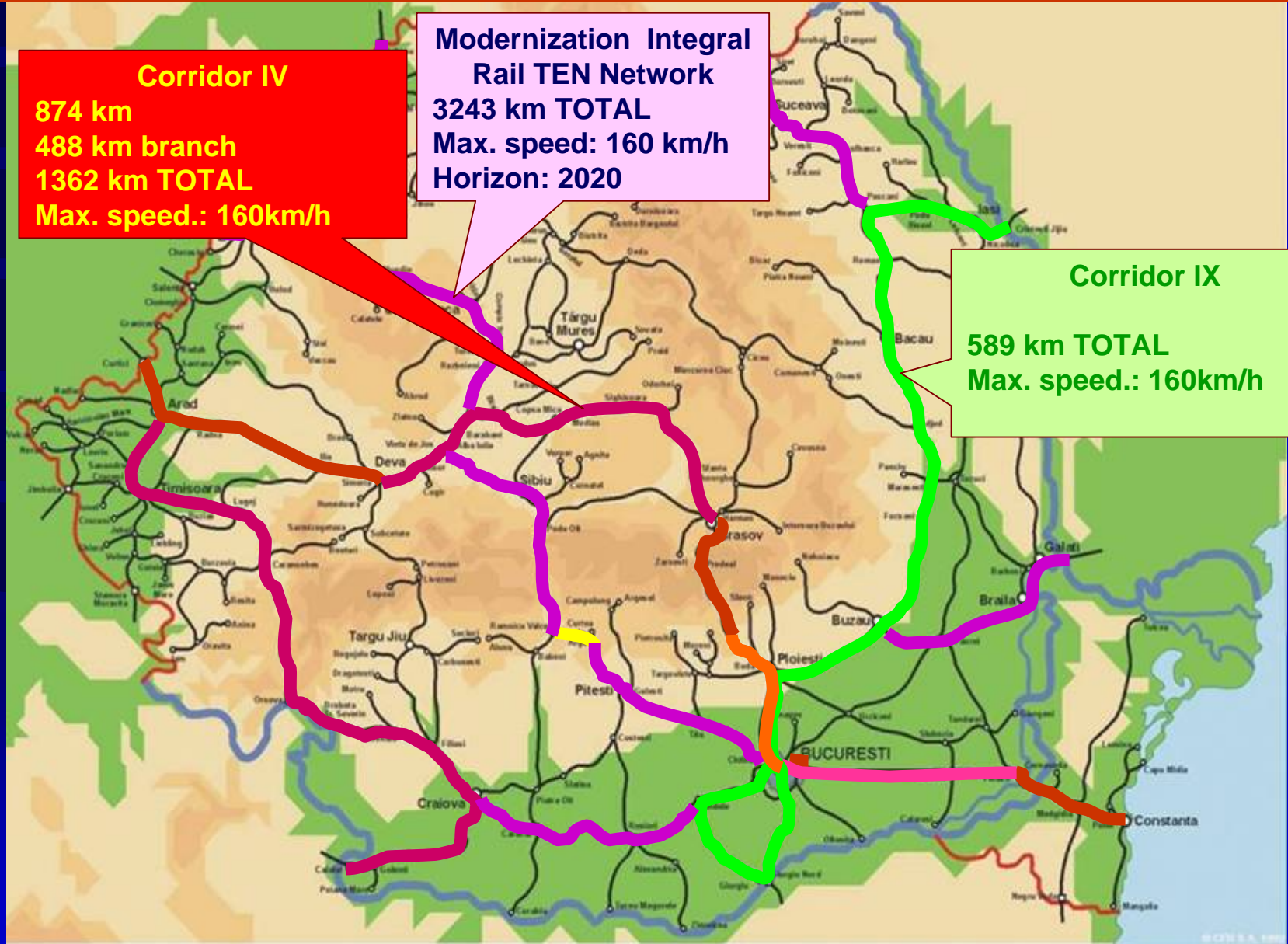
# Rehabilitation of railway infrastructure in 2007

DENUMIRE LUCRARE	CANTITATEA	VALOARE (MEURO)
Reabilitari linii cf	km	103.62
Modernizari statii	buc	15
Centralizari electronice	buc	18





# MODERNIZATION OF RAILWAY INFRASTRUCTURE TEN RAILWAY IN ROMANIA



**Corridor IV**  
874 km  
488 km branch  
1362 km TOTAL  
Max. speed.: 160km/h

**Modernization Integral  
Rail TEN Network**  
3243 km TOTAL  
Max. speed: 160 km/h  
Horizon: 2020

**Corridor IX**  
589 km TOTAL  
Max. speed.: 160km/h



# PROJECTS FOR RAILWAYS MODERNIZATION (2)

## PASSENGERS COMPANY MODERNIZATION

- Acquisition of 100 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 45 EMU
- Modernization of 200 coaches
- Implementation of modern ticketing system

## FREIGHT COMPANY MODERNIZATION

- Modernization of 2 000 freight wagons
- Modernization of 80 locomotives
- Development of the intermodal systems of transportation including the ferry-boat and Ro-La
- Development of center for clients

## SOME REMARKS

- 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

- New private RU (freight) are increasing:  
2.7% in 2002 to 22.4% in 2006

- New investments in infrastructure and rolling stock

- An important path of transport between Europe and Asia passed through ROMANIA.

**THE END**