



# The Railway Transport in Romania in the European context



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- I. EU Strategy for railway projects.
- II. Present situation – explanations.
- III. Planning, design and issuing of tenders for projects in Romania.





# EU Strategy for railway projects

The *European Commission's* new *White Paper on Transport*, published by the *European Commission* in March 2011, comes to highlight the importance that rail transport should have and identify new solutions and medium and long term strategies, from the years 2020-2030 and with the time horizon 2050. The most important are:

- multimodal transport systems;
- promotion of freight transport railways on medium and long distances;
- created dedicated freight corridors;
- triple the high speed railway lines;
- Implementation of a TEN-T multi-modal and fully operational "primary network" throughout the EU until 2030.

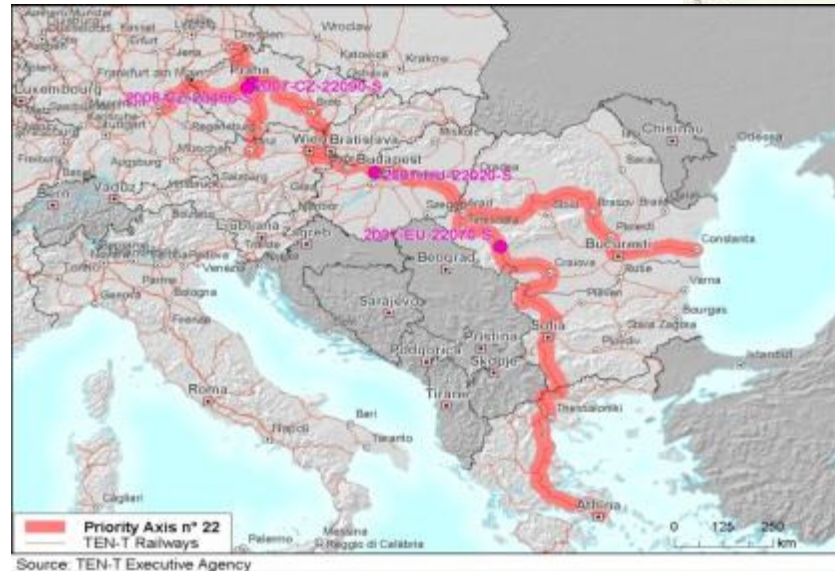


## EU Strategy for railway projects

- The EU tri-ilogue discussions on the *Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility* and the *Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the Trans-European Transport Network* will be concluded in October 2013. Both dossiers still need to be formally adopted by the *European Parliament*, which is expected to take place in October (TEN-T on 8-10 October in first plenary meeting and CEF on 21-24 October in second plenary meeting).
- The main direction of the *Romanian 2020 Railway Platform* is to correlate the objectives of these documents, where the railways are seen as playing a crucial role in developing a competitive and sustainable transport system, with the Romanian railway system. The configuration of the TEN-T Railway Network on the Romanian territory has been submitted as a proposal by the *Ministry of Transport* to the *European Commission*.

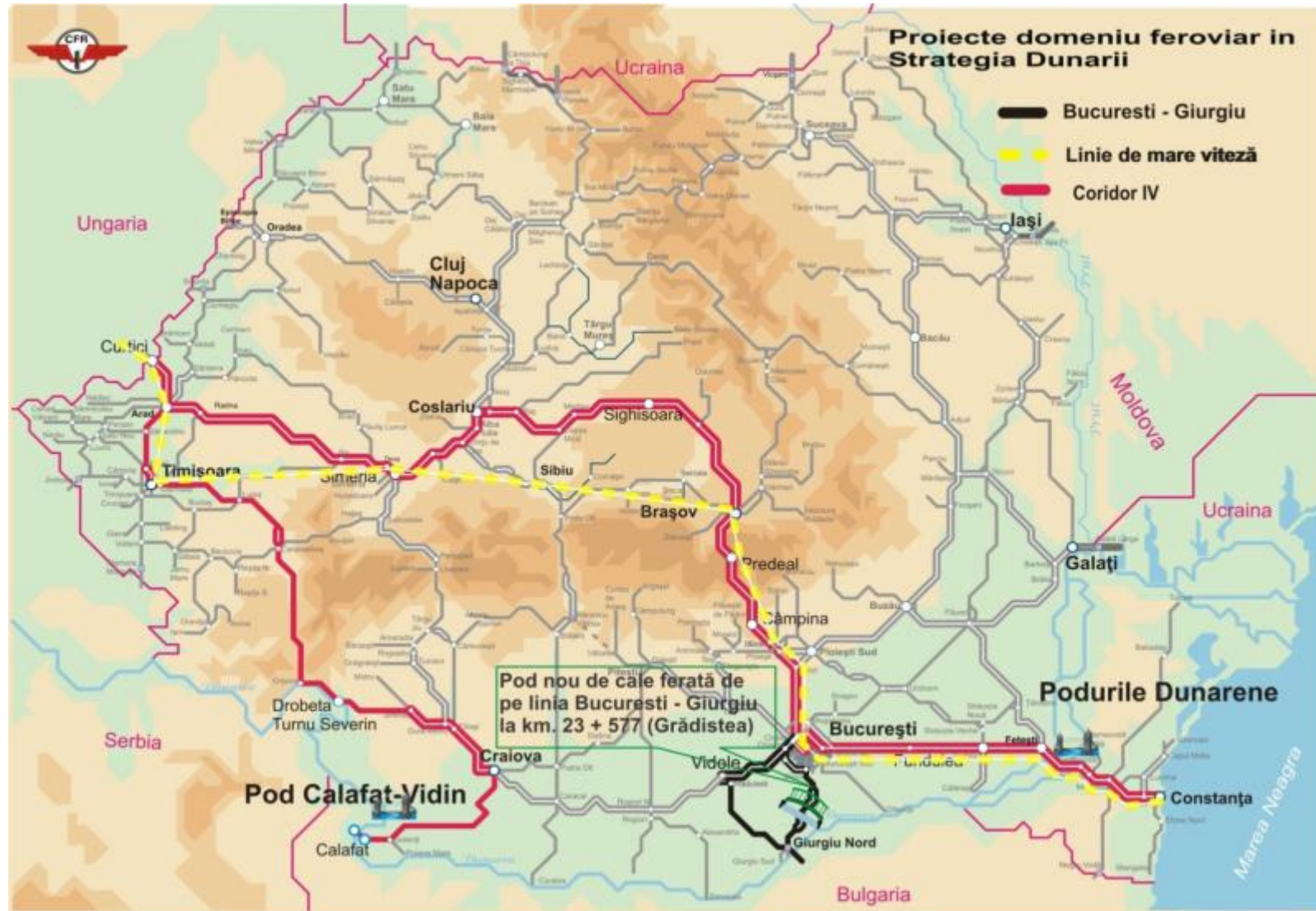


# The TEN-T Railway Network in Romania





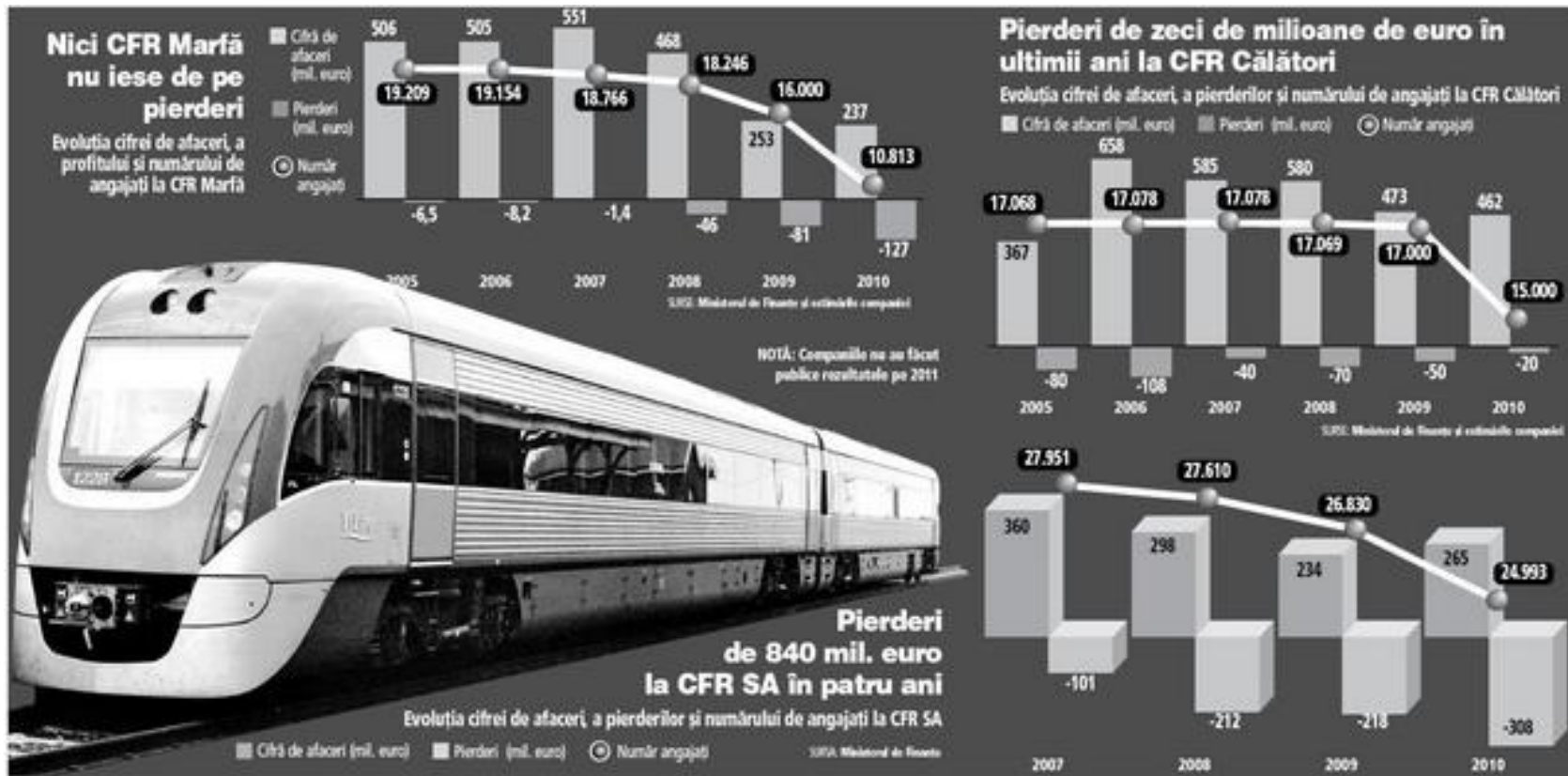
## Priority railway projects in Danube Strategy





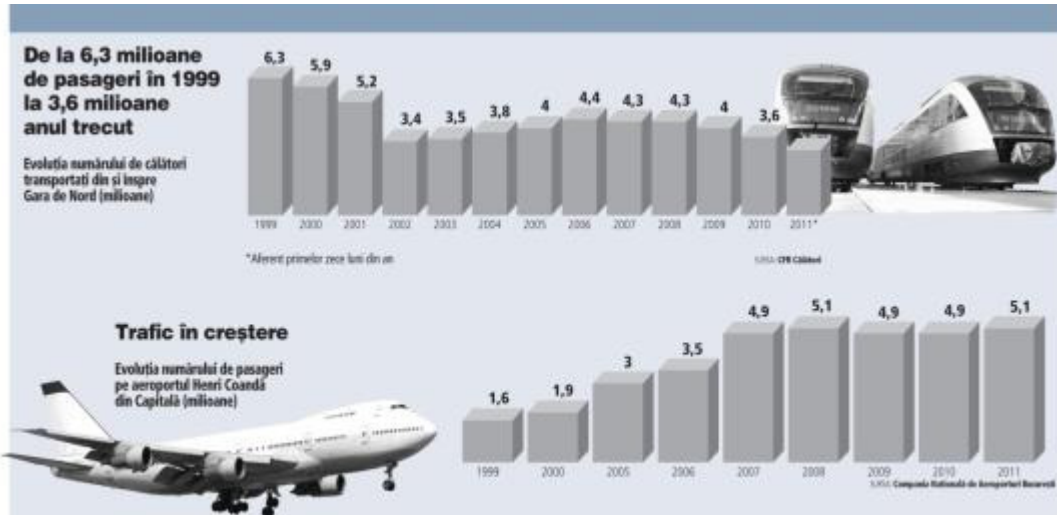
# Present situation - explanations

Within the last about 20 years, the railway infrastructure maintenance has been neglected and that's why, this is the principal cause of the present situation of the railway system of transport in *Romania*.



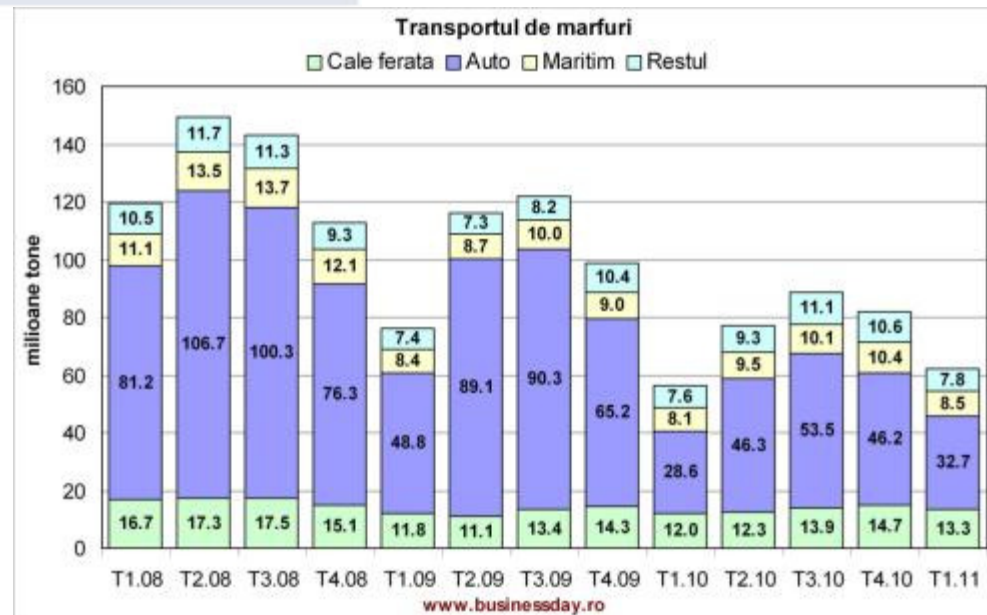


# Present situation - explanations



## Passengers for Bucharest Rail and air 1999-2011

## Freight transport in Romania 2008-2011







## Present situation – Causes of a systemic nature :

A recent study elaborated by the Institute for Public Policies (IPP) on the Systemic problems of the Structural Fund management's failure in Romania identifies two categories of explanations for this "balance of failure".

1. The first major cause for this situation is Romania's incapacity to absorb structural funds because of:
  - a) **the problems with the initial conception of operational programmes** (the inexistence of an integrated development vision at national level on the medium and long term, with sectorial priorities, but also regional development priorities that would reduce disparities; the lack of attractiveness of accessing structural funds for the private environment; setting unrealistic or improperly laid down programme indicators);
  - b) **the administration problems of management authorities which led to major gaps between the contracting rate and the actual payments reimbursed by the European Commission for each operational programme** (poor quality of the human resources employed among management authorities; excessive politization; fragmentation of the management system of structural funds between ministries; the inefficiency of monitoring committees; lack of support for beneficiaries from management authorities or intermediate bodies);
  - c) **problems with the strategic budget planning at national level** (incomplete integration of structural funds into the systems of national public finances; confuse public procurement legislation which leaves room for interpretation; the integral or partial uncovering of major sectors with real financing needs; the uncorrelation of financing of European funds with the Agreement signed with the International Monetary Fund which has not permitted Romania to increase the absorption rate by reimbursing the cost of European projects first from the national budget after which they will be recovered from the sums allocated by the Commission).
2. The second systemic problem identified by IPP is the lack of transparency in the management of European funds. Although, a series of measures to repair this deficiency has been made lately, the process is still in the beginning and the centralization of information suffers from the inexistence of a single date report format, IPP states.



## Present situation – Causes of an institutional nature :

- a) The lack of some standardized tender documents and contract formats for the projects financed by European grants;
- b) The uncertainties regarding the institutional competences for checking/controlling the public procurement procedures at the level of *Public Tenders Authority* and *Management Authority for SOP-T*, which have led to different interpretations regarding the approval of some documents or the solving of some contestations during the carrying-out of the public procedure process by the Contracting Authority;
- c) The lack of some concrete measures for simplifying the national legal framework in order to ensure a better coordination and an increased efficiency of the institutions and the external procedures related to the structural instrument management system;
- d) The lack of experience and mostly by the lack of proper administrative and juridical capacity.;
- e) The lack of some training activities for the beneficiaries with regard to crucial themes related to the implementation of the projects and the supply of support for the preparation of the tender documents to some beneficiaries whose approved priority projects are facing difficulties and delays because of the public procurements.



## Present situation – Causes of a technical/administrative nature:

- a) The large number of projects being prepared and implemented;
- b) The delays related to signing/consenting/approving the documents necessary for carrying out the public procurement procedures;
- c) The large number of on-going tenders as compared to the available staff;
- d) The increased number of contestations regarding the procurement procedures and the legal deadlines imposed until the decision on the merits of the case;
- e) The postponement of the signing of the works contracts;
- f) The postponement of the carrying out of the public procurement procedures for the execution management consultancy services and of the verification of the execution works due to lack of staff within the assessment commissions;
- g) The cancelling, postponement and rescheduling of the procedures for procuring public real estate registration services for the projects related to bridge rehabilitation, railway safety and the railway sections *Border–Curtici–Simeria–Coslariu–Sighisoara*;



## Present situation of the Romanian infrastructure and opportunities for the future

- ❑ A General Transport Master Plan for *Romania* is under progress and the *Ministry of Transport* waits that this document to make some order in the public policy concerning the transport systems and to create opportunities for the future. To be able to do this it is important to review the following:
  - a) Modernization priorities on the Romanian railway network;
  - b) Railway infrastructure major projects completed and in progress;
  - c) Railway infrastructure projects under preparation or tendering;
  - d) Railway infrastructure projects proposed for PPP.
- ❑ The planned projects intend to match with the global commercial strategy of railway operators and enable them to provide the requested by their customers' quality of service in terms of speed, comfort, frequency of services and their continuous development.

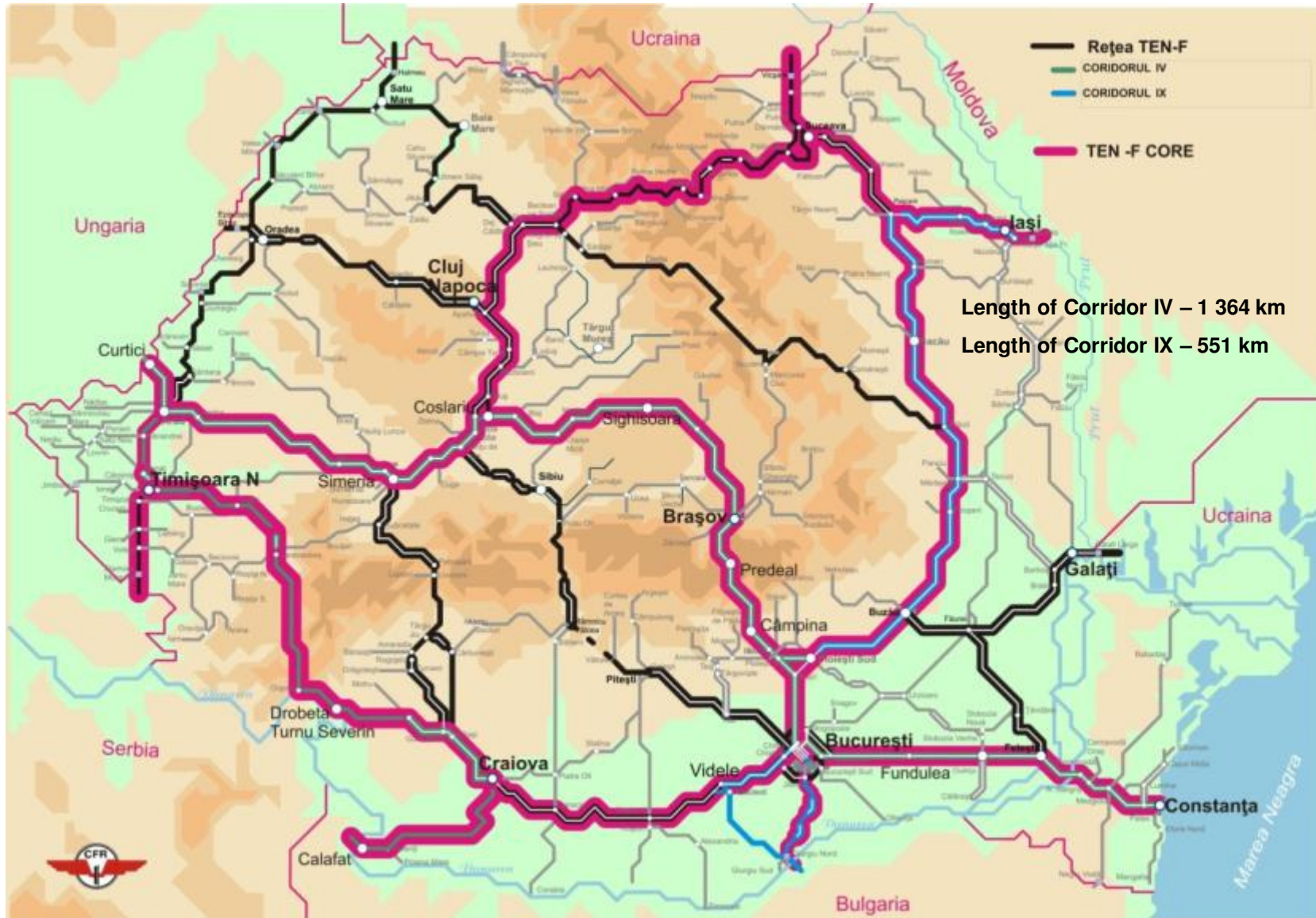


## a) Modernization priorities on the CFR SA network

- Conventional railway line sections included in the **Northern branch of Corridor IV**
- Conventional railway line sections included in the **Southern branch of Corridor IV**
- Conventional railway line sections included in **Corridor IX**
- Conventional railway line sections included in the **TEN-T core network**
- Conventional railway line sections included in the **TEN-T comprehensive network**



# The TEN-T Railway Network in Romania





## MODERNIZATION OF RAILWAY LINES

The modernization of CFR SA's railway infrastructure will enable the achievement of the following technical parameters:

- running speeds of 160 km/h for passenger trains and of 120 km/h for freight trains
- electrified double line
- introduction of ERTMS and of traffic control systems.

In this way, the railway infrastructure will be compliant with the technical parameters set down in the international agreements AGC, AGTC and TER.





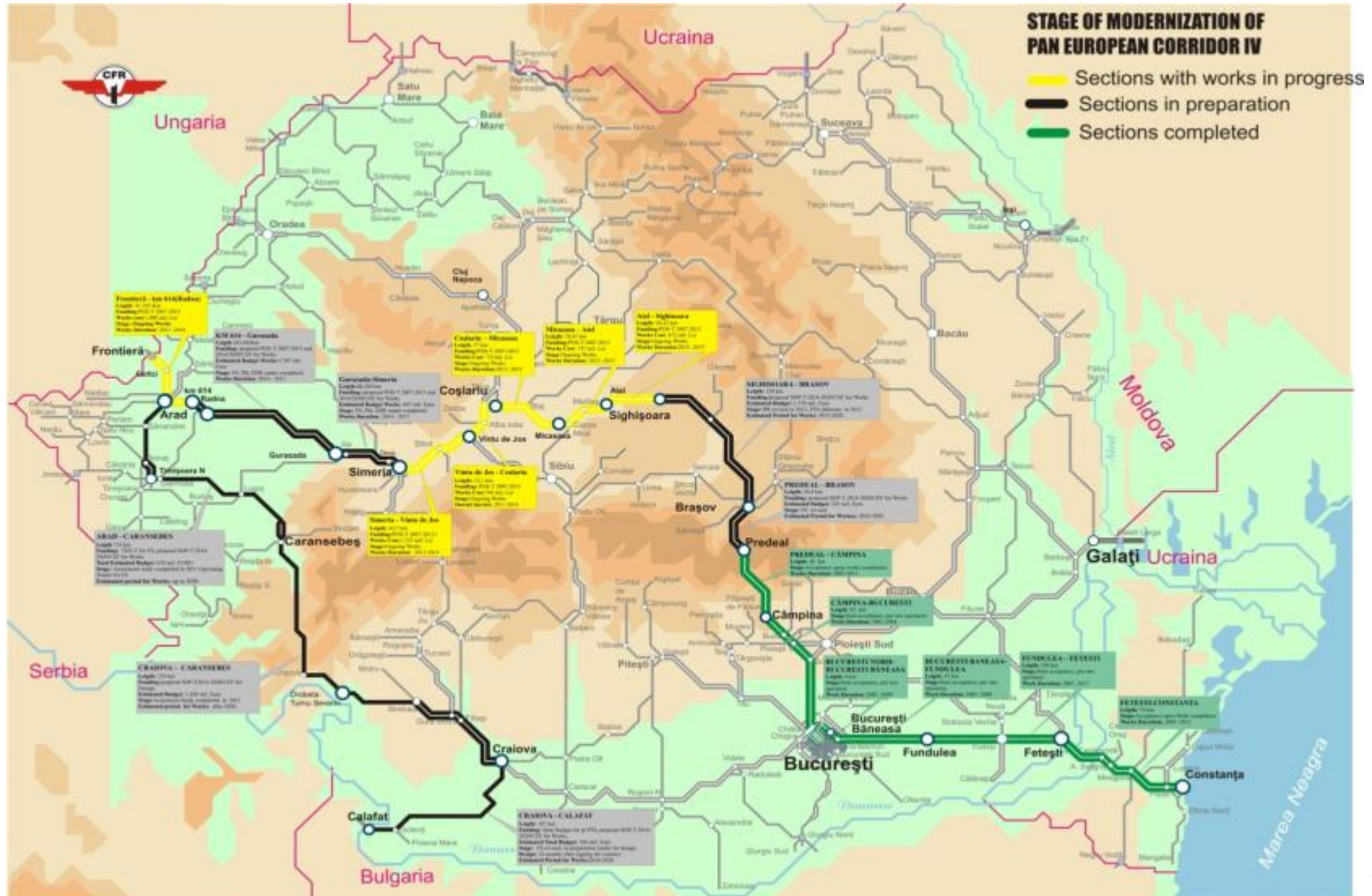
## b) CFR SA's major projects, completed and in progress

- Modernization of the railway sections included in Corridor IV
- Modernization of the railway stations
- Introduction of ERTMS Level 2





# MODERNIZATION OF RAILWAY SECTIONS





## MODERNIZATION OF RAILWAY STATIONS

- The project includes the rehabilitation and modernization of railway stations during two stages, 16 stations in the first stage and 5 stations in the second stage.
- As far as the stations in the first stage are concerned, the execution duration is 2012 – 2015.
- The scheduled works are: modernization of platforms, canopies, commercial spaces, pedestrian tunnels, internal sanitary installations, sewage and electrical systems, as well as rehabilitation of the passenger buildings.

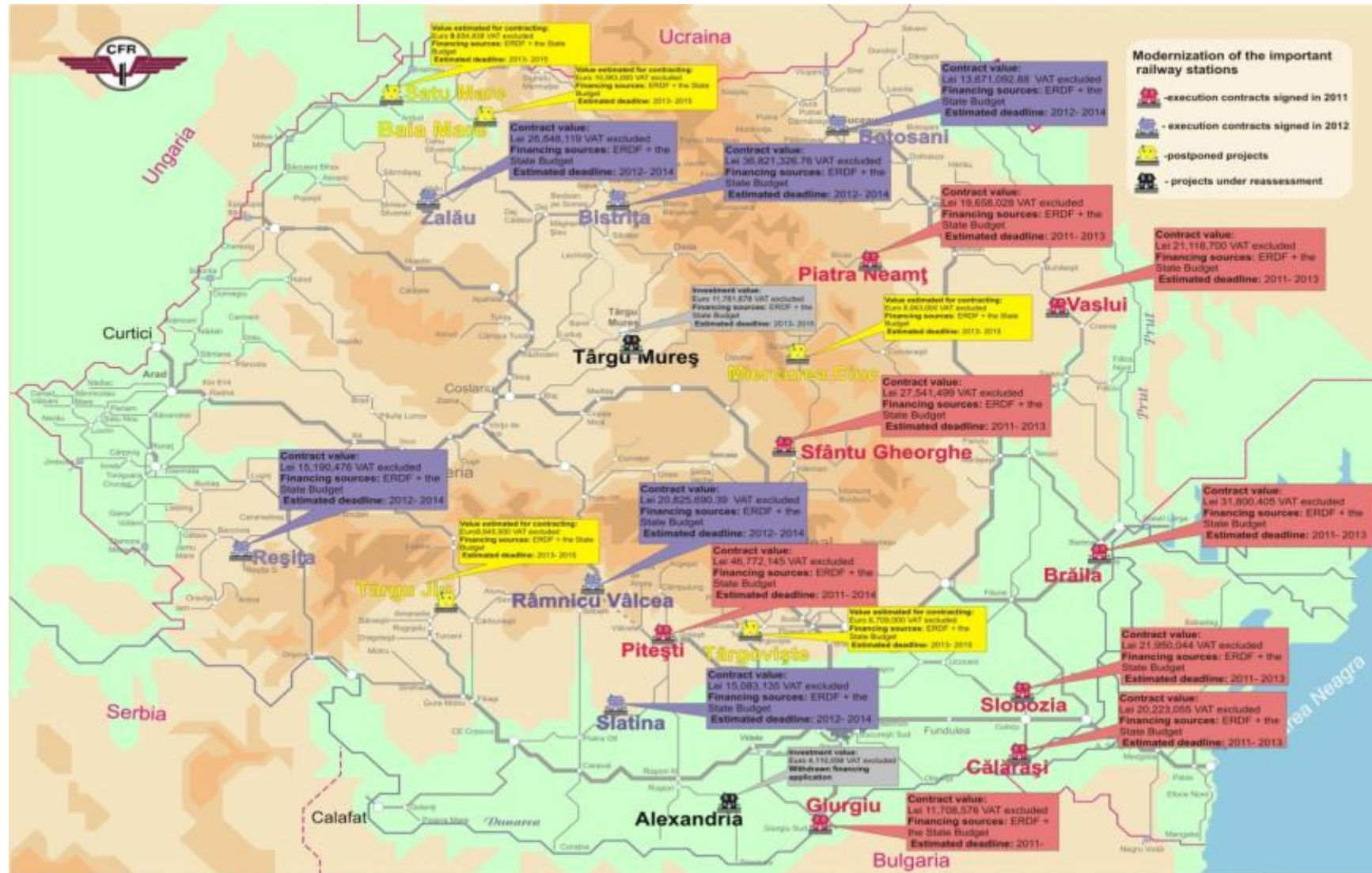
### BENEFITS

- **Decrease in the maintenance and operating costs.**
- **Improvement of the quality of CFR's services supplied to the public.**
- **Increase in the revenues from renting of the commercial spaces.**





# MODERNIZATION OF RAILWAY STATIONS

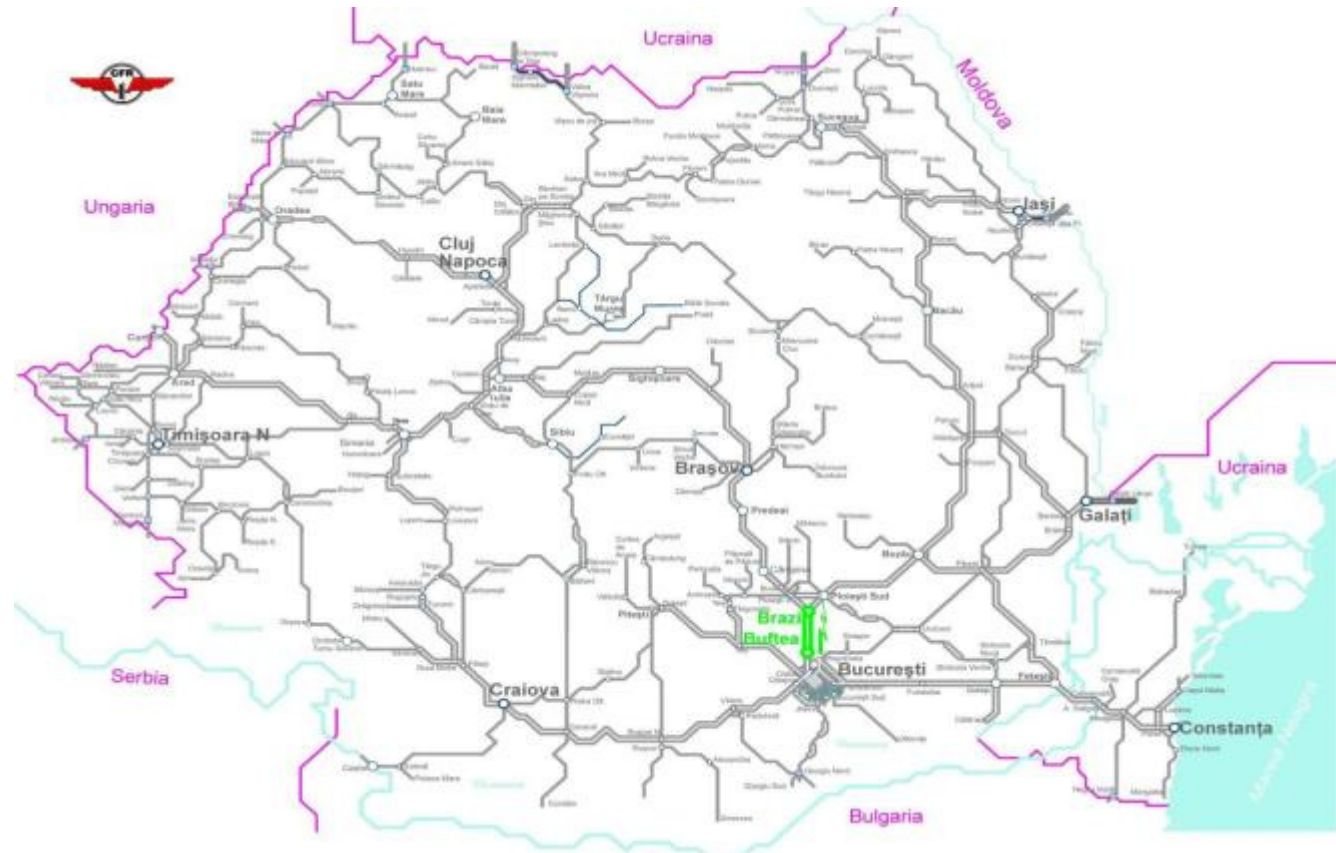




## ETCS/ERTMS LEVEL 2 PILOT PROJECT

Introduction of ETCS/ ERTMS Level 2 on the railway route the Buciumeni Branch – the entry signal to the Brazi Station (38 km)

- Value: EUR 45 million
- Execution duration: 2011- 2014 (30 months)





## c) Railway infrastructure projects under preparation or tendering

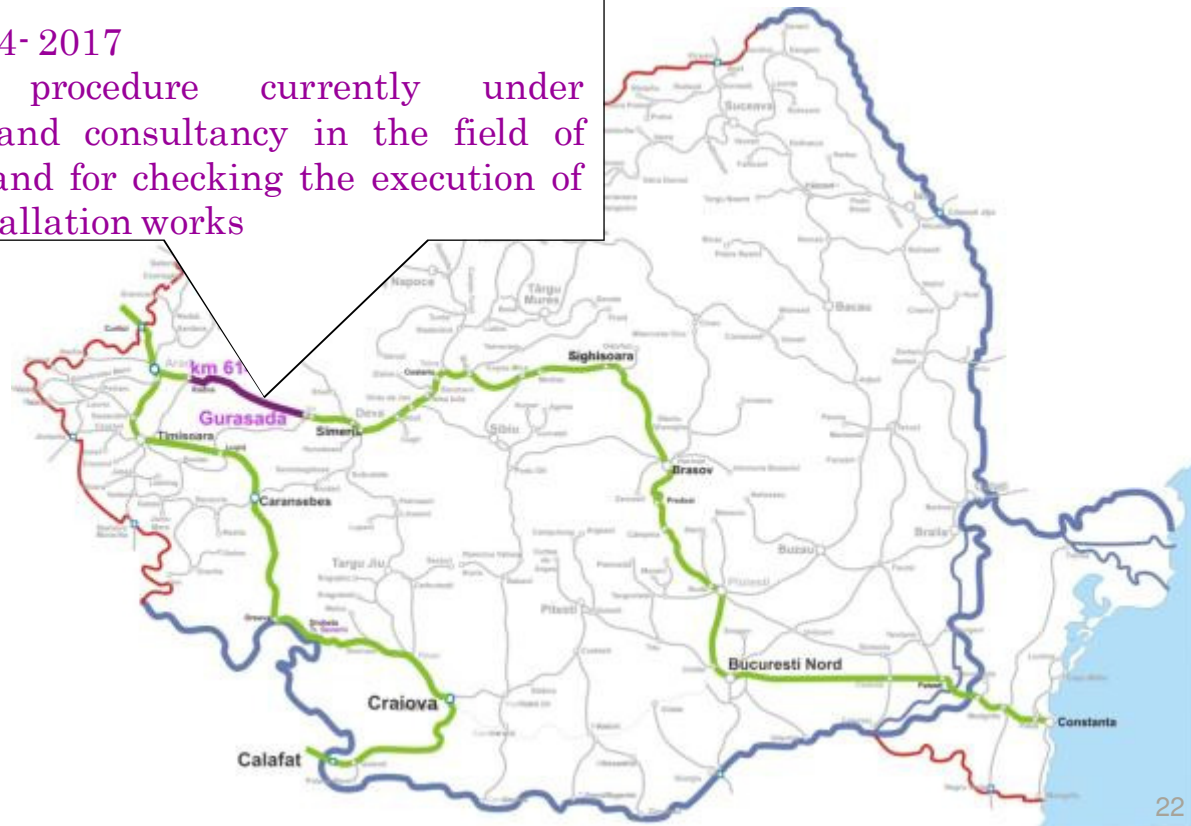
- Modernization of the railway sections included in the Northern and Southern branches of Corridor IV
- Rehabilitation works on the TEN-T Railway Network
- Increase in traffic safety



## MODERNIZATION OF THE Km 614 – GURASADA SECTION

### Km 614 – Gurasada (103 km)

- Estimated value: EUR 1,387 million
- Status: Feasibility Study, Technical Design and Detail Engineering under completion
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Execution duration: 2014- 2017
- Public procurement procedure currently under preparation for works and consultancy in the field of execution management and for checking the execution of the construction and installation works

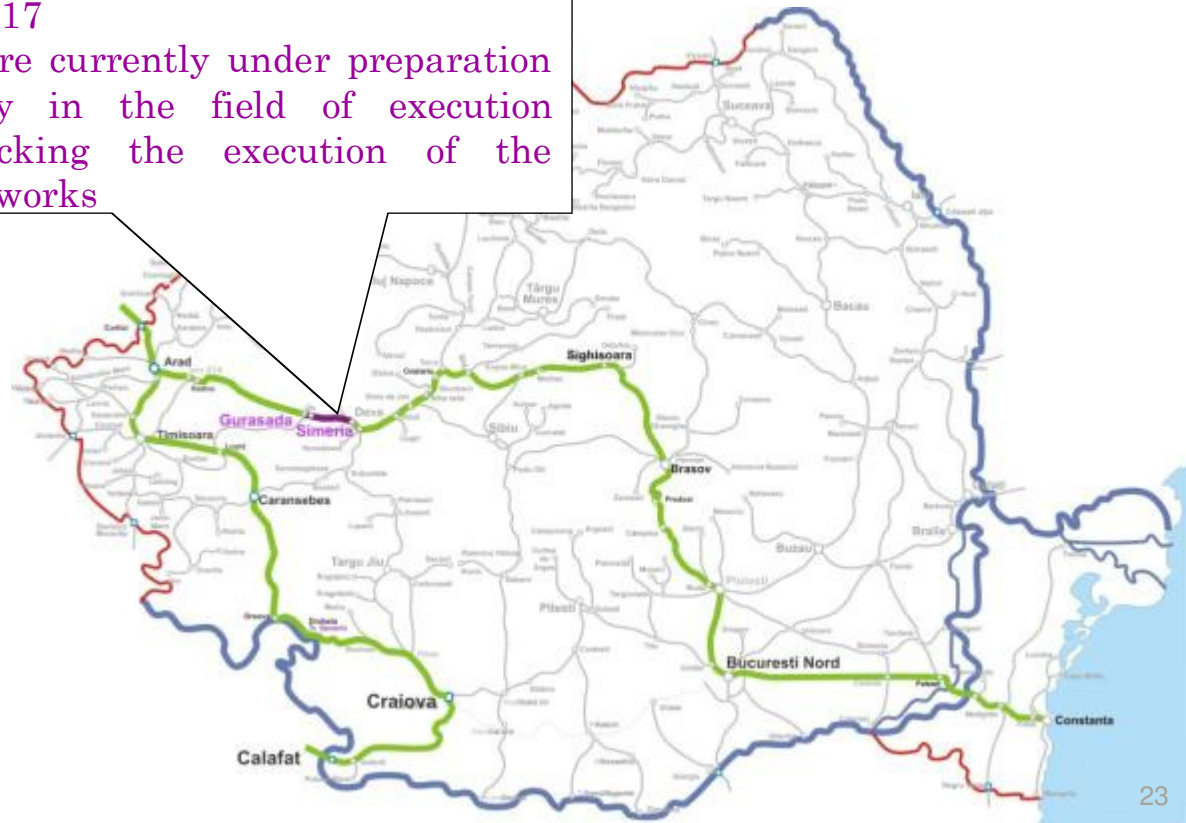




## MODERNIZATION OF THE GURASADA – SIMERIA SECTION

### Gurasada – Simeria (41 km)

- Estimated value: EUR 647 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Feasibility Study, Technical Design and Detail Engineering under approval
- Execution duration: 2014- 2017
- Public procurement procedure currently under preparation for works and consultancy in the field of execution management and for checking the execution of the construction and installation works

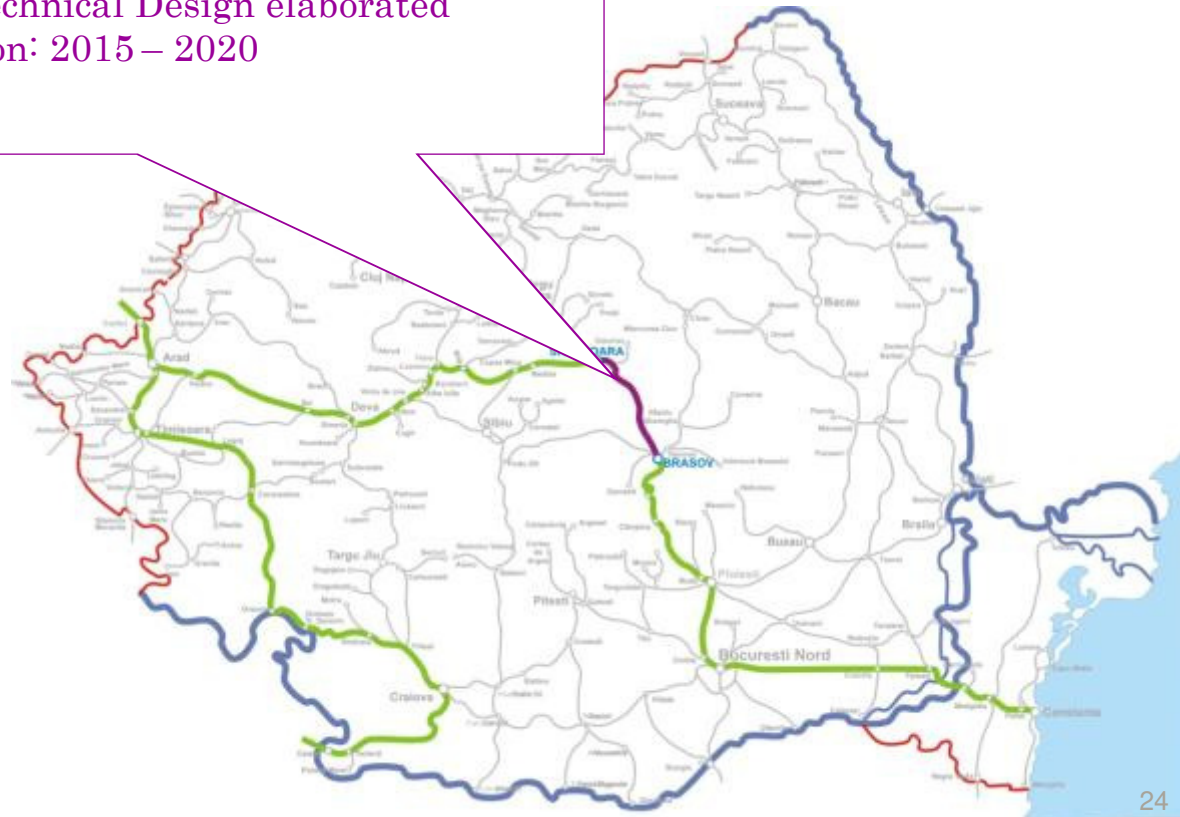




## MODERNIZATION OF THE BRASOV - SIGHISOARA SECTION

### Brasov - Sighisoara (130 km)

- Estimated value: EUR 1,739 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Feasibility Study, Technical Design elaborated
- Estimated execution duration: 2015 – 2020



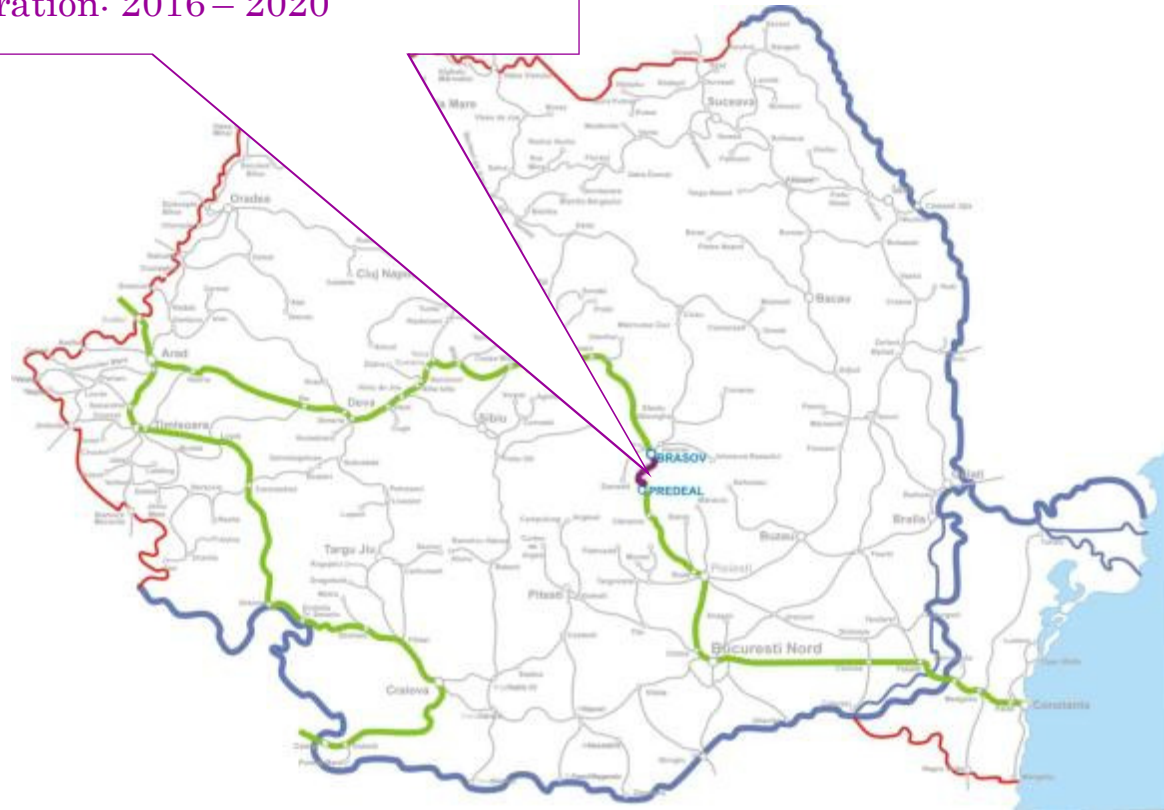




## MODERNIZATION OF THE BRASOV – PREDEAL SECTION

### Brasov - Predeal (26 km)

- Estimated value: EUR 200.5 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Feasibility Study revised
- Estimated execution duration: 2016 – 2020

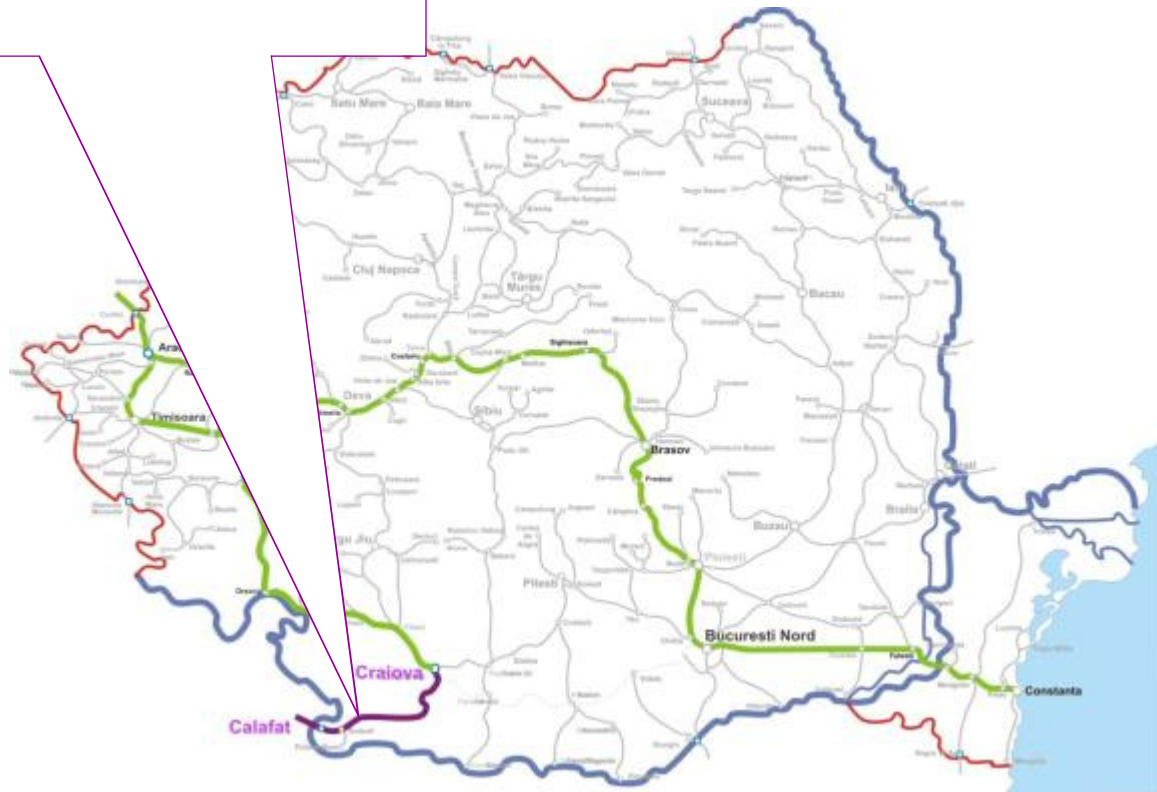




## MODERNIZATION OF THE CRAIOVA – CALAFAT SECTION

### Craiova – Calafat (108 km)

- Estimated value: EUR 566 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Feasibility Study revised
- Execution duration: until 2020 if the financing is supplied

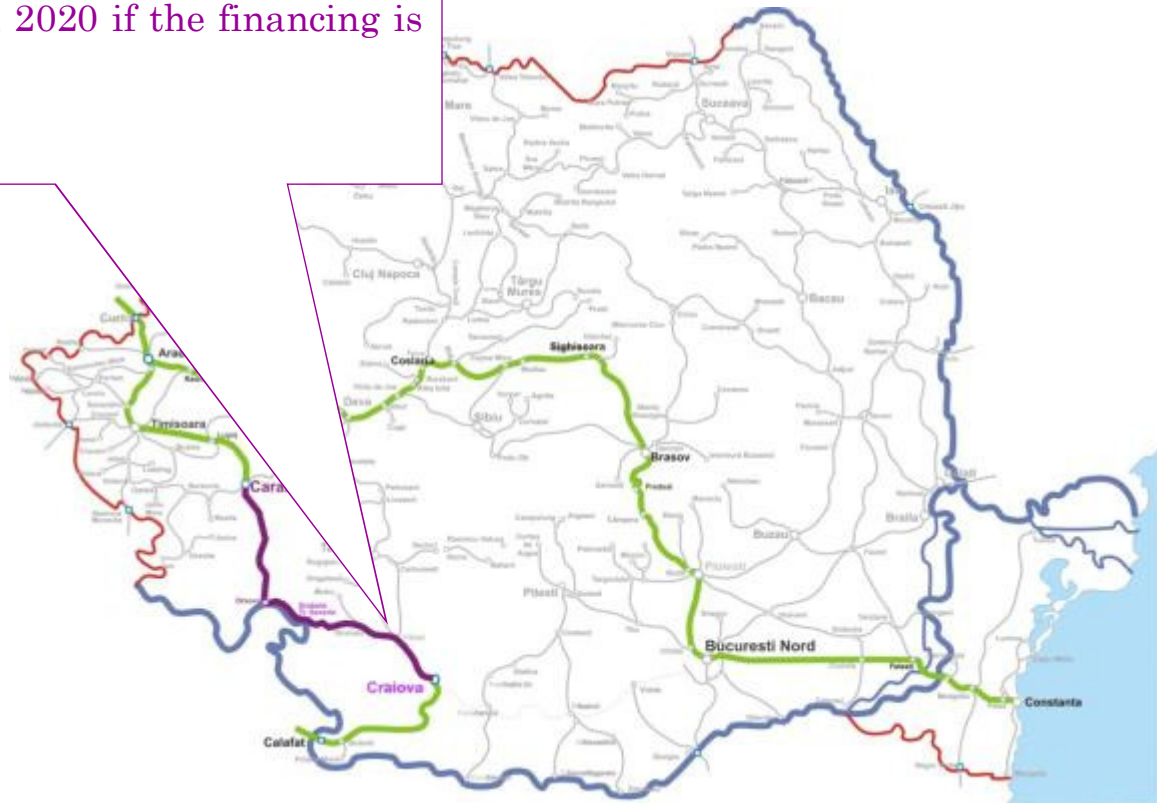




## MODERNIZATION OF THE CRAIOVA – CARANSEBES SECTION

### Craiova – Caransebes (227 km)

- Estimated value: Eur 1,620 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Assessment Study completed
- Execution duration: until 2020 if the financing is supplied





## MODERNIZATION OF THE ARAD – CARANSEBES SECTION

### Caransebes – Arad (155 km)

- Estimated value: EUR 670 million
- Financing proposal: Cohesion Funds (SOP-T 2014 - 2020) + the State Budget
- Status: Assessment Study completed, public procedure currently under preparation for the service for the elaboration of the Feasibility Study for the modernization of the railway section Caransebeş-Timişoara-Arad
- Execution duration: until 2020 if the financing is supplied





## Bridge and tunnel rehabilitation works on the TEN-T Railway Network

### Rehabilitation works for 98 railway bridges, culverts and tunnels

- Investment value: EUR 170 million
- Status: under execution
- Execution duration: 2012 – 2014
- Public procurement procedure currently under preparation for works and consultancy in the field of execution management and for checking the execution of the construction and installation works.

Railway Region	Bridges	Tunnels	Culverts	Total structures
Brasov	1	3	2	6
Bucharest	7	0	0	7
Cluj	6	2	9	17
Constanta	2	0	2	4
Constanta (on the Danube)	2	0	0	2
Craiova	8	0	7	15
Galati	14	0	7	21
Iasi	5	1	13	19
Timisoara	4	2	1	7
<b>TOTAL NETWORK</b>	<b>49</b>	<b>8</b>	<b>41</b>	<b>98</b>





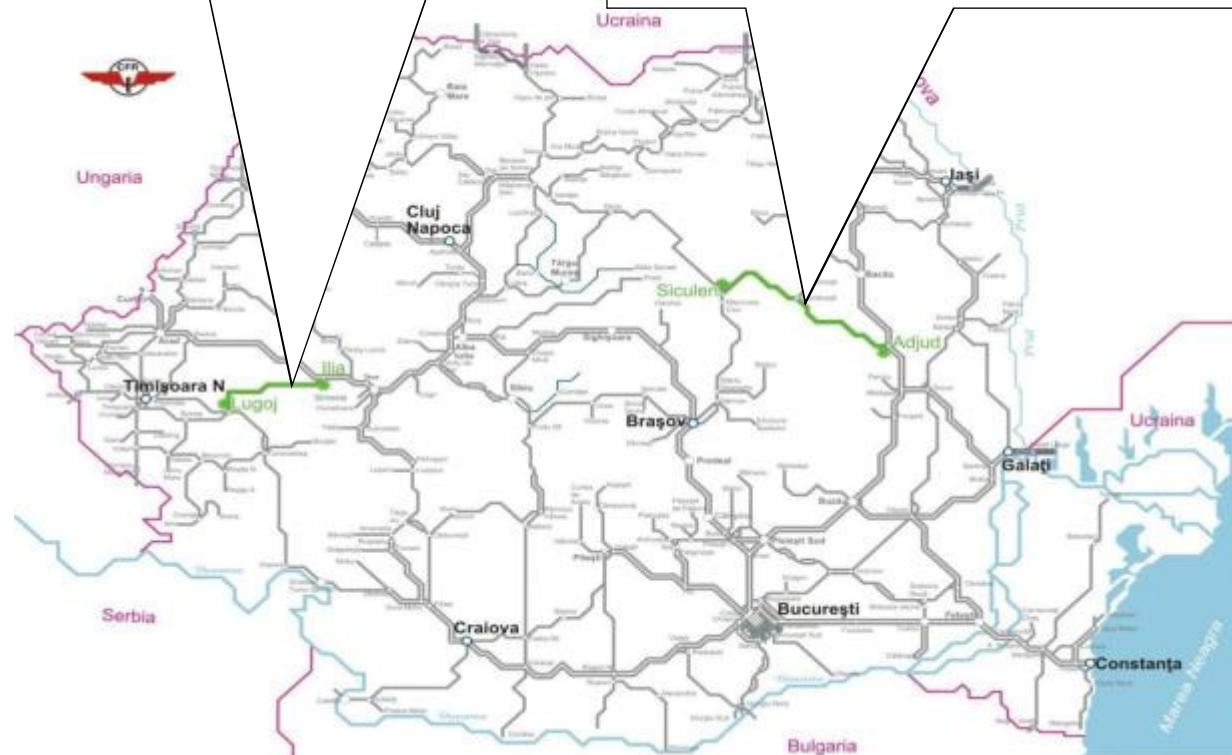
## PROJECTS FOR INCREASING TRAFFIC SAFETY

### Modernization of the electro-mechanical interlocking systems situated on the Ilia-Lugoj Section, in 7 stations

- Estimated value: EUR 19 million
- Status: Public procurement procedure currently ongoing for consultancy in the field of execution management, in preparation for works
- Execution duration: 24 months

### Modernization of the electro-mechanical interlocking systems situated on the Siculeni – Adjud Section

- Estimated value: EUR 41 million
- Status: Public procurement procedure currently ongoing for consultancy in the field of execution management, in preparation for works
- Execution duration: 36 months

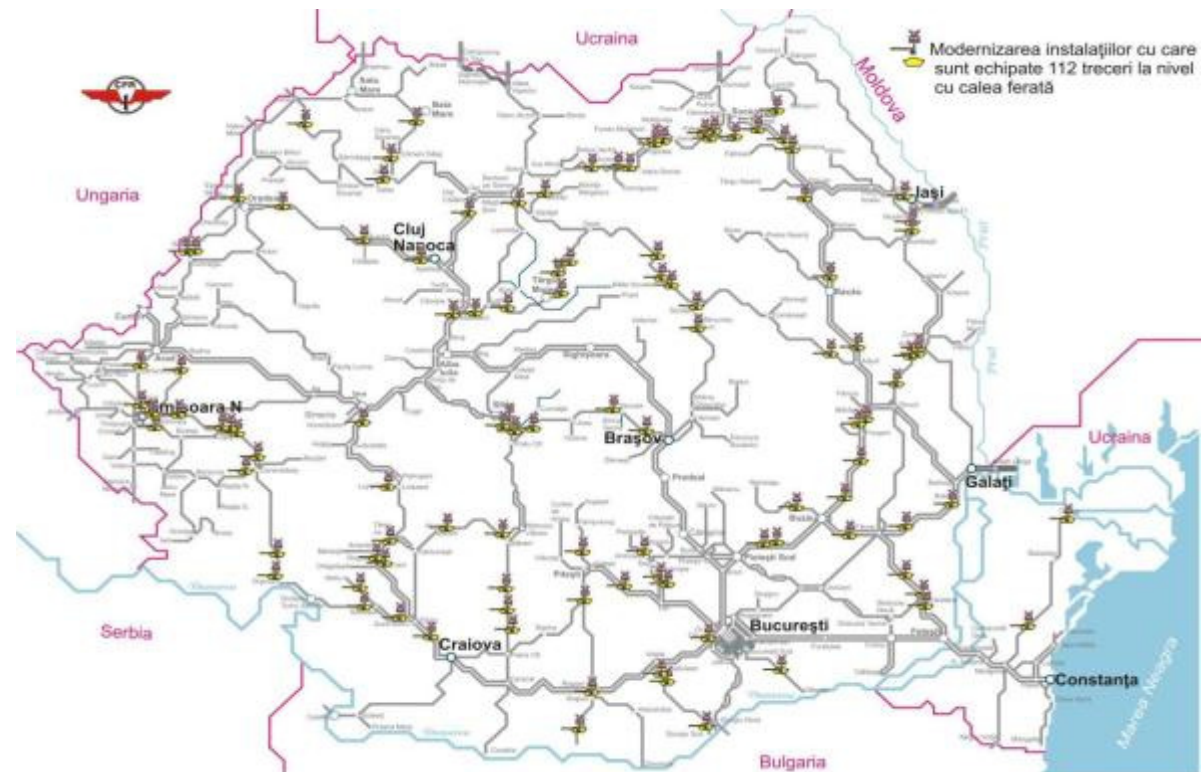




## PROJECTS FOR INCREASING TRAFFIC SAFETY

### Modernization of railway level-crossings – 112 level-crossings

- Value: EUR 20 million
- Status: Public procurement procedure currently ongoing for consultancy in the field of execution management, in preparation for works
- Execution duration: 24 months

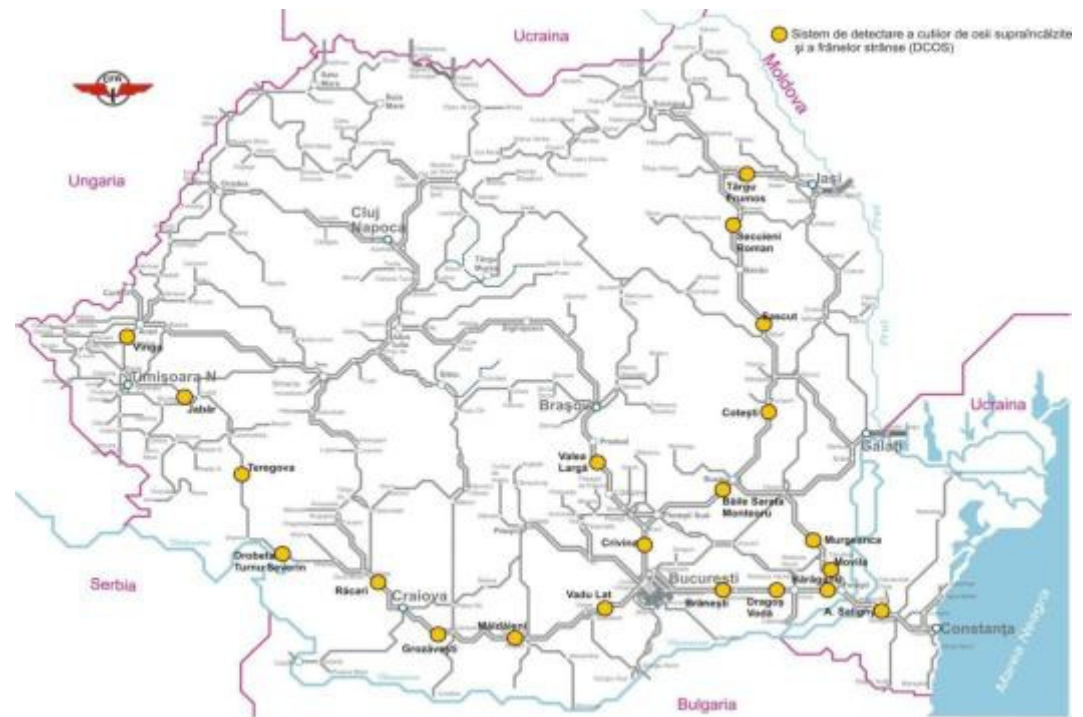




## PROJECTS FOR INCREASING TRAFFIC SAFETY

### Introduction on large scale of Hot Axle Box and Blocked Brake Detectors in 21 locations

- Value: EUR 13 million
- Status: Public procurement procedure currently ongoing for consultancy in the field of execution management, in preparation for works
- Execution duration: 29 months





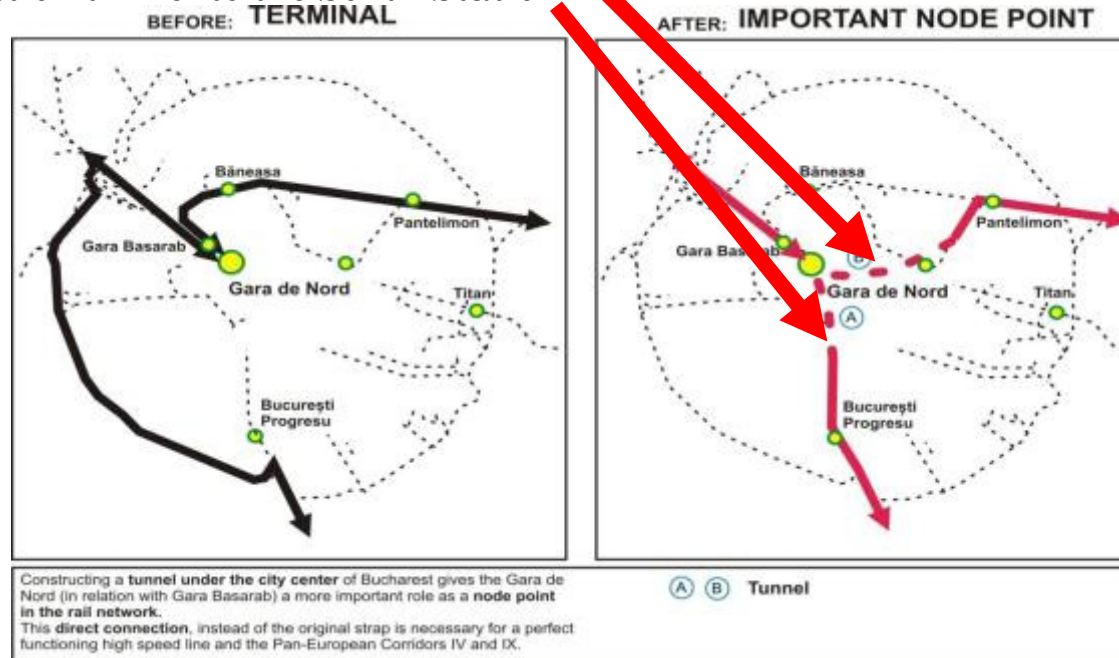


## d) Railway infrastructure projects proposed for PPP



# MODERNIZATION OF THE GARA DE NORD RAILWAY CENTER PROJECT PROPOSED FOR PUBLIC – PUBLIC PARTNERSHIP

- ❖ The construction of a modern railway station with a view to streamlining and facilitating the railway traffic on the route *Chitila - Bucharest – the Progresu Station*, including:
  - the transformation of the *Gara de Nord Station* from a **terminal station into a direct connection**;
  - the arrangement of the present “Gara de Nord” Station in the underground
  - the connection tunnel to the Obor Station
  - the connection tunnel to the South Station



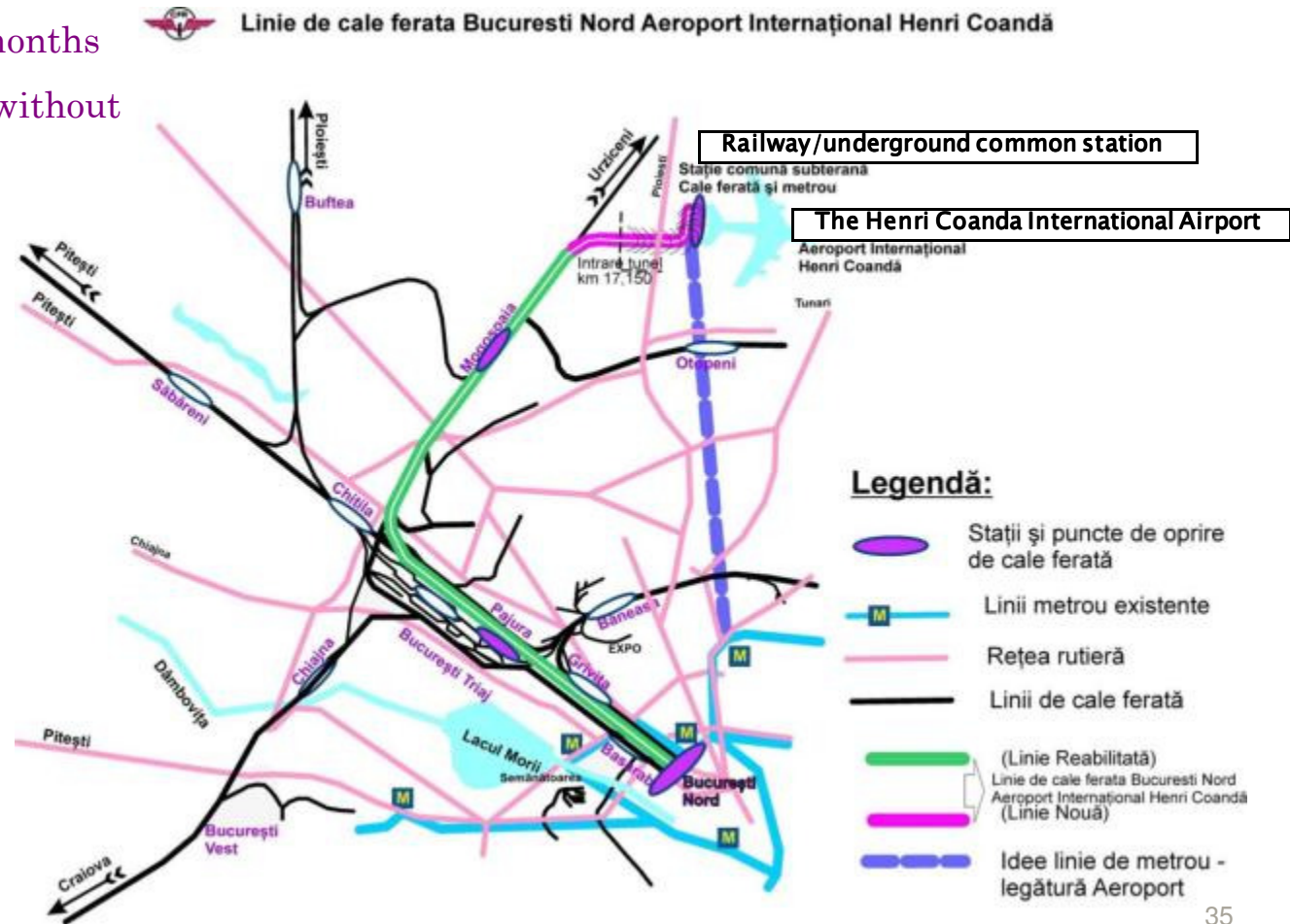


# THE RAILWAY LINE BUCURESTI NORD – HENRI COANDA INTERNATIONAL AIRPORT

Estimated value: EUR 291 million

Execution duration: 28 months

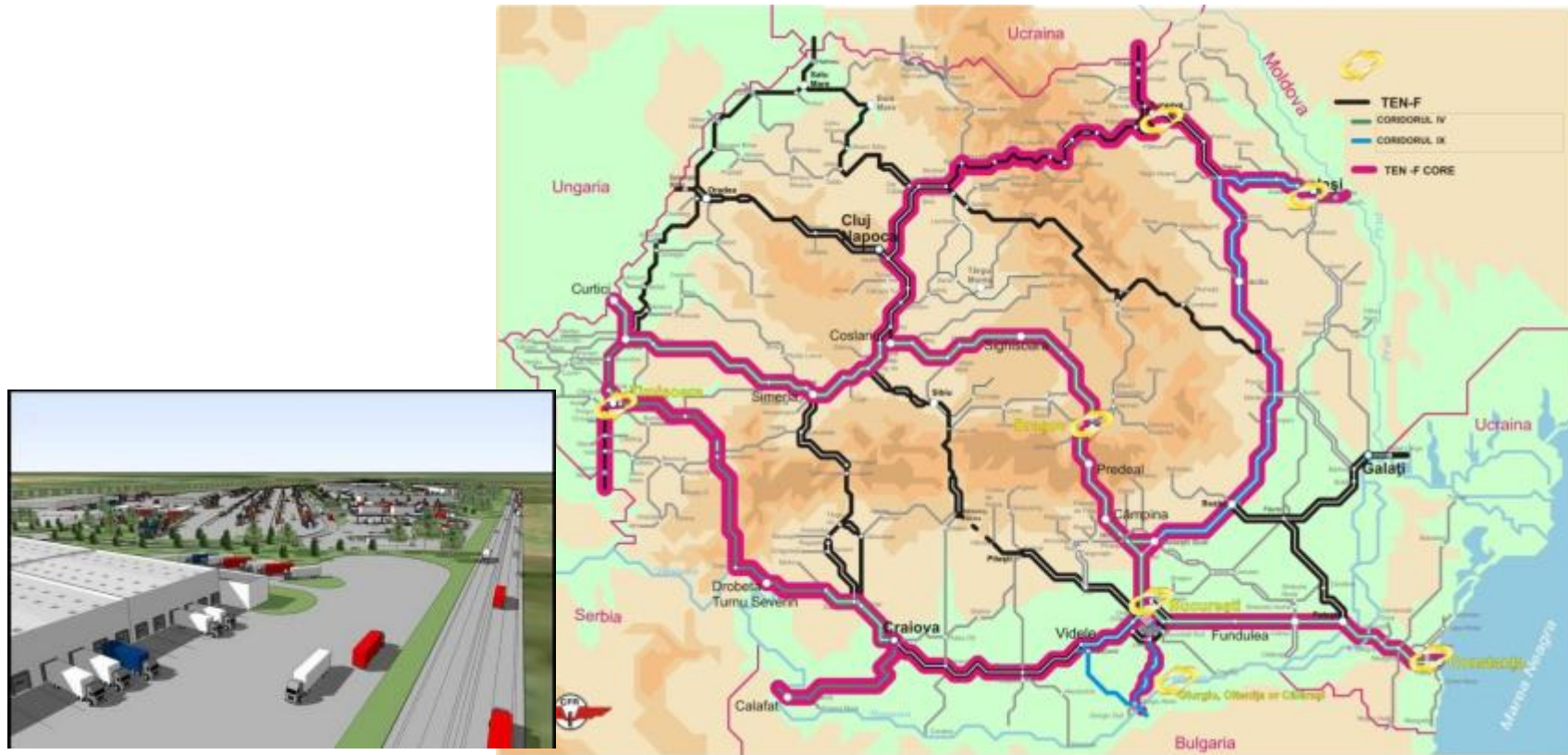
Status: FS prepared, without financing source





## CONSTRUCTION OF INTERMODAL TERMINALS

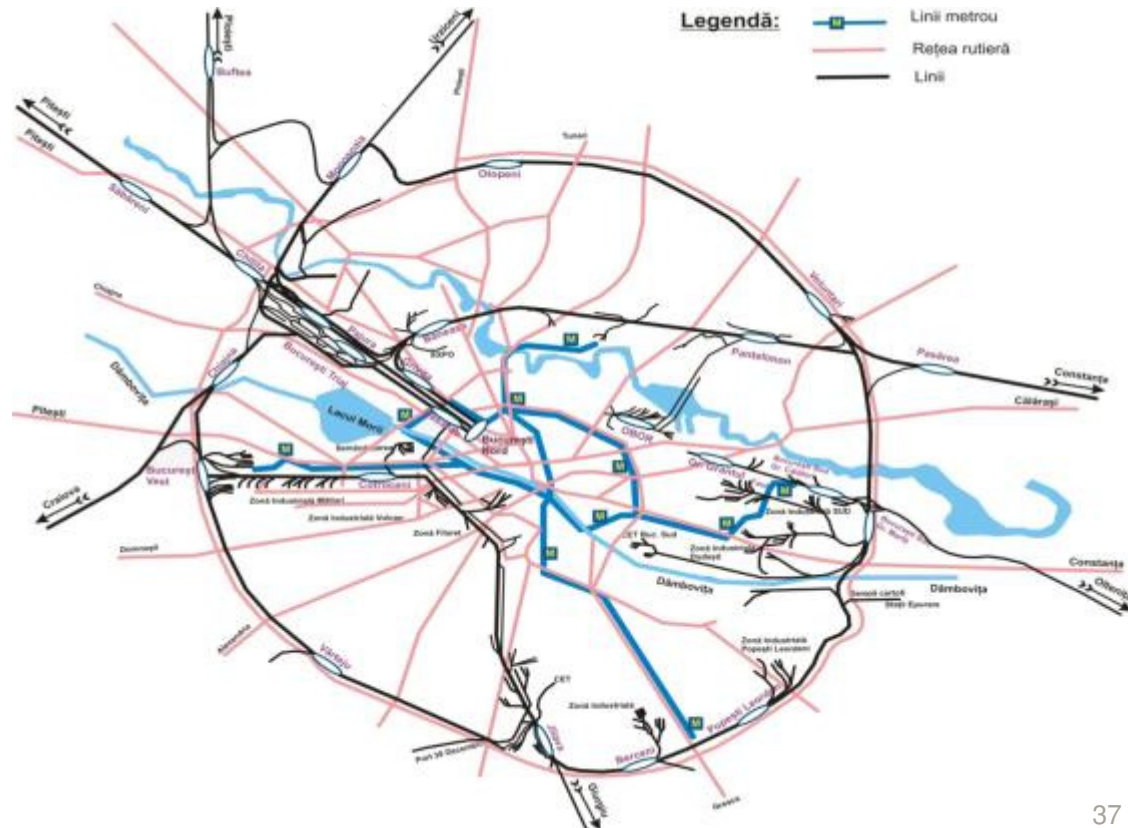
- Estimated value: EUR 118 million
- Status: Feasibility Studies launched
- Financing: at least one terminal through SOP-T, the rest through PPP
- Execution duration: 2014 – 2020





## MODERNIZATION OF THE RAILWAY RING OF THE MUNICIPALITY OF BUCHAREST

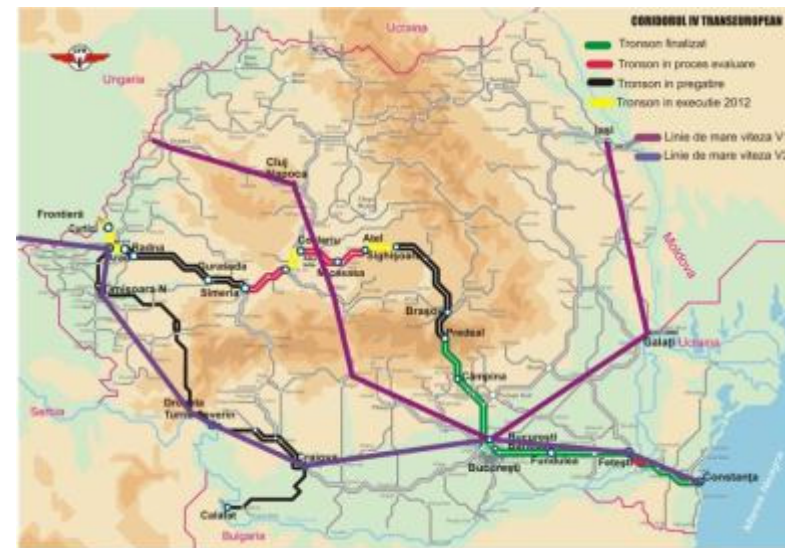
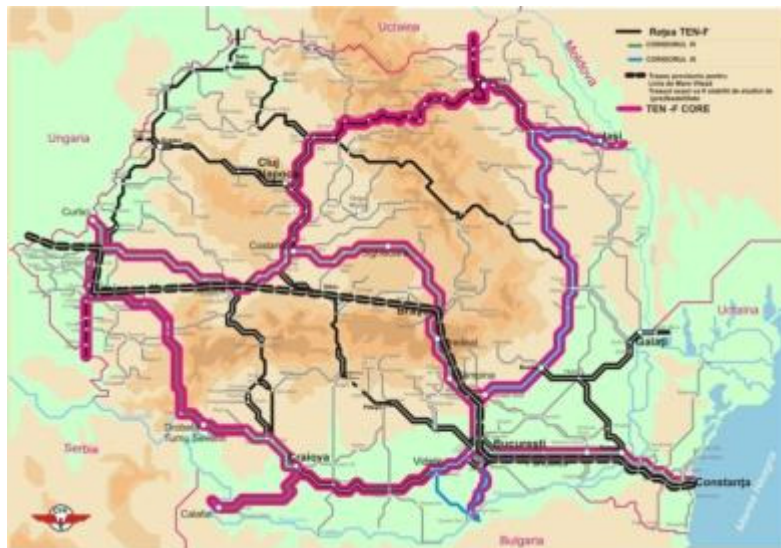
- Estimated value: EUR 350 million
- Status: Opportunity Study prepared,
- without financing source
- Execution duration: 60 months





## THE HIGH SPEED RAILWAY LINE

- The High Speed Railway Line is an integral part of the TEN-T comprehensive network as a sustainable solution for ensuring mobility at EU level.
- The extension of the Paris - Vienna high speed line by means of the connection Vienna – Budapest – Szeged.
- Estimated value: EUR 11 billion.
- Status: Public procedure in preparation for the service for the elaboration of the Pre-Feasibility Study for a high speed railway line on the route HU-RO Border – Bucharest - Constanța, as a prolongation of the high speed axis Paris - Strasbourg – Stuttgart – Viena – Bratislava – Budapesta.





THANK YOU FOR  
YOUR ATTENTION!

