ISPA
INFORMATION SHEET
Measure
No 2003 RO 16 P PT 007

Measure title
Rehabilitation of the Railway Section Câmpina-Predeal on the Bucharest-Braşov Railway Line

Authority Responsible for Implementation

Name: National Railway Company - “CFR” SA
Address: 38, Dinicu Golescu Blvd., Sector 1, Bucharest
E-mail: cncf@central.cfr.ro

Description
This measure concerns the rehabilitation and upgrading of the railway between Câmpina and Predeal in Romania. This railway section is part of the railway line between Bucharest and Braşov, and part of the Trans-European Transport Corridor IV.

The railway section was initially built as single line, and then it was doubled and electrified. Some construction parts have been in operation for more than 100 years. The electrical installations (catenary and power supply), signalling and interlocking system are damaged on many sectors due to lack of maintenance and repair. Numerous bridges and culverts are very old (and made according to the end of the 19th century technical possibilities, e.g. riveted metal bridges and brick made culverts).

The Prahova valley (Câmpina - Sinaia - Predeal) is an important link between two main regions of Romania (Bucharest and Transylvania). It has also a significant tourism role as mountain resort. However, the valley is very narrow, having steep slopes in the immediate neighbourhood of the railway. From Câmpina at 460 m above sea level the railway climbs to Predeal at 1 032 m, which is the highest point on the Romanian railway network. The railway track is winding, with small radius curves, and a substantial number of bridges and culverts, various railway reinforcement works and protection works against erosion from the Prahova river.

The present traffic capacity of Bucharest – Braşov line is 296 trains/day for the two directions of circulation (148 pairs of trains), which makes the Câmpina-Predeal section one of the most busy and overloaded lines of the Romanian railway network.

Institutional Arrangements

The direct beneficiary of the project is the National Railway Company, which as the Implementing Agency has established an ISPA Implementation Unit.

The Implementing Authority is the ministry responsible for transport, which has established an ISPA Transport Co-ordination Unit ensuring overall monitoring.

At the national level, the Ministry of European Integration as ISPA National Coordinator monitors all ISPA projects in transport and environment.
Estimated Completion Date of the Measure:

31 December 2008

Objectives

Rehabilitation and upgrading of the railway section in conformity with the technical standards of the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and in compliance with the two directives on interoperability - Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC on the interoperability of the conventional rail system - and the accompanying technical specifications for interoperability (TSIs). The directives concern the installation of the European Rail Traffic Management System (ERTMS) and the European Train Control-Command System (ETCS) as common rail Control/command and Signalling System and GSM-R (GSM for Railway) as common radio telecommunication system for rail operation and safety purpose. This measure will ensure compliance with ERTMS Level 1.

Economic and Social Cost-Benefit Analysis

The financial and economic analysis have compared the project with the do-the-minimum alternative. The Economic Rate of Return, ERR has been estimated at 11-12 % and the Economic Net Present Value is close to € 200 million.

Environmental Impact Analysis

The Environmental Impact Assessment has been carried out and the Romanian language version of the EIA report was completed in August 2002. The related public consultations (at the level of local administrations Campina, Breaza, Sinaia, Busteni, Azuga, Predeal and Brașov) took place in July and August 2002.

Cost and Assistance (€)

<table>
<thead>
<tr>
<th>Total cost</th>
<th>Private sector contribution</th>
<th>Non eligible expenditure</th>
<th>Total eligible cost</th>
<th>ISPA grant</th>
<th>Grant Rate %</th>
</tr>
</thead>
<tbody>
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<td>214 979 400</td>
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<td>15 493 630</td>
<td>199 485 770</td>
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