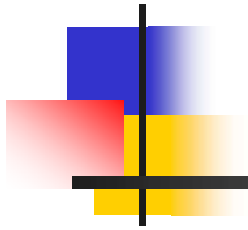


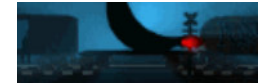


European Rail Freight Corridors

Bucharest 17th September 2009



Romanian Railways



Romanian
Railway
Authority

Romanian Railways
(1998 – Reorganization)

Transport
Ministry

Excess Assets
Company

Financial Management
Company

Infrastructure Manager
CFR

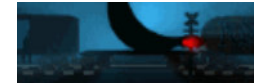
Freight
CFR Marfa

Passengers
CFR Calatori

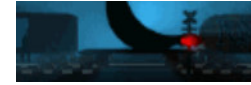


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Rail network

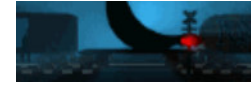


Length: 11 000 Km
 Double: 25%
 Electrified: 30%
 Railway stations: 1419
 Marshalling yards: 21
 Rail gauge: normal
 Quality: medium



About us...

- CFR Marfă was established in 1998, after the reorganisation of the Romanian Railways, being nowadays the biggest railway freight transport operator in Romania.
- Core activity : railway freight transport, both in domestic and international traffic, with wagonload and intermodal transport units and related services (marshalling, weighting operations, customs clearance, etc.)



Territorial organization

- 8 branches and 8 Commercial Sales Centers
- 8 Commercial Production Centers
- 3 subsidiaries: maintenance and repairs wagons and locomotives and ferryboat
- 197 main stations administrating
- 18 operational depots and 42 wagon workshops

Figures...

Locomotives: 801 (electric and Diesel)

Staff: 17 000 people

Freight wagons: 37 447

Freight – ferryboats: 2 vessels
to Turkey and Georgia



Our subsidiaries...



- Ferryboat transport

CFR
Ferryboat



- Locomotives maintenance and repair

IRLU



- Wagons maintenance and repair

IRV



Pan European Corridors...



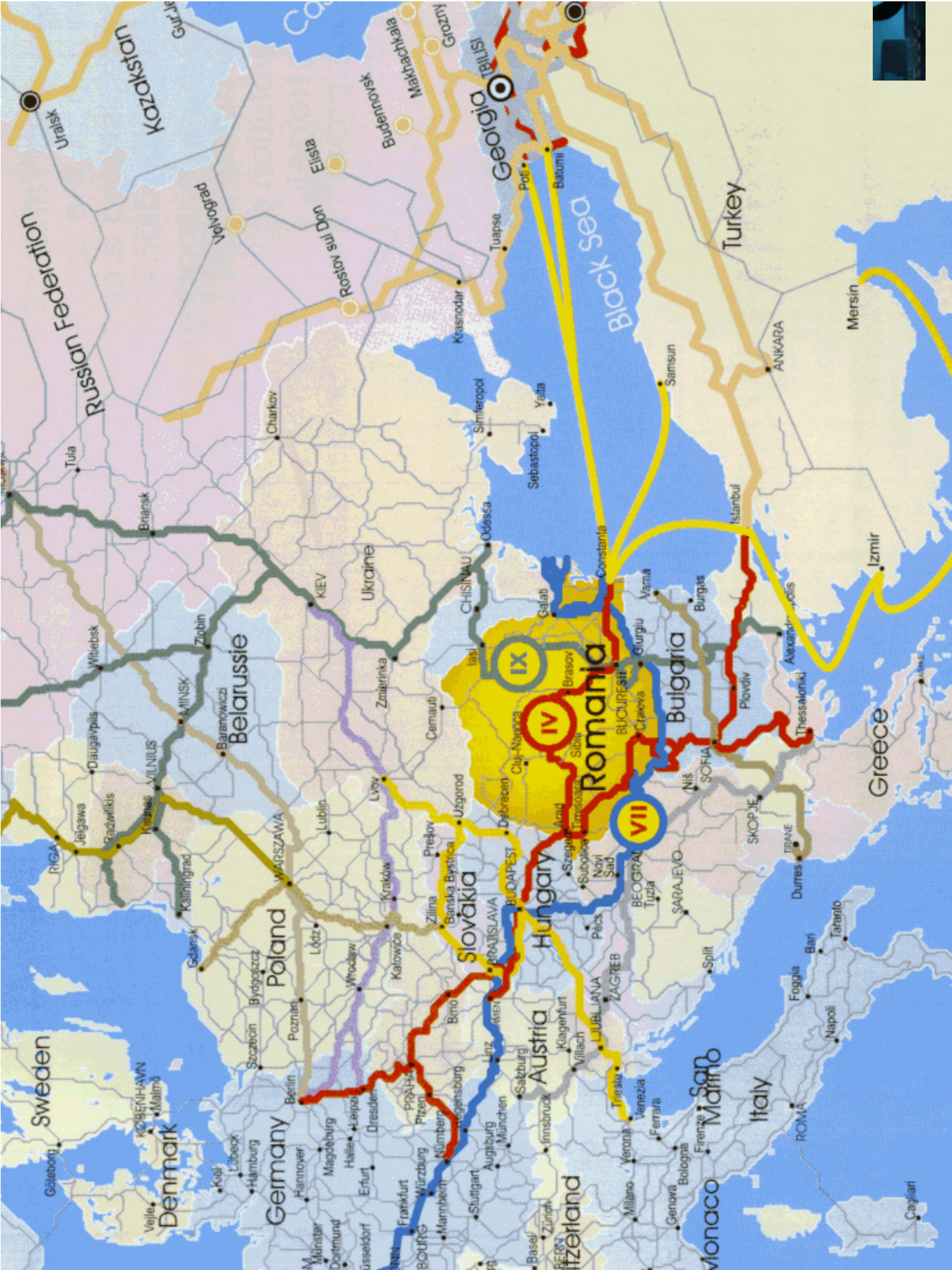
ROMANIA

Corridor IV: Dresden/Nuremberg - Prague - Vienna - Bratislava - Győr - Budapest - Arad - Bucharest - Constanța / Craiova - Sofia - Thessaloniki / Plovdiv - Istanbul

Corridor VII: (The Danube River) (Northwest-Southeast) - 2,300 km (1,429 mi) long

Corridor IX: Helsinki - Vyborg - St. Petersburg - Pskov - Moscow - Kaliningrad - Kiev - Ljubashevka/Rozdilna (Ukraine) - Chișinău - Bucharest - Dimitrovgrad - Alexandroupolis





Our achievements...

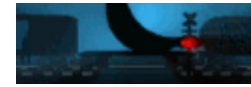


A new border technology between Romania and Hungary

- only one border stop for technical and commercial verification on Romanian territory
- Shorter transit time
- High satisfaction of clients



Our achievements...

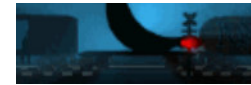


Modernization of rolling stock

- 37 modernized locomotives
- 10 locomotives endowed with EVM for circulation on Hungarian network
- 50 new wagons Habbillns
- 280 wagons modernized



Our achievements...



ERTMS corridors E (CER)

- Increase traffic and eliminate bottlenecks
- Increase terminal capacity

CREAM (UIC) - Customer-driven Rail-freight services on a European mega-corridor based on Advanced business and operating Models

- Reduce transport times between Occidental Europe and Turkey/Greece and attract additional volumes of goods
- Increase traffic by 200 mil tons-km on corridor Belgium/Holland- Germany- Austria- Italy- Slovenia- Hungary- Romania- Bulgaria-Greece/Turkey

IN.KA.TRA.SYS. (Marco Polo II 2007) - Innovative & Intermodal Transport System

- open a new and intermodal route to connect Adriatic Corridor to Black Sea crossing Balkans and Corridor IV, by road, short sea shipping and railways
- increase the modal shift action in transport sector, especially to respect the level of Kyoto Protocol and to develop the environmental and social benefits in large scale and long period term.

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Rolling Road (RO-LA)

Advantages

- Reduction in fuel consumption and kilometers
- Compliance with driver rest periods
- Avoiding waiting times due to traffic back-up
- No expenses for road pricing/tolls
- Avoidance of night-time driving
- Reduced risk of accidents and pollution

Specialised Vagons

Saadkkms – 160

Sdgmns - 16

Relations

Bucuresti Progresu Romania) – Wels (Austria)

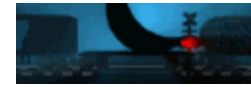
Bucuresti Progresu - Arad

Constanta Ferryboat - Arad

Constanta ferryboat - Wels



International products ...



Conventional transport

- Car transport by rail on special wagons on the route Ciumesti (România) – Valenton (France)



Container transport by rail

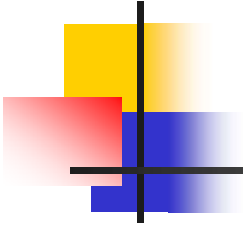
- Danubia (Bucurestii Noi – Sopron)
- Genk (Oradea est – Genk)
- Lambach (Halcalî – Lambach, via Semenic)
- Piacenza (Piacenza – Berceni)
- Halcalî – Sopron, via Bucurestii Noi
- Craiova – Dornesti - Moscow



European cooperation...



- Common Resolution on “European train” for testing LL wagon shoes
- Optimisation of Diesel environment-friendly engines
- Effects of European System for the Management of CO2 emissions
- Opening the railway market and European standards for regularization
- EC Communication on Future of Transport



THANK YOU FOR YOUR ATTENTION