



MOLDOVA RAILWAYS

MOLDVAN RAILWAY SECTOR

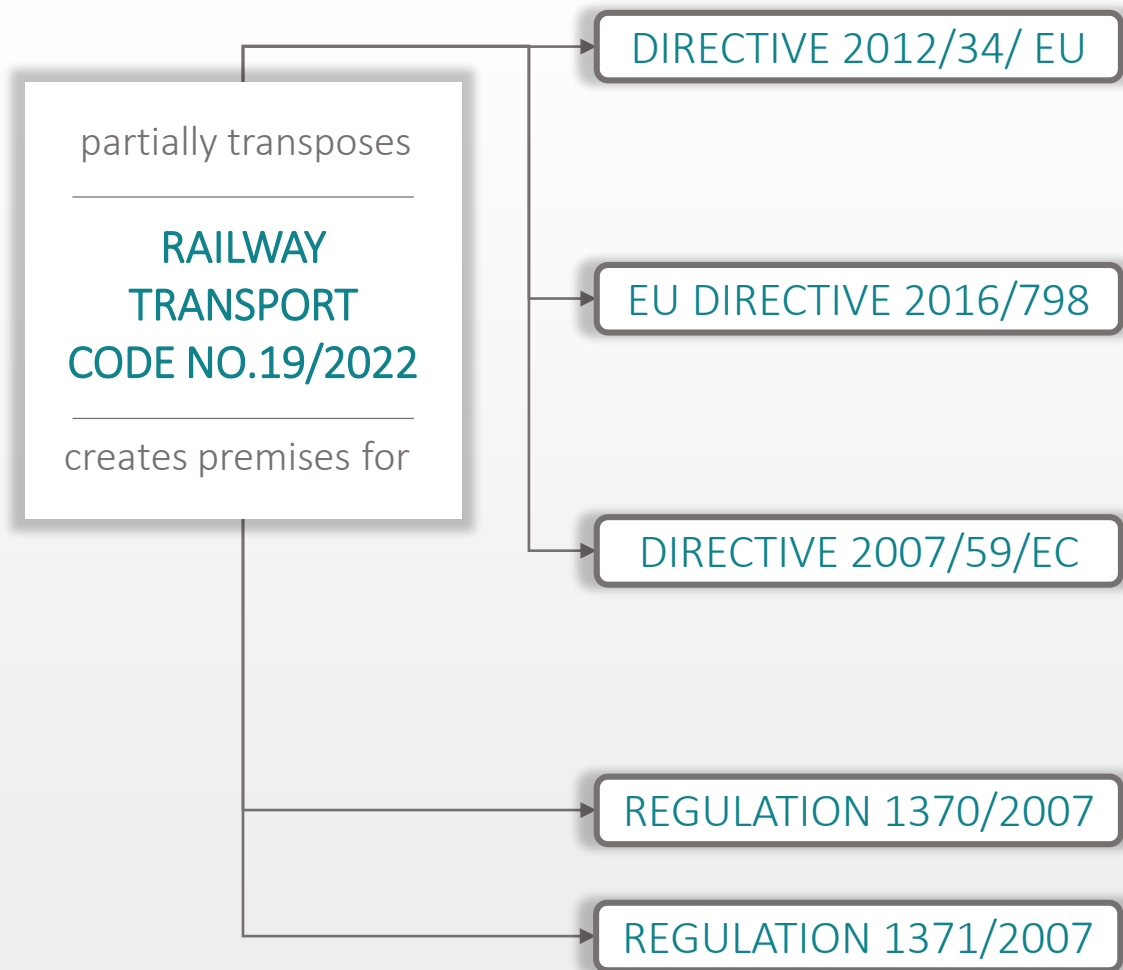
INSTITUTIONAL FRAMEWORK | CFM | FUTURE PROSPECTIVE





Railway sector

Policy developments | Updates



Independence of infrastructure managers and railways undertakings / acces to infra and services / licensing / **MAIC**

Railway safety principles / **SMS** / certification and authorisation

Certification of train drivers / training, testing, monitorisation & control, evaluation & sanctions /

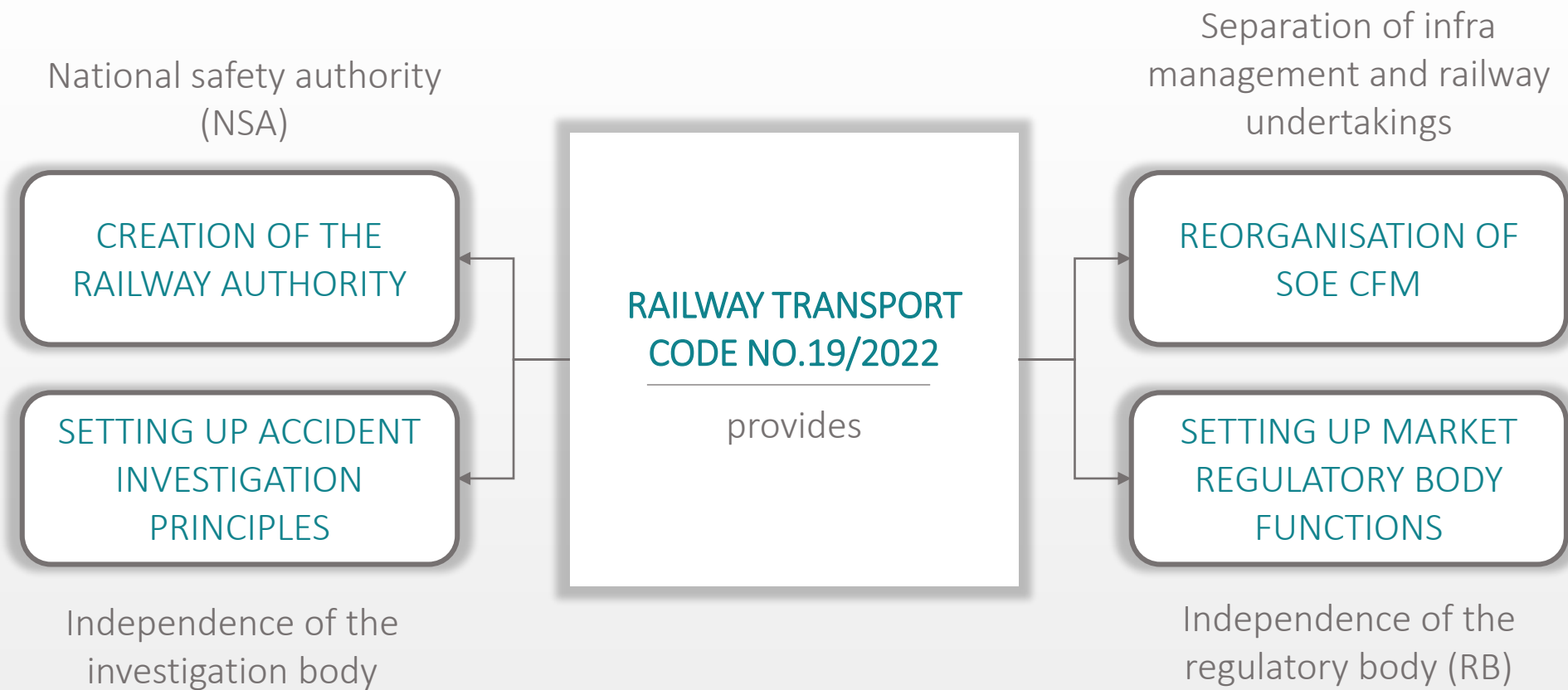
Public service obligation (**PSO**)

Rail passengers' rights and obligations



Railway sector

Policy developments | Main provisions





Railway sector

Policy developments | Further steps

GD NO 1042/2017 & THE ACTION PLAN

approved on
April 20th 2022

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START THE RESTRUCTURING OF SOE CFM

1

APPROVE THE NATIONAL RAILWAY INFRASTRUCTURE PROGRAM

2

DRAFT / SIGN MAIC & ALOCATE RESOURCES

3

DRAFT / SIGN PSC & ALOCATE RESOURCES

4

DRAFT & APPROVE REGULATION ON PAX RIGHT AND OBLIGATIONS

STAKEHOLDERS

MIRD | MF | APP | CFM

ASSISTANCE

EU | IFI's | USAID | AFD

Railway sector

Problem statement | Infrastructure

TECHNICAL CONDITION

1075 km of main lines and 648 km of auxiliary lines

Constraints:

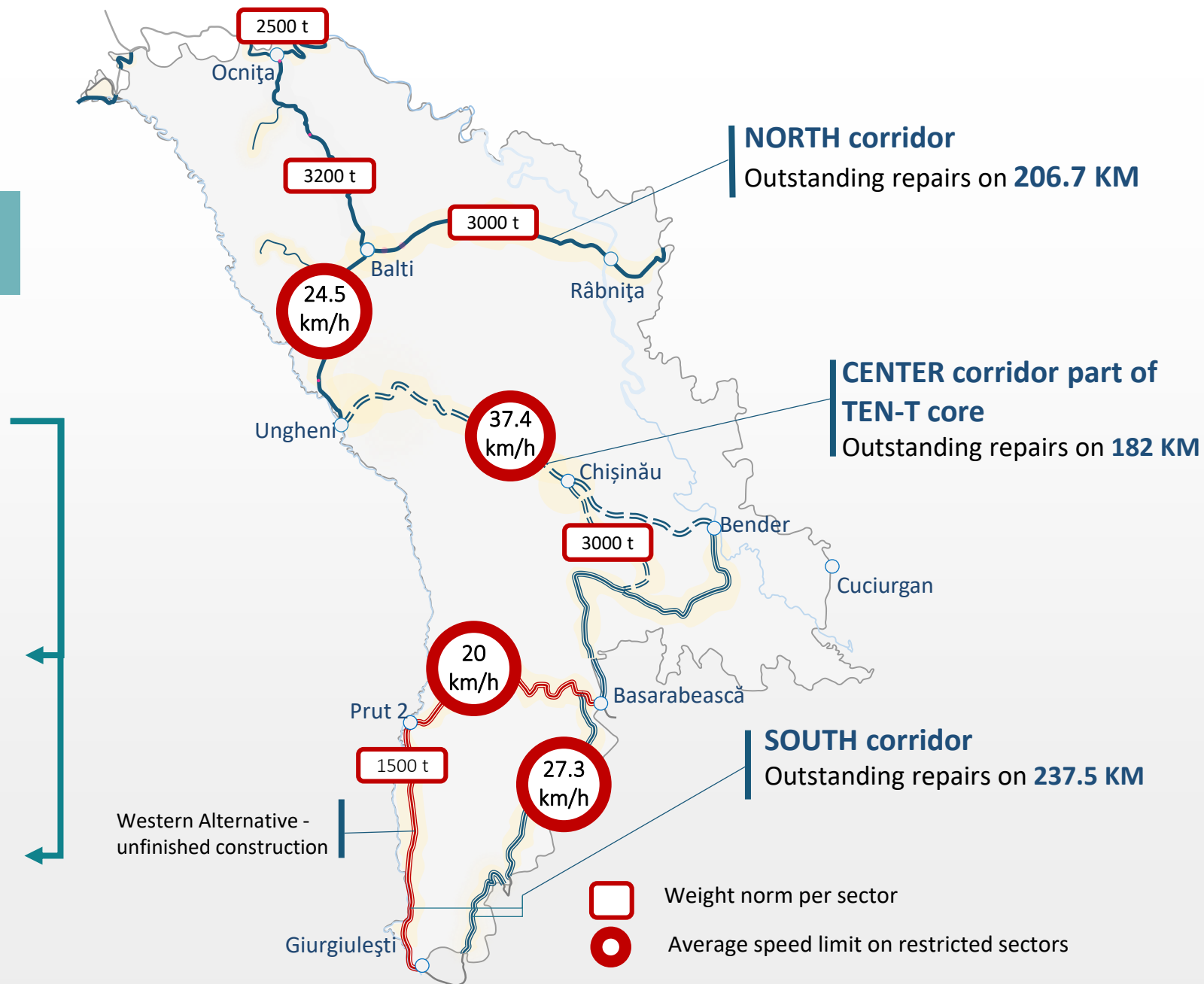
- Poor condition of the infra
- Expired terms for overhaul.

Speed Limits

- Increased fuel consumption
- Accelerated wear of locomotives

Weight Limits

- Low efficiency of locomotives
- Increased fuel consumption

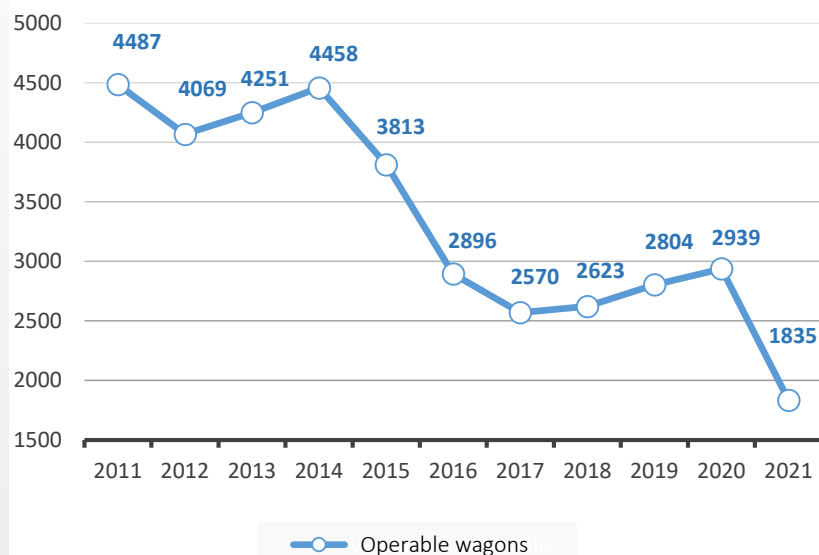


Railway sector

Problem statement | Rolling stock

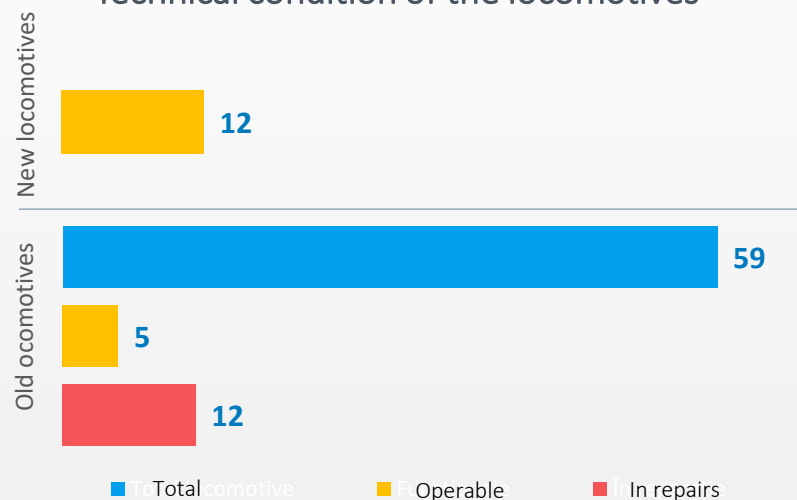
WAGONS

Rolling stock degradation dynamics
2011-2021



LOCOMOTIVES

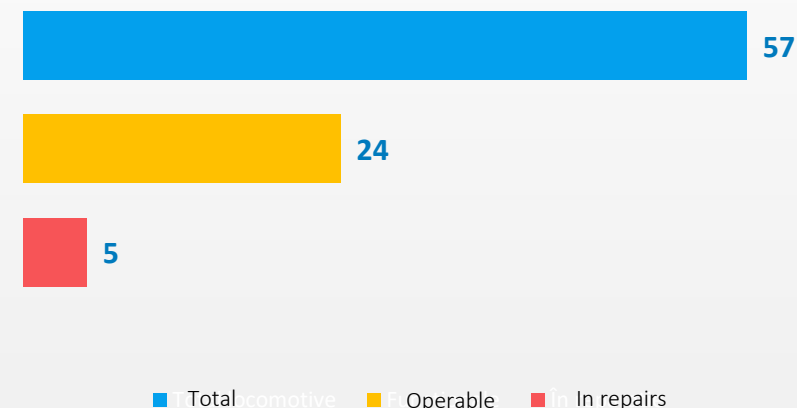
Technical condition of the locomotives



- The locomotives are between 34-52 years old
- The operating time has expired for all old locomotives

SHUNTERS

Technical condition of the shunters



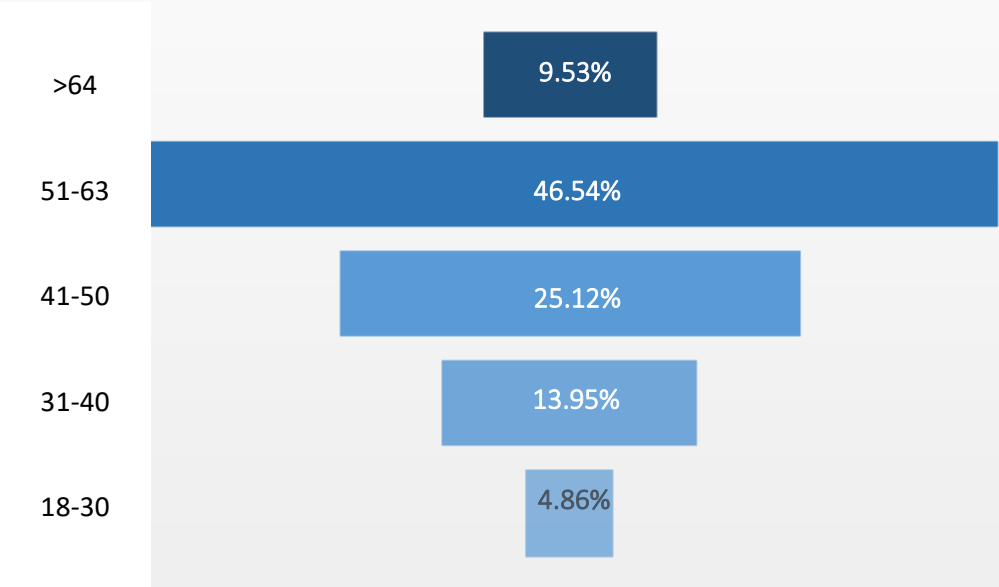
- The shunting locomotives are between 32 and 46 years old
- The operating time has expired for all shunting locomotives



Railway sector

Problem statement | HR

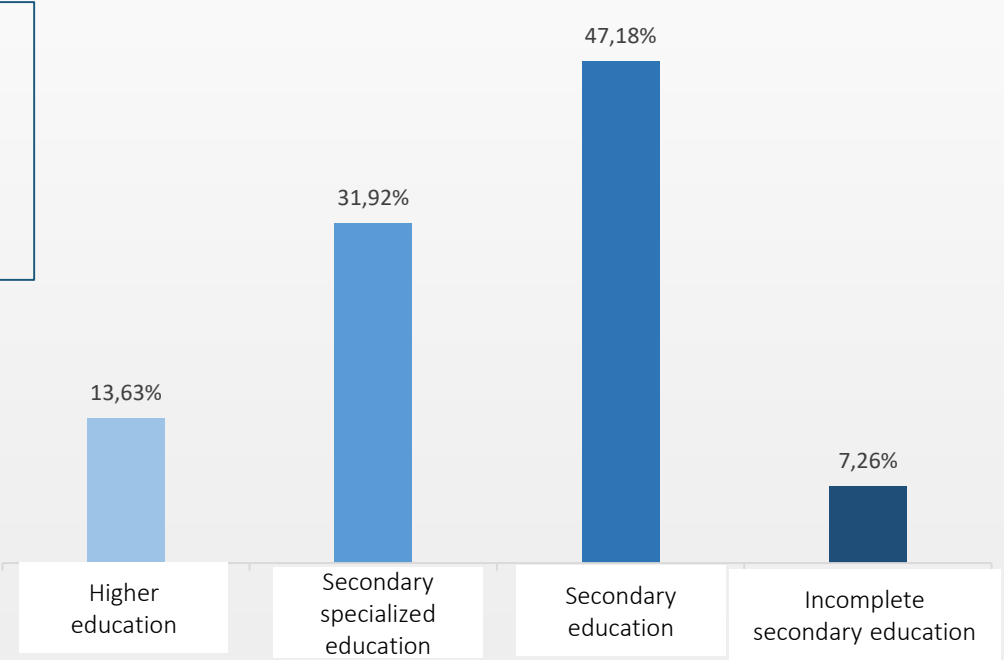
CFM employees by age



**AVERAGE SALARY
PER ENTERPRISE**

7,600 LEI

CFM employees by type of studies

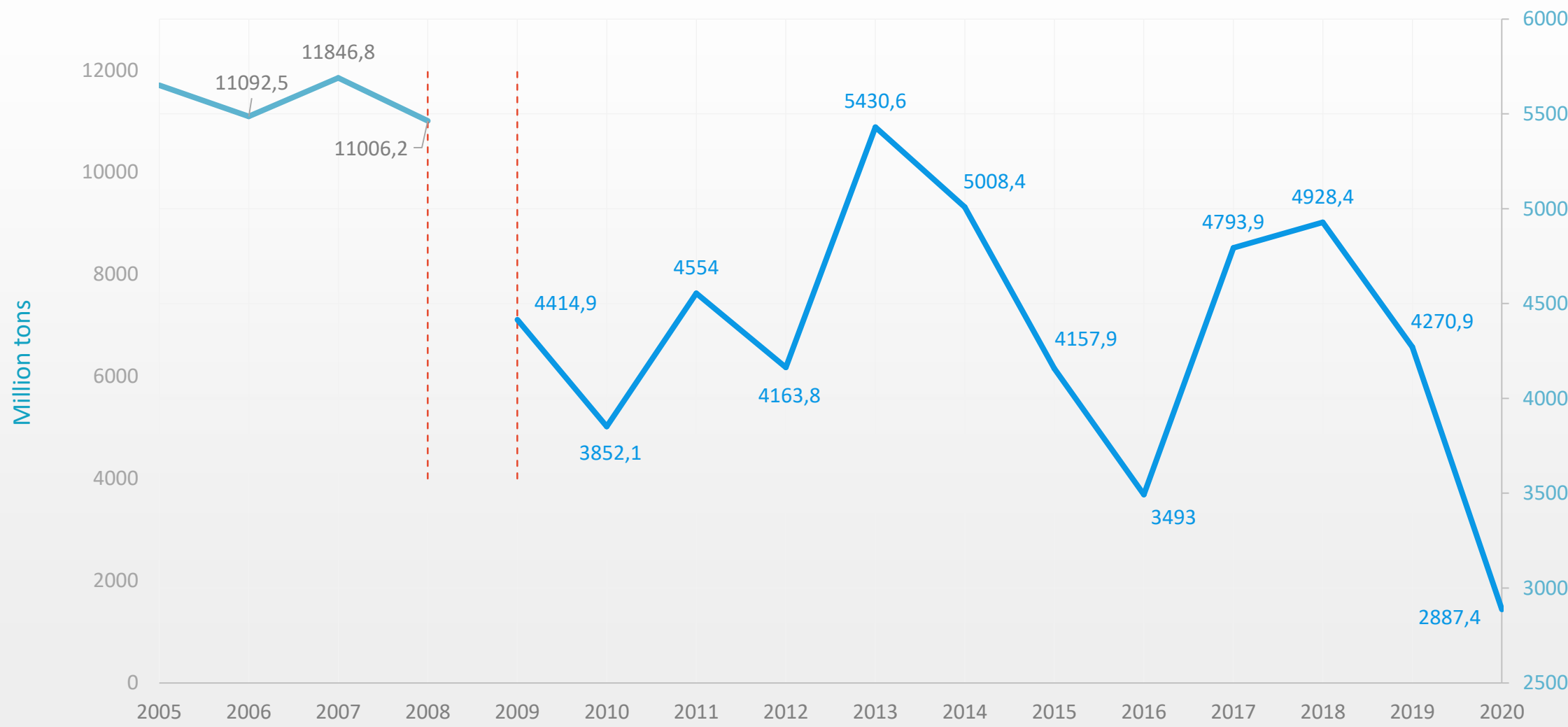




Railway sector

Problem statement | Market share

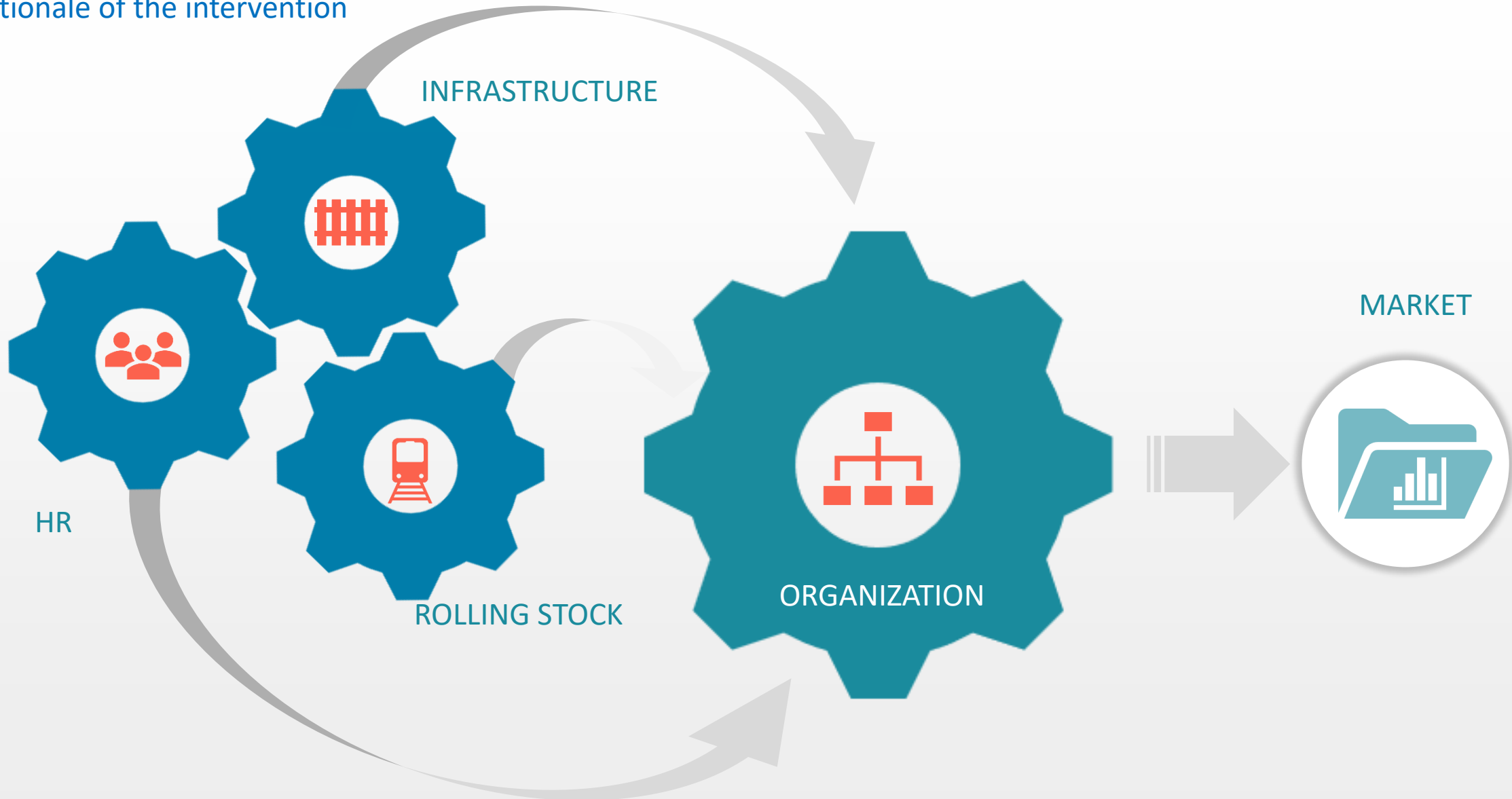
Dynamics of rail freight transportation for the period 2005 - 2020





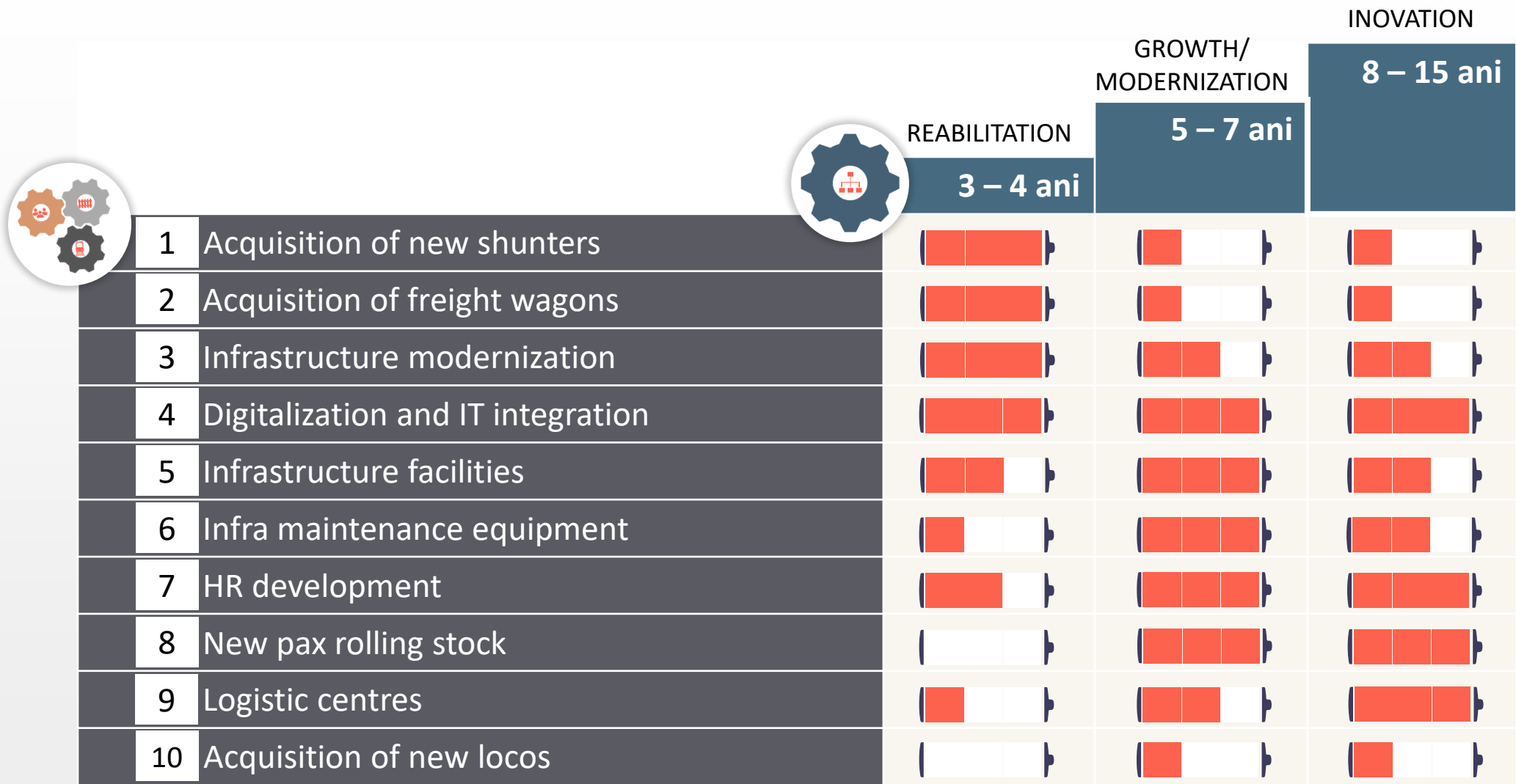
Railway sector

Rationale of the intervention



Railway sector

Rail sector investments priorities





Railway sector

Investment needs

ROLLING STOCK



12 LOCOMOTIVES

purchased EBRD|EIB|EU



25 SHUNTERS

in discussions|WABTEC



3000+ FREIGHT WAGONS

in discussions|POLAND AID CREDIT

INFRASTRUCTURE

NORTHERN CORRIDOR

UNGHENI-BĂLȚI-OCNIȚA-RÂBNIȚA

Lenght – ~392 km | Estimated cost – ~147M euro

Financing – WB|EBRD|EIB

STATUS: **IN DISCUSSIONS**

CENTRAL CORRIDOR

CHIȘINĂU – UNGHENI

Lenght – ~108 km | Cost – ~50M euro

Financing – French Government

STATUS: **LETTER OF INTENT SIGNED**

CHIȘINĂU-CĂINARI

Lenght – ~95 km | Cost – ~45M euro

Financing – **IN DISCUSSIONS**

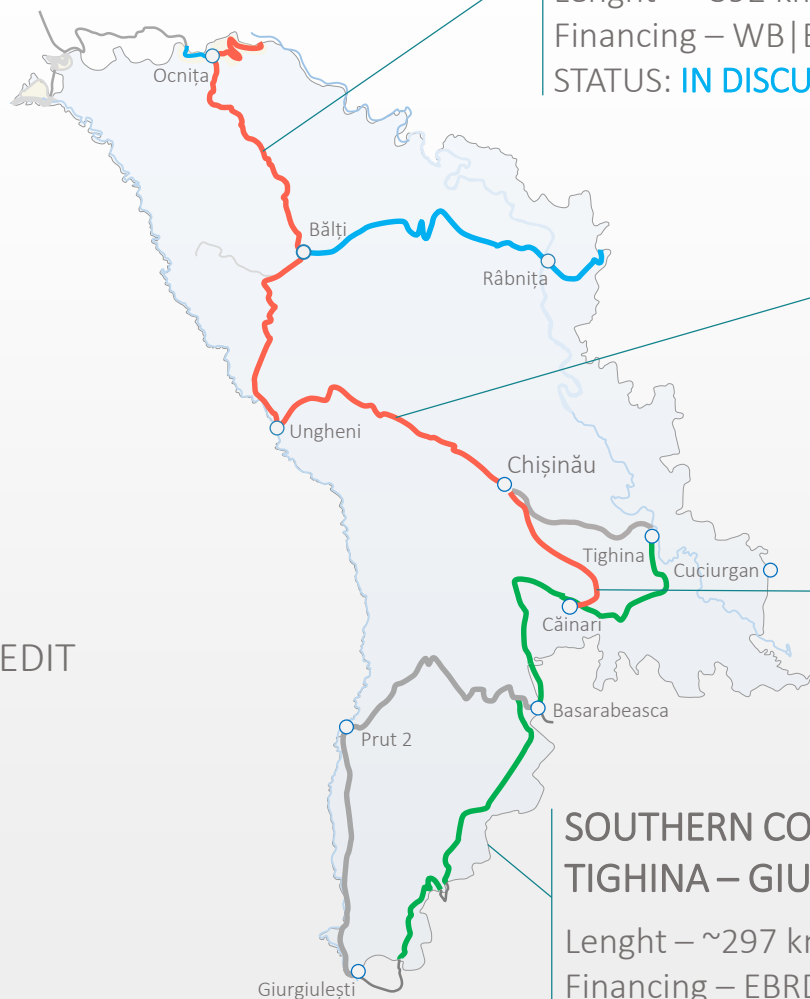
SOUTHERN CORRIDOR

TIGHINA – GIURGIULEȘTI

Lenght – ~297 km | Cost – 113 M euro

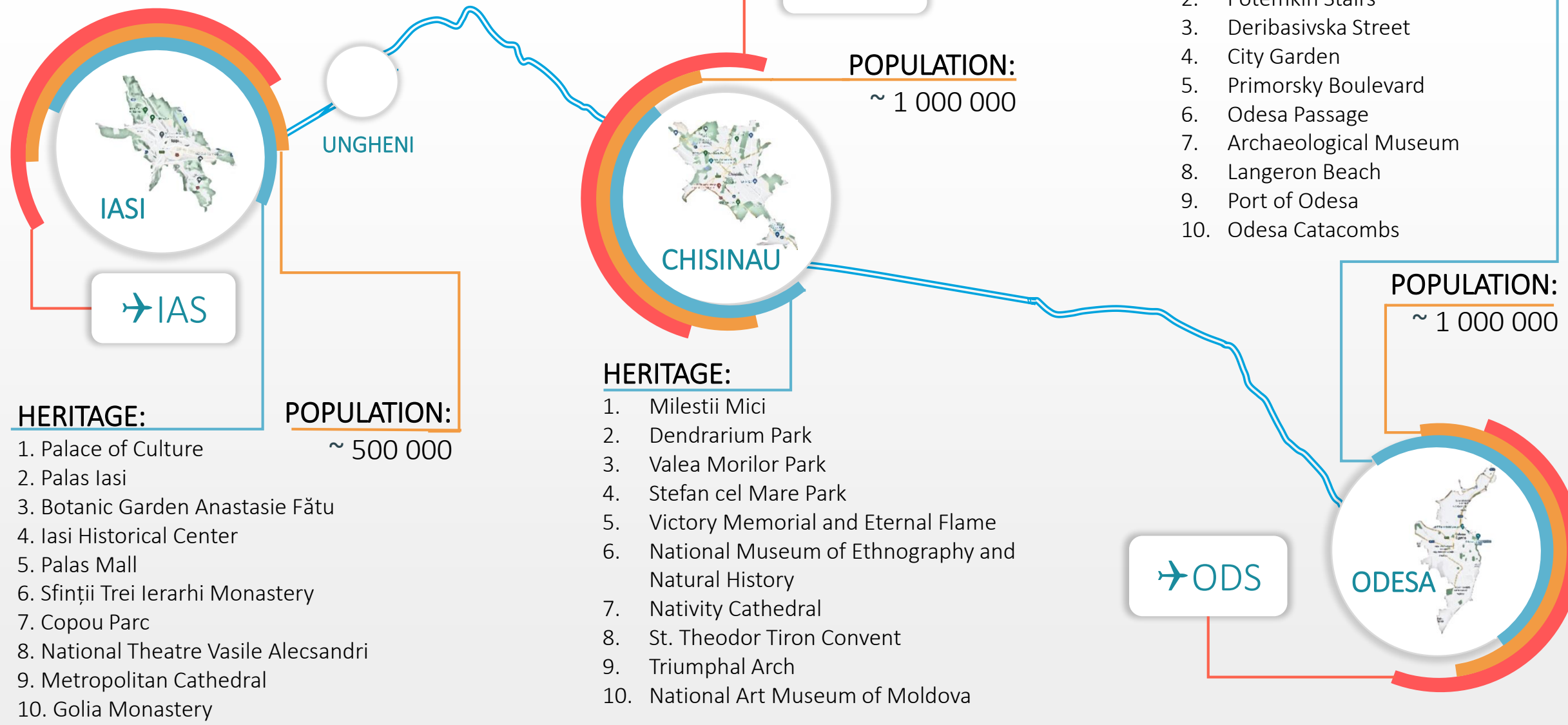
Financing – EBRD/EIB

STATUS: **ONGOING**



Railway sector

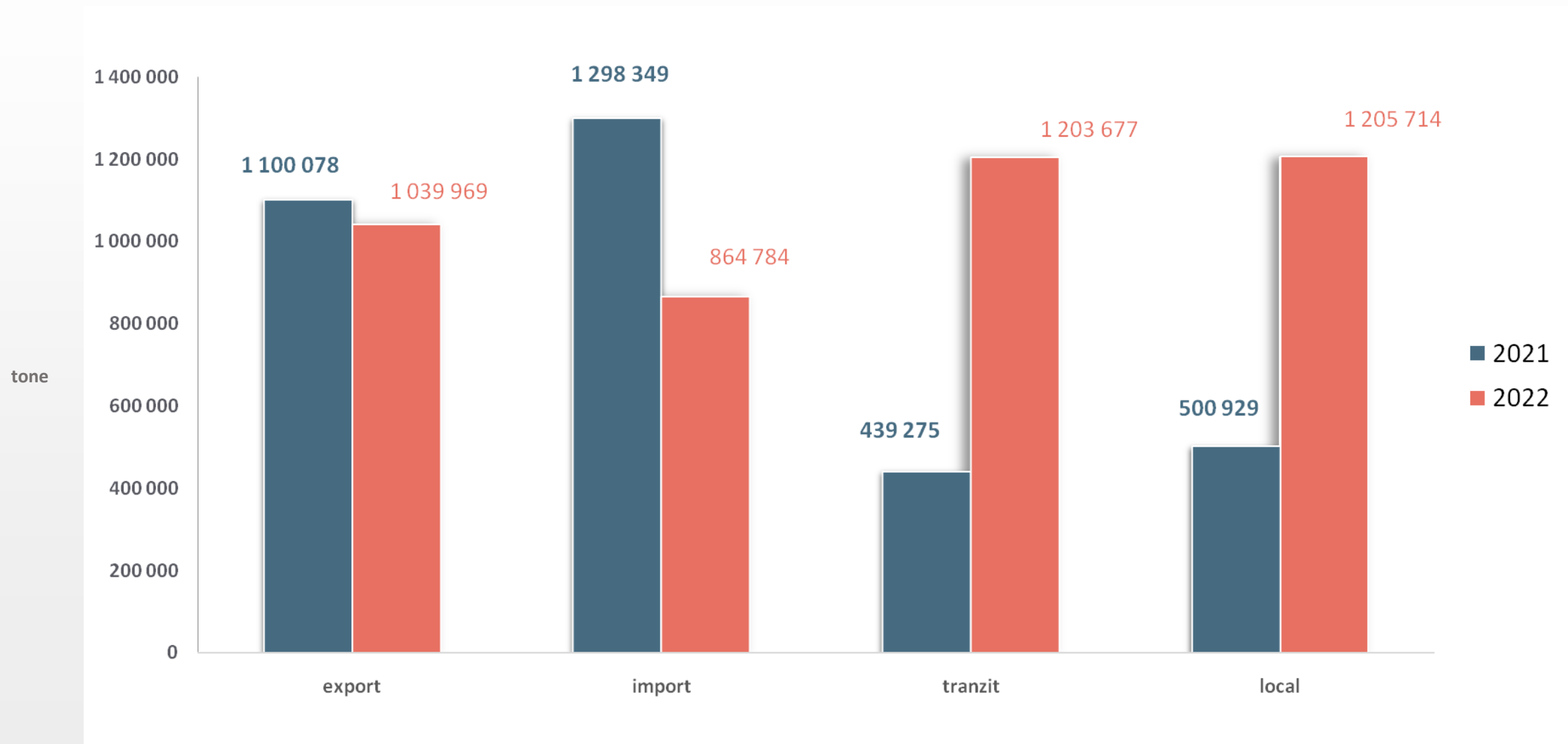
Rail pax opportunities





Railway sector

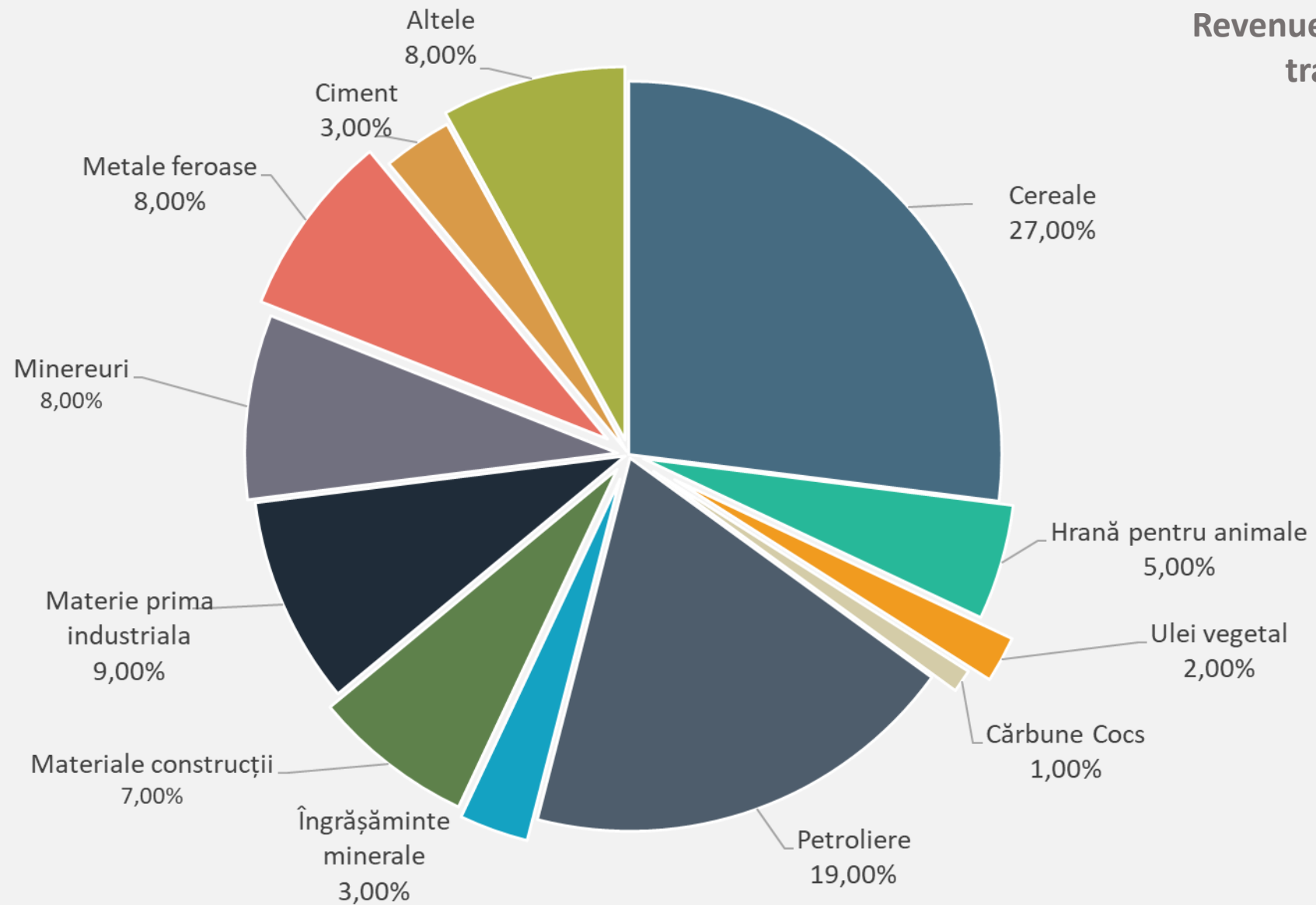
Improvement in freight





Railway sector

Freight nomenclature



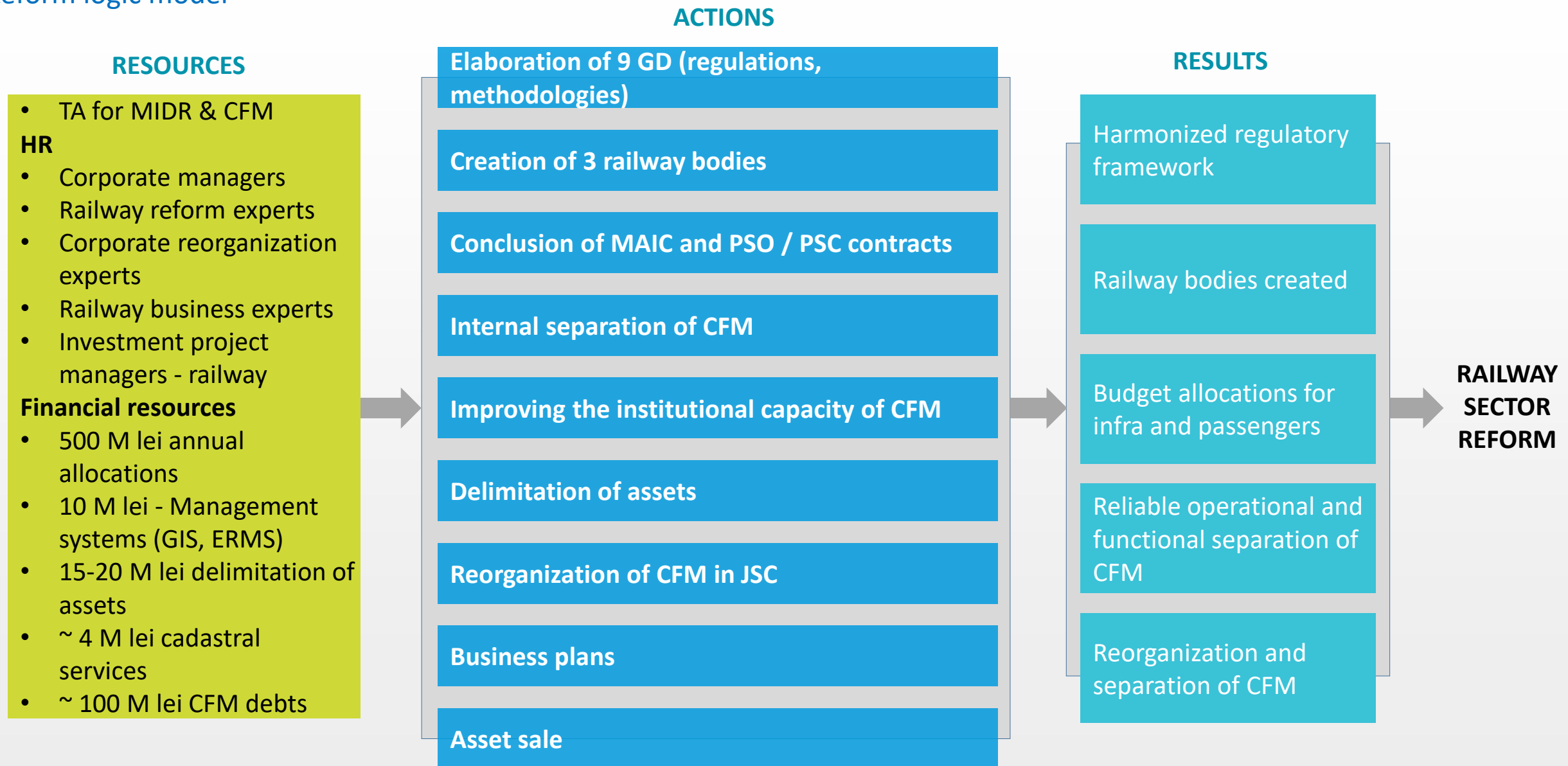
Revenue from freight
transportation:

1,1 Bil. lei



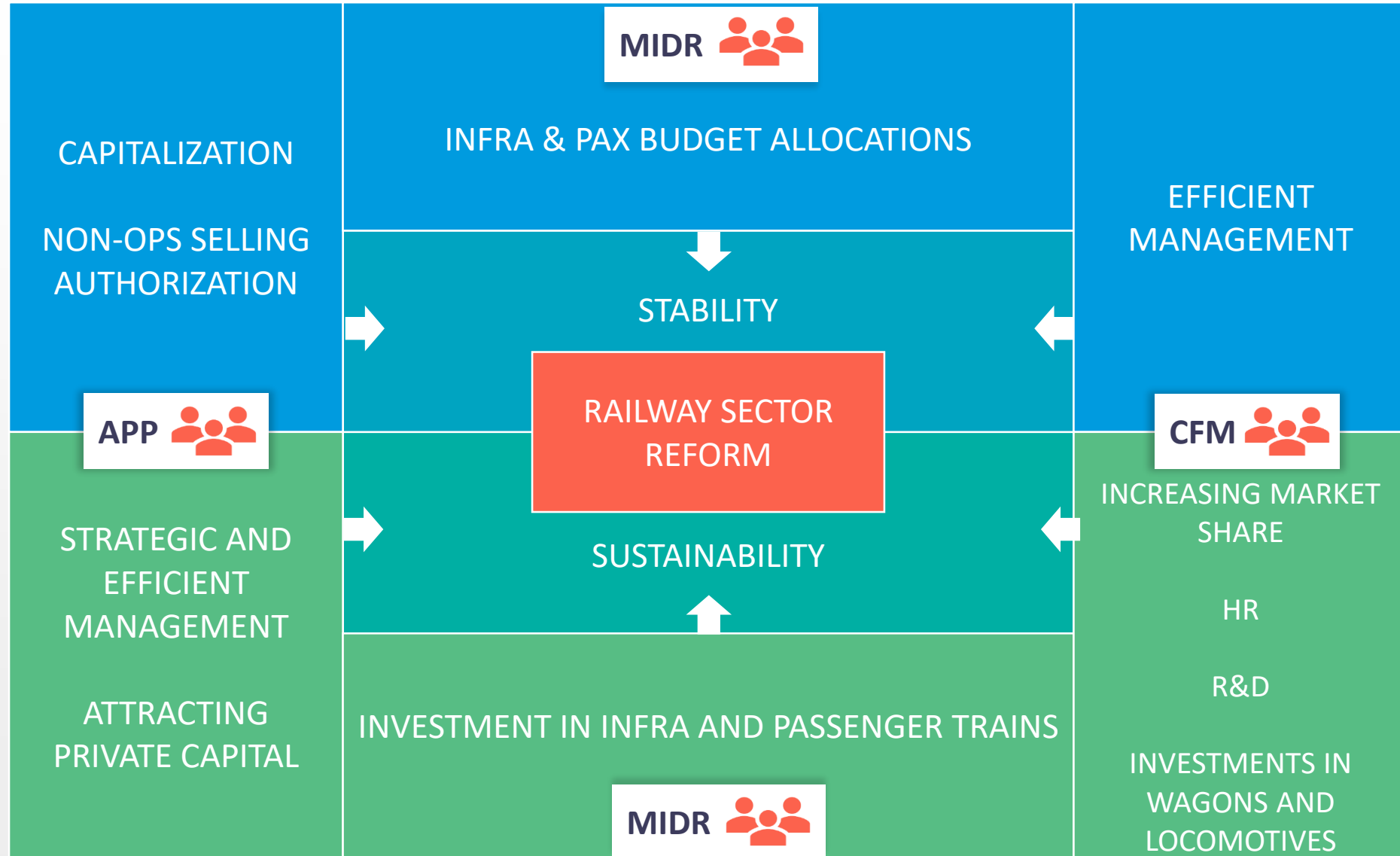
Railway sector

Reform logic model



Railway sector

Key actors and measures



Railway sector

Reshaping logistics



UKRAINE EXPORT NEEDS

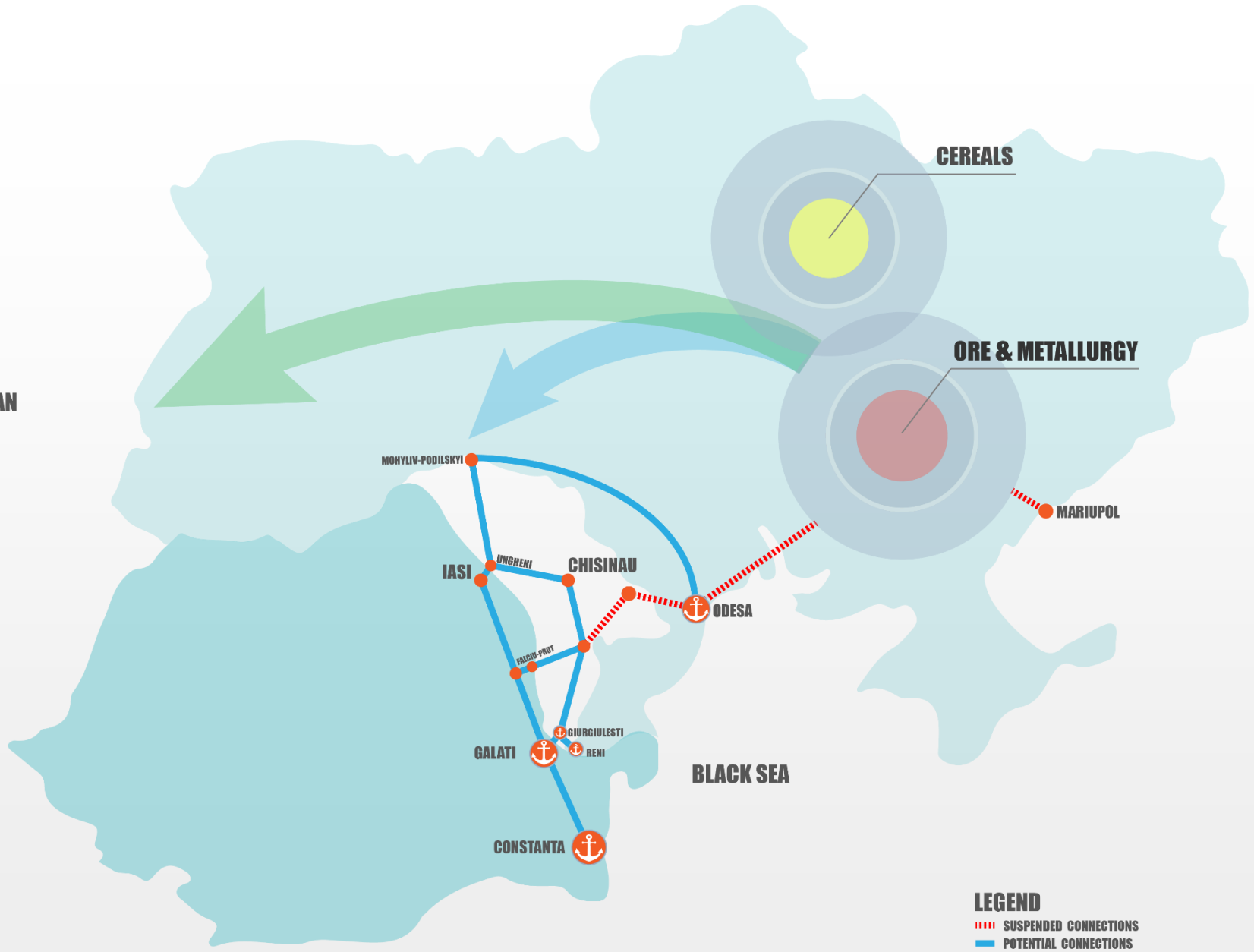
REPUBLIC OF MOLDOVA TRANSPORTATION CAPACITY (RAIL)



Railway sector

Reshaping logistics

NEW ROUTES FOR
UKRAINIAN COMMODITIES



LEGEND

■■■■ SUSPENDED CONNECTIONS

■■■■ POTENTIAL CONNECTIONS

FREIGHT TRANSPORT



Railway sector

Reshaping logistics | Improve capacity

QUICK INVESTMENTS TO IMPROVE TRANSPORTATION CAPACITY



YARD RAIL

repair the receiving and departure yards in critic stations



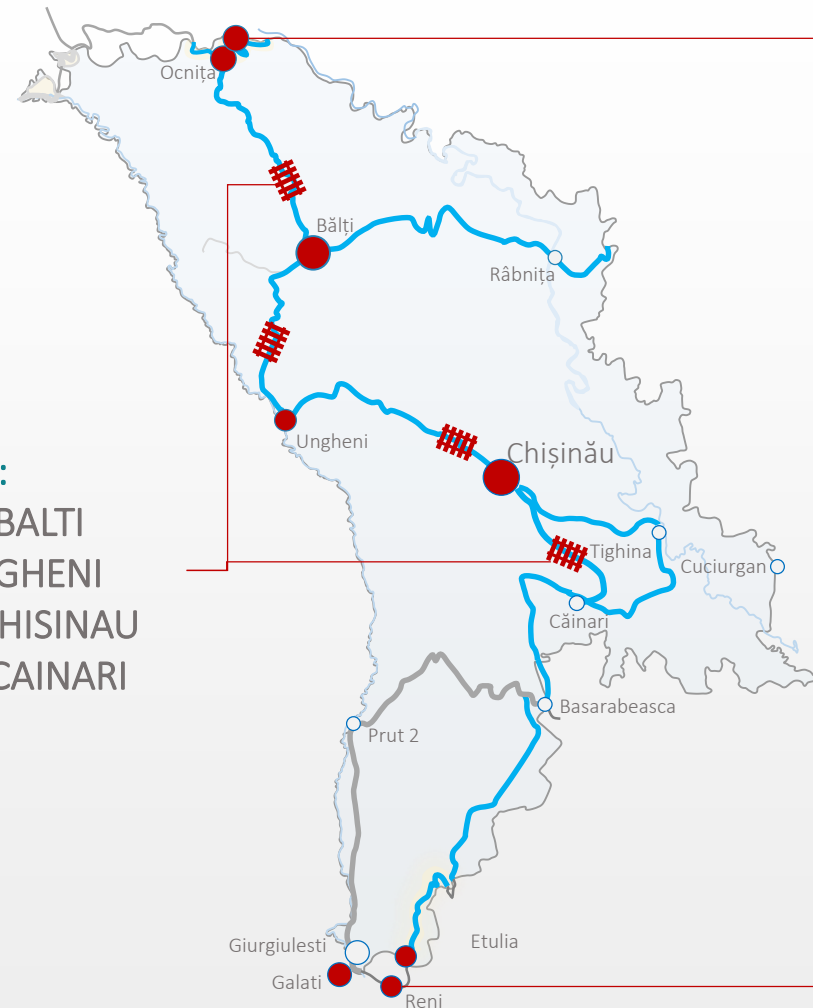
MAIN LINE

repair the bad sectors on the main line to increase speed and allowed weight

!FINANCIAL ASSISTANCE NEEDED

!TECHNICAL ASPECTS READY TO BE DISCUSSED WITH EU | IFI's IN TWO WEEKS

LINES:
OCNITA – BALTI
BALTI – UNGHENI
UNGHENI – CHISINAU
CHISINAU – CAINARI



STATIONS:
VALCINET | OCNITA |
BALTI | UNGHENI |
CHISINAU | ETULIA |
RENI | GALATI



Railway sector

Future | Freight

CONNECTING REPUBLIC OF
MOLDOVA TO RAIL FREIGHT CORRIDORS



LEGEND

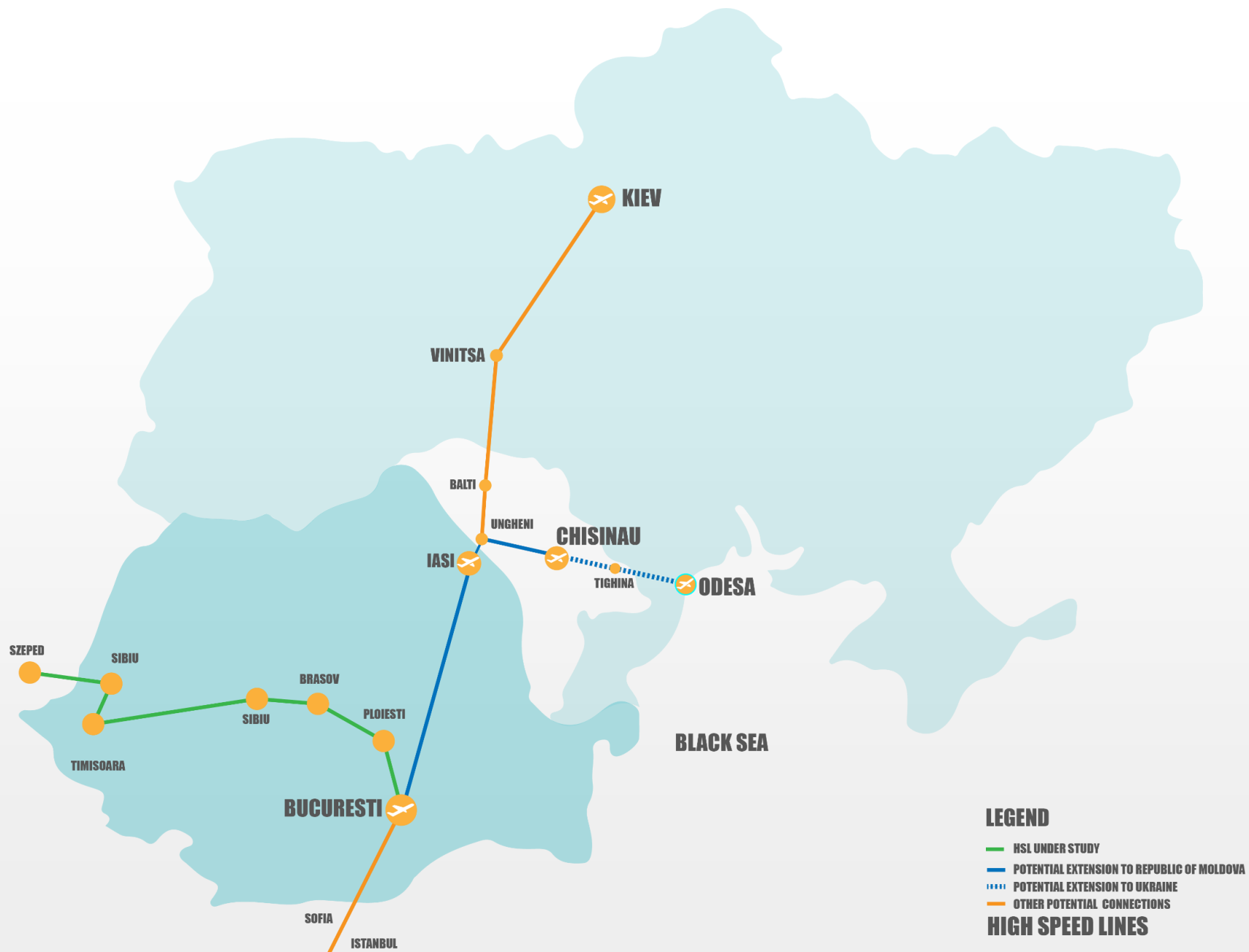
- RFC 7 ORIENT / EAST MED
- RFC 9 DANUBE RHIN
- REPUBLIC OF MOLDOVA CONNECTIONS TO RFC 7 / 9
- EXTENSION TO UKRAINE

CONNECTING TO RFC

Railway sector

Future | Passengers

CONNECTING REPUBLIC OF
MOLDOVA TO HIGH SPEED LINES



LEGEND

- HSL UNDER STUDY
- POTENTIAL EXTENSION TO REPUBLIC OF MOLDOVA
- ⋯ POTENTIAL EXTENSION TO UKRAINE
- OTHER POTENTIAL CONNECTIONS

HIGH SPEED LINES

