

EXECUTION OF DOCUMENTATION FOR REGISTRATION IN THE LAND REGISTRY OF A PROPERTY WITH RAILWAYS USE CATEGORY

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ABSTRACT

This paper briefly discusses the documentation for registration in the land register of immovable property with category of use railways. To achieve measurements and topocadastral documentation was used both equipment and programs until recently considered at latest generation, with high productivity and accuracy. As surveying methods were used the traverse supported at the ends on points with known coordinates and polar coordinates method for details location.

INTRODUCTION

According to the order 700/2014 of the ANCPD Director, cadastral documentation is all technical documents, legal and administrative necessary to registration at demand in the integrated land registry of properties, stating the real situation on the ground.

Preparation of cadastral documentation, reception and registration in the land register on integrated stream of cadastre and land registry involves several steps: identify the location of property by the owner, indicating its boundaries by the person authorized and technical documentation; execution measurements; cadastral documentation; registration request to the territorial office of cadastre; reception of cadastral documentation; entry in the land register of real rights over the property (**Ord.700/2014**).

MATERIAL AND METHOD

The aim of the work was the preparation of documentation for registration in the land registry of the property located in Craiova, Station CF Craiova, Line 901 Km CF 246 + 997 - Km CF 248 + 782, left side, line 900 Km CF 205 + 900 - Km CF 207+720, left side 912 railway line Km CF 250 + 060 - Km CF 251 + 862 CF, right side, Dolj County, at the request of the owner. The object of the work was the property at the address mentioned above - Craiova railway station – public domain.

To achieve topographic measurements were used both GNSS technology - Leica GS09 and total station Leica TCR 403. To determine the coordinates of the points required for the location and boundary plan was used supported traverse at the ends on points with known coordinates for the surveying networking and polar coordinates method for measuring the details of the surface studied.

Construction of geodetic networks using artificial satellites has represented from the beginning a progress technical and scientific, but over time has undergone several improvements, which finally led to increasing productivity and improving the accuracy of determining the absolute position of points.

The first global positioning system was Navy Navigational Satellite System (NNSS) system called TRANSIT. It was designed in 1958 and developed by the US military, primarily to determine the exact position of Ships and military aircraft. Since 1964 began to be accessed by civilians users for navigation and positioning, it is also introduced by surveyors in their work (**P unescu C., 2001**).

DISCUSSIONS

Because property subject to documentation is bordered by several buildings entered in the integrated cadastre and land registry, was sought from Dolj OCPI information on the documentation submitted prior, to verify determined points on their common boundary. Mentioned that the limit on the perimeter of property belonging to the Romanian State -M.T.I. administrator, Railway Company "CFR" SA concessionaire, was taken from the branch cadastre service "REGIONAL CENTRE OPERATIONS, MAINTENANCE AND REPAIR RAILWAYS " CRAIOVA.

Were checked cadastral documentation recorded at OCPI Dolj with numbers: 21512/2012, 22291/2007, 75008/2007, 52184/2008, 12573/2007, 54520/2008 and their limits received were taken to avoid creating overlaps.

For integrating the work in Stereographic projection system 1970, initially was done thickening network using Leica GNSS GS 09, in static mode. Were determined GPS points B1 (1001), B2 (1002), B3 (1003), S5 (2005), B4 (1004) and B5 (1005).

Points determined by GPS technology were marked on the ground by metal bolts, achieving their topographical description.

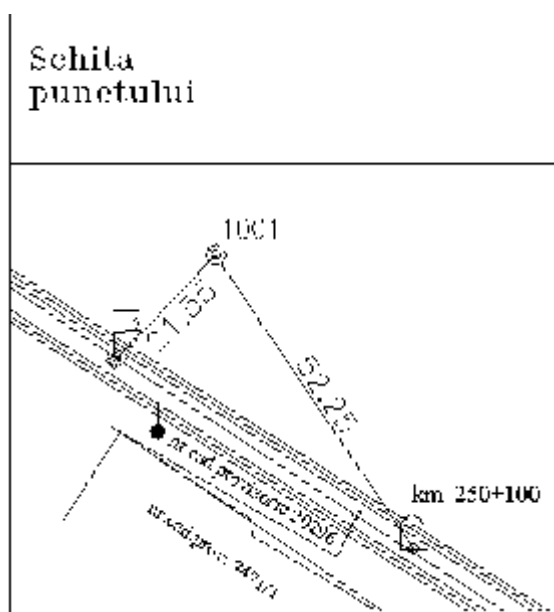

Schita punctului	Nr. punct	Fel punct	COORDONATE X Y
	 1001	Ealon metalic Punct GPS	314410.559 706780.272

Figure 1. Topographical description of B1 (1001)

From GPS points was achieved a supported traverse, starting from 1001 (GPS B1) with visas on 1002 (B2 GPS), 1003 (B3 GPS) and 2001 (the first new point determined by the total station). Traverse passed through stations 2002, 2003, 2004 and was closed on the point 2005 (S5 GPS) with orientation on 1004 and 1005.



Figure 2. Plan of bounding in the area

For points of detail was applied polar coordinates method. From stations 1001, 2002, 2003, 2004 and 2005 were targeted all points of detail required for the documentation of registration in the land register, on the device were registered the horizontal directions, distances and vertical angles. The sketch of traverse is shown in figure 3.

Step office started downloading data stored from the internal memory of total station on a PC, where they were processed using Toposys.

It started from the previously determined coordinates with GPS technology:

Point no.	X	Y
1001 (B1)	314410,559	406780,272
1002 (B2)	314397,104	406737,865
1003 (B3)	316112,418	401599,492
1004 (B4)	313054,003	407899,666
1005 (B5)	313116,883	407882,202
2005 (S5)	313116,883	407882,202

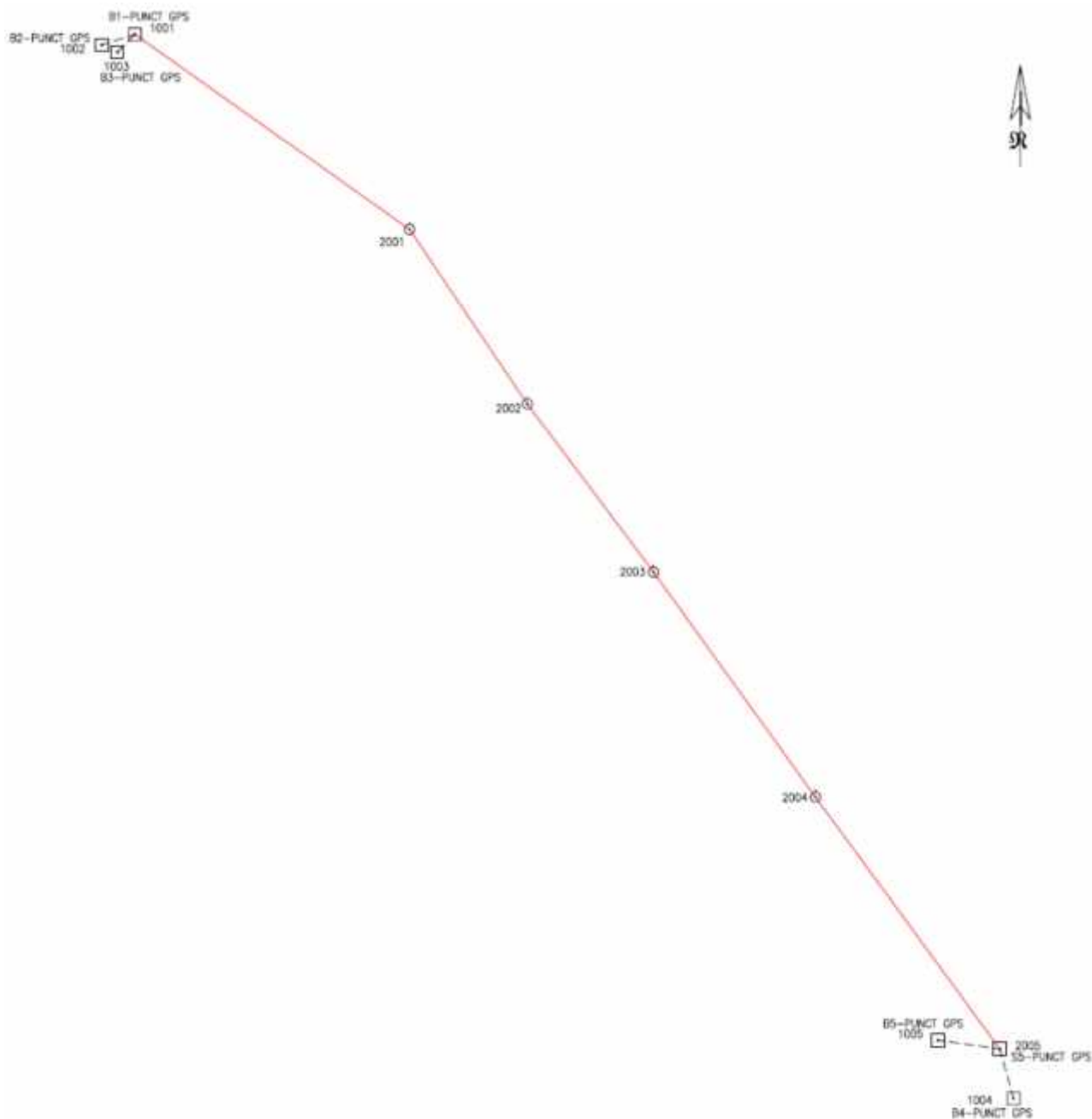


Figure3. The sketch of traverse

The following table presents coordinates of stations from which was done mesurement of detail points:

Point no.	X	Y
1001	314410,559	406780,272
2001	314161,657	407130,213
2002	313939,027	407280,217
2003	313724,401	407441,131
2004	313437,117	407647,412
2005	313116,883	407882,202

Based on these were calculated and coordinates of detail points, later used in the preparation the location and demarcation plan. It was drawn at 1: 1000 in compliance with

normative in force and Methodology introducing real estate survey in the localities and the law 7/1996, of Cadastre and land registration.

From absolute coordinates of the contour points have been calculated the total area of the property and of the 7 existing buildings inside it.

Also at office stage, in completion of documentation was prepared Technical Memorandum and Data Sheet of the property.

Based on the documentation prepared was requested for entry in the land registry the property under study.

CONCLUSIONS

Current needs of society and the exponential growth of computing imposed an increase in the speed of obtaining results in the field of cadastre.

This paper briefly discusses the documentation for registration in the land register of a immovable property with category use railways. To achieve measurements and topo-cadastral documentation was used both equipment and programs until recently considered at latest generation, high productivity and accuracy.

The property which is the subject of documentation is found on the territory of Craiova, is part of the public domain and is administered by the Ministry of Transport and having as concessionaire the National Railway Company "CFR" SA.

The resulting surface of measurements was 45571 s.m. and based on the prepared documentation requested for entry in the land registry.

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