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## **Allocation Regulation**

The regulation on the allocation of railway infrastructure capacities was approved by means of the Government Decision no. 1696 of November 29, 2006, presented below.

The schedule (calendar) of the allocation process is set down in the same GD (in Annex no. 1).

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Romanian Government

## Decision no. 1696/2006

of November 29, 2006

on the approval of the Regulation on the Allocation  
of Railway Infrastructure Capacity

Published in the Official Gazette, Part I no. 998  
of December 14, 2006

The decision came into force on December 14, 2006

In accordance with [Art. 108](#) of the Constitution of Romania, republished, and Art. 14 para (1) of the Government Ordinance [no. 89/2003](#) on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure, approved with its amendments and supplements by means of the Law [no. 8/2004](#), with its further amendments,

The Romanian Government issues the following Decision.

**Single article.** – The Regulation on the allocation of railway infrastructure capacity set down in the annex which shall be an integral part of this Decision shall be approved.

PRIME-MINISTER  
CALIN POPESCU-TARICEANU

Countersignature:

Minister of Transport, Construction  
and Tourism,  
Radu Mircea Berceanu

Bucharest, November 29, 2006.  
No. 1.696.

**ANNEX**

### REGULATION

on the Allocation of Railway Infrastructure Capacity

#### CHAPTER I

Rights regarding the allocation of infrastructure capacity

**Art. 1.** – The body allocating the capacity of the railway infrastructure in the public and private ownership of the Romanian State shall be the National Railway Company "C.F.R." - S.A., hereinafter referred to CFR, in its capacity as railway infrastructure manager.

**Art. 2.** – Knowing the whole railway infrastructure capacity available, CFR shall ensure that the infrastructure allocation on the basis of an access contract takes account of the following:

- a) the allocation of railway infrastructure shall be performed on a fair and non-discriminatory basis;
- b) the allocation procedure shall permit the efficient and optimal use of infrastructure capacity;
- c) the assurance of reserve infrastructure capacity in the working timetable for infrastructure maintenance works, for streamlining the railway traffic, as well as for satisfying the ad-hoc requests for additional train paths, by complying with the provisions of the specific instructions in force.

**Art. 3.** – The allocation of railway infrastructure capacity shall take account of the provisions in force setting down the rank of the trains within CFR, so that the trains may be traced in the timetable in the following hierarchical order:

- a) public passenger railway transport services;

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- b) freight railway transport services;
- c) ancillary railway transport services.

**Art. 4. - (1)** The Ministry of Transport, Construction and Tourism may grant to CFR, upon its request, in accordance with the provisions of the Government Ordinance [no. 89/2003](#) on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure, approved with its amendments and supplements by means of the Law [no. 8/2004](#), with its further amendments, special rights regarding the allocation of public railway infrastructure capacity, on a non-discriminatory basis, when these rights are essential to ensure the proper performance of the public railway infrastructure capacity, as well as to rehabilitate the railway infrastructure.

**(2)** The conditions to be met for granting the rights under para (1) shall be established by means of an order of the minister of transport, construction and tourism to be published in the Official Gazette of Romania, Part I, in accordance with the law.

## CHAPTER II

### Allocation of infrastructure capacity

**Art. 5. - (1)** The allocation of infrastructure capacity shall be performed, in accordance with the law, by CFR, on the basis of the requests submitted by the applicants:

- a) directly by CFR;
- b) through the specialized international bodies of which CFR is a member;
- c) through the specialized IT systems which are managed by CFR and to which the applicant is a subscriber;
- d) through a railway infrastructure manager neighbouring CFR.

**(2)** The allocation requests shall be submitted for:

a) the allocation of infrastructure capacity for the next timetable plan, in accordance with the templates set down in annexes no. 1, 2.1, 2.2, 3.1 and 3.2; the timetable plan shall represent all the train paths during a period of time, usually a year;

b) the allocation of infrastructure capacity for the ongoing period of a timetable plan, in accordance with the templates set down in Annexes no. 4.1, 4.2, 5.1 and 5.2.

**(3)** The allocation requests shall be filled-in and shall be submitted in accordance with the templates set down in annexes no. 6, 6.1 and 6.2.

**(4)** The allocation requests shall be handled only if the railway undertaking, hereinafter referred to the RU, may prove the validity of its:

- a) railway transport licence;
- b) safety certificate;
- c) infrastructure access contract.

**Art. 6. –** The train paths allocated to a RU shall be published by CFR in the rail service book and shall be mentioned in the infrastructure access contract concluded between CFR and the RU.

**Art. 7. - (1)** The requests for railway infrastructure capacity shall be subject to a technical and financial analysis performed by CFR.

**(2)** The requests for train paths submitted by the RU may be rejected if:

- a) for the passenger train, there is established no traffic period – optional traffic;
- b) the statistical analysis of the traffic of existing freight trains on the same route shows a use below 20% for the timetable plan in force.

**Art. 8. –** The train paths shall be allocated for the validity period of a timetable or for the period of time left until the expiry of the validity of the timetable in force, if the allocation request is submitted during the validity period of a timetable, when the RU requires it in the allocation request.

**Art. 9. –** Upon the request of the RU, CFR may prepare train paths for accidental use, which shall be levied in accordance with the provisions of the Performance Contract of CFR, approved by means of a decision of the Government, in accordance with the law.

## CHAPTER III

### Schedule of the infrastructure capacity allocation process

**Art. 10. –** The receipt of requests, their analysis, the network coordination, the effective tracing of trains, as well as the supply of the ordered train paths to the RUs shall be performed in accordance with a schedule prepared by CFR according to the type of traffic and type of train as follows:

- a) Schedule of the railway infrastructure capacity allocation process, international services – Annex no. 1;

|   |                                       |  |
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- b) Schedule of the railway infrastructure capacity allocation process in domestic passenger traffic, national services - Annex no. 2.1;
- c) Schedule of the railway infrastructure capacity allocation process in domestic freight traffic, national services - Annex no. 2.2;
- d) Schedule of the railway infrastructure capacity allocation process in domestic passenger traffic, regional services and urban and suburban services – Annex no. 3.1;
- e) Schedule of the railway infrastructure capacity allocation process in domestic freight traffic, regional services - Annex no. 3.2;
- f) Schedule of the railway infrastructure capacity allocation process in domestic passenger traffic during the ongoing period of the timetable plan, national services – Annex no. 4.1;
- g) Schedule of the railway infrastructure capacity allocation process in domestic freight traffic during the ongoing period of the timetable plan, national services – Annex no. 4.2;
- h) Schedule of the railway infrastructure capacity allocation process in domestic passenger traffic during the ongoing period of the timetable plan, regional services and urban and suburban services – Annex no. 5.1;
- i) Schedule of the railway infrastructure capacity allocation process in domestic freight traffic during the ongoing period of the timetable plan, regional services and urban and suburban services – Annex no. 5.2.

**Art. 11.** – The schedules set down at Art. 10 letters a)-e) may be adapted for each timetable plan to be prepared and communicated to all the RUs at least 1 year and 4 months before the date of coming into force of the timetable plan.

**Art. 12.** – In accordance with Art. 10 letters f)-i), the requests for additional train paths for the ongoing period of a timetable plan shall be taken into consideration only if they are submitted within two months before the coming into force of a timetable plan.

#### CHAPTER IV

##### Modification and revocation of train path allocation

**Art. 13.** - (1) The allocation of a train path may be modified or revoked, in accordance with the law, only by CFR, upon its justified decision, after sending a prior notice to the RU, as follows:

- a) temporarily, in order to permit the execution of railway infrastructure works;
- b) temporarily or finally, for repeated infringements regarding traffic safety;
- c) upon the request of the RU;
- d) if it has not been used for a certain period:
  - (i) in case of passenger trains - 45 succeeding days;
  - (ii) in case of freight trains - below 20% in the last two months.

(2) The revocation of the train path shall be communicated to the RU, with the corresponding modification of the rail service books in correlation with the timetable and the working timetables.

**Art. 14.** – If a RU wants to keep a train path after receiving a modification or revocation notice, CFR may accept this request by levying a corresponding charge, in accordance with the legal provisions in force.

**Art. 15.** – In case of force majeure such as floods, earthquakes, fires, extreme temperatures, when the infrastructure cannot be used, the allocated train paths may be cancelled or modified without prior notice and without damages for the period of time necessary for placing it back into service, in accordance with the legal provisions in force.

**Art. 16.** – In case of an accidental interruption of the railway traffic due to the fault of CFR or of a RU, the trains may be cancelled, whereas the traffic shall be carried out on diverted routes, by paying the relevant damages, in accordance with the law.

#### CHAPTER V

##### Use of train path

**Art. 17.** – For the effective coordination of the traffic under safe traffic conditions, CFR shall schedule the use of the train paths in accordance with the requests of the RUs, in accordance with the provisions of the Government Ordinance no. 89/2003, approved with amendments and supplements by means of the Law no. 8/2004, with its further amendments, and of the specific regulations.

**Art. 18.** - (1) In accordance with the provisions of Art. 12 para (1) of the Government Ordinance no. 89/2003, approved with amendments and supplements by means of the Law no. 8/2004, with its

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further amendments, CFR may levy a corresponding charges for the infrastructure capacity allocated but not used.

(2) This charge and the levying modality shall be set down in the Performance Contract of CFR approved by means of a decision of the Government, in accordance with the law.

**Art. 19.** – The use of the scheduled train paths may be cancelled as follows:

a) upon the request of the RU, when preparing the timetable plan, as well as during the ongoing period of the timetable plan, as far as the last case is concerned, only for the freight RUs;

b) ex officio by the manager of the railway infrastructure, if the delay of the freight trains upon guidance exceeds 180 minutes as to the scheduled hour, with the corresponding justification, in accordance with the regulations in force.

**Art. 20.** – In order to correctly highlight the cancellations of trains, the railway infrastructure manager and the RU shall communicate to each other, during the performance of the schedule, the real cause of the cancellation of trains in the schedule, assuming the responsibility for it in accordance with the law. The non-used train paths shall be registered with the help of separate encodings for each infrastructure manager and for each RU.

**Art. 21.** – The additional use of a train path allocated but not scheduled, a train path in addition to the schedule, for the freight transport, as well as the replacing in traffic on an allocated train path, for the passenger transport, may be performed, upon the request of the interested RU, on the basis of the approval of CFR.

**Art. 22.** – Each month, the railway infrastructure manager together with each RU shall make a joint analysis of the non-use of the scheduled train paths, as well as of the use of train paths in addition to the schedule or of those replaced in traffic on an allocated train path, per causes. If the number of train path kilometres resulting from the difference between the kilometres of unused train paths, train paths in addition to the schedule, respectively of replacings in traffic due to the fault of CFR and/or due to the fault of the RU exceeds 25% of the monthly volume of scheduled train-kms shall be paid by the faulty parties, in accordance with the charges set down in the Performance Contract of CFR, in accordance with the law.

**Art. 23.** – Annexes no. 1, 2.1, 2.2, 3.1, 3.2, 4.1, 4.2, 5.1, 5.2, 6, 6.1 and 6.2\*) shall be an integral part of this Regulation.

\*) Annexes no. 1, 2.1, 2.2, 3.1, 3.2, 4.1, 4.2, 5.1, 5.2, 6, 6.1 and 6.2 are reproduced in facsimile.

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**ANNEX No. 1  
to the Regulation**

Schedule(\*)  
of the railway infrastructure capacity allocation process, international services

| Name of work<br>1   | Execution<br>deadline or<br>period<br>2           | Responsibility<br>3                       | Remarks<br>4  |
|---|---|---|---|
| 1. Phase A<br>Route establishment<br>1.1. Strategic requests and modifications<br>Capacity profile  | X-48 to X-11<br>X-48 to X-12                      | PRIM                                      | On the basis of the first requests of the RU, PRIM establishes the strategy for the allocation of capacity according to:<br>- the planned line works along the routes mentioned by the RU<br>- the new routes proposed for analysis<br>- the traffic share between passenger and freight<br>- the capacity in the border points |
| 1.2. Permanent strategic dialogue between the RU and PRIM for establishing the traffic routes according to the planned traffic<br>1.3. Meetings regarding the RNE Corridors<br>1.4. Creation period | X-48 to X-24<br>Starting with X-24<br>X-24 to X-8 | RU and PRIM<br>RU and PRIM<br>RU and PRIM | There shall be performed an analysis of the transport volume (expressed in trains) on the RNE Corridors<br>Mutual exchanges of information about the capacity which may be made available<br>The Catalogue of Train Paths is being drafted.   |
| 1.5. Preparation of the Catalogue of international train paths and supply of the train path study acc. to the requests of the RUs   | X-11  | PRIM                                      |   |
| 2. Phase B<br>Studies   | X-11 to X-6                                       |   |   |
| 2.1. The first joint conference of the passenger RUs and PRIM   | X-11  | RU and PRIM                               | The passenger RUs launch the request on the basis of the Catalogue of Train Paths   |
| 2.2. Response to the train path study acc. to the requests of the passenger RUs   | X-11 to X-8                                       | RU and PRIM                               |   |
| 2.3. The second joint conference of the passenger RUs and PRIM  | X-8   | RU and PRIM                               | The passenger RUs launch the firm order for train paths<br>The request for train paths is launched  |
| 2.4. The first joint conference of the freight RUs and PRIM   | X-8,5   |   |   |
| 2.5. Response to the train path study acc. to the requests of the freight RUs   | X-11 to X-6                                       |   |   |
| 2.6. The second joint conference of the freight RUs and PRIM  | X-6   |   | The freight RUs launch the firm order for train paths   |
| 3. Phase C<br>Allocation of train paths   |   |   |   |
| 3.1. Preparation of the timetable plans for the train paths for international passenger and freight trains  | X-8 to X-3,5<br>X-8 to X-5                        | PRIM                                      |   |
| 3.2. Allocation of train paths and consultations  | X-5 to X  | RU and PRIM                               | Permanent dialogue for harmonizing the train paths in the national traffic with the train paths in the international traffic  |
| 4. Phase D<br>Completion  |   |   |   |
| 4.1. Supply to the RUs of the ordered paths for international trains and of all the written materials necessary for enforcing the timetable plan  | X-3 to X-1  | PRIM                                      | For the passenger traffic, with 11 weeks in advance<br>For the freight traffic, with 7 weeks in advance   |
| 4.2. The train paths requested after X-8 shall be satisfied according to the left available capacity  |   | RU and PRIM                               | The allocation shall be performed after tracing all the trains ordered by the RUs   |

(\*) The schedule is prepared in accordance with the regulation issued by RNE – an organization of the European infrastructure managers of which CNCF "CFR" – SA is a member.

X = date of coming into force of the timetable plan

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

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**ANNEX No. 2.1.  
to the Regulation**

**Schedule of the railway infrastructure capacity allocation process  
in domestic passenger traffic, national services**

| Name of work  | Execution deadline or period (*)           | Responsibility  | Remarks  |
|---|--|-----------------|--|
| 1. Planning and execution   |  |                 |  |
| 1.1. Submission to the PRIM of the requests for infrastructure capacity by each RU for international InterRegio passenger trains (1)  | X-6 months                                 | RU              | There shall be used the form presented in Annex no. 6.1  |
| 1.2. Analysis of the submitted requests according to the available infrastructure capacity (traffic, stopping, shunting)  | Up to<br>X-5 months                        | PRIM            | There shall be analyzed:<br>- the number of trains per each traffic section;<br>- the covering modality over the daily traffic period;<br>- the assurance of the periods for line works. |
| 1.3. Analysis together with the RU with regard to the establishment of the InterRegio passenger trains  | X-5 months                                 | RU - PRIM       |  |
| 1.4. Actual tracing of the InterRegio passenger trains and supply to the RU of the train path study based on requests   | Up to<br>X-4 months                        | PRIM            | There shall be sent all the remarks regarding the traced trains which do not fully comply with the RU's request, with the relevant arguments.  |
| 1.5. Firm order of InterRegio passenger trains submitted by each RU   | X-3, 5 months                              | RU              | There shall be submitted all the remarks necessary for completing the tracing operation.   |
| 1.6. Deadline for performing changes related to the InterRegio passenger trains with regard to the tracing or the modification of the technical conditions that might influence the tracing | X-3, 5 months                              | RU              |  |
| 1.7. Completion of the works for tracing InterRegio passenger trains, by harmonizing the connections with the regio trains in each railway junction station in the timetable                | X-3 months                                 | PRIM            |  |
| 2. Preparation and printing of the materials necessary for enforcing the timetable plan   |  |                 |  |
| 2.1. Preparation and editing of the central rail service book with the timetable of the InterRegio passenger trains of the rank II and III  | Up to<br>X-2, 5 months                     | PRIM            |  |
| 2.2. Deadline for issuing the central rail service book with the timetable of the InterRegio passenger trains of the rank II and III  | X-2 months                                 | PRIM            |  |
| 2.3. Submission to the RU of all the data regarding the traced InterRegio passenger trains  | X-2, 5 months                              | PRIM            | The submission modality shall be in accordance with the contract.  |
| 3. Preparation of the technical data necessary for tracing the trains   |  |                 |  |
| 3.1. Receipt of the technical data of the held rolling stock from the RUs   |  |                 |  |
| 3.2. Calculation of the running times and the data exchange with the RUs which hold traction means  | Up to<br>X-7 months                        | RU              |  |
| 3.3. Submission by the RU of the technological processes specific to each field: commercial, traction, coaches  | Up to<br>X-6 months<br>Up to<br>X-6 months | RU - PRIM<br>RU |  |

X = date of coming into force of the timetable plan

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

(\*) For each timetable plan, PRIM shall exactly establish the execution deadlines and periods, dates adapted to the calendar (calendar days usually) which will be communicated to all the RUs.

(1) The trains running on several RRBs shall be considered InterRegio trains.

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**ANNEX No. 2.2.  
to the Regulation**

Schedule of the railway infrastructure capacity allocation process  
in domestic freight traffic, national services

| Name of work  | Execution deadline or period (*) | Responsibility | Remarks  |
|---|----------------------------------|----------------|--|
| 1. Planning and execution   |                                  |                |  |
| 1.1. Submission to the PRIM of the requests for infrastructure capacity by each RU for international InterRegio freight trains (1)  | X-5 months                       | RU             | There shall be used the form presented in Annex no. 6.2  |
| 1.2. Analysis of the submitted requests according to the available infrastructure capacity (traffic, stopping, shunting)  | Up to<br>X-4 months              | PRIM           | There shall be analyzed:<br>- the number of trains per each traffic section and the traffic statistics in the previous timetable plan<br>- the assurance of the periods for line works |
| 1.3. Analysis together with the RU with regard to the establishment of the InterRegio freight trains  | X-3, 5 months                    | RU - PRIM      | There shall be determined the trains which have had a monthly utilization degree of at least 30%   |
| 1.4. Actual tracing of the InterRegio freight trains  | Up to<br>X-2, 5 months           | RRB            | The tracing shall be performed by each RRB on the relevant network in acc. with a schedule prepared by PRIM  |
| 1.5. Supply to the RU of the train path study based on requests   | X-2, 5 months                    | PRIM           | There shall be sent all the remarks regarding the traced trains which do not fully comply with the RU's request, with the relevant arguments.  |
| 1.6. Firm order of InterRegio freight trains submitted by each RU   | X-2 months                       | RU             | There shall be submitted all the remarks necessary for completing the tracing operation.   |
| 1.7. Deadline for performing changes related to the InterRegio freight trains with regard to the tracing or the modification of the technical conditions that might influence the tracing | X-2 months                       | RU             |  |
| 1.8. Completion of the works for tracing InterRegio freight trains, in correlation with the other freight trains  | X-1, 5 months                    | PRIM           |  |
| 1.9. Submission to the RU of all the data regarding the traced InterRegio freight trains  | X-1, 5 months                    | PRIM           | The submission modality shall be in accordance with the contract.  |

X = date of coming into force of the timetable plan

RU = Railway Undertaking


PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

(\*) For each timetable plan, PRIM shall exactly establish the execution deadlines and periods, dates adapted to the calendar (calendar days usually) which will be communicated to all the RUs.

(1) The trains running on several RRBs shall be considered InterRegio trains.



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**ANNEX No. 3.1.  
to the Regulation**

Schedule of the railway infrastructure capacity allocation process  
in domestic passenger traffic, regional services and urban and suburban services

| Name of work  | Execution deadline or period (*) | Responsibility | Remarks  |
|---|----------------------------------|----------------|--|
| 1. Planning and execution   |                                  |                |  |
| 1.1. Submission to the PRIM, at RRB level, of the requests for infrastructure capacity by each RU for regional passenger trains (1)   | X-6 months                       | RU             | The requests may also be submitted by the regional branches of the RU, if they exist. There shall be used the form presented in Annex no. 6.1  |
| 1.2. Analysis of the submitted requests according to the available infrastructure capacity (traffic, stopping, shunting)  | Up to<br>X-5 months              | RRB            | There shall be analyzed:<br>- the number of trains per each traffic section;<br>- the covering modality over the daily traffic period;<br>- the assurance of the periods for line works. |
| 1.3. Analysis together with the RU with regard to the establishment of the regional passenger trains  | X-4, 5 months                    | RU - RRB       |  |
| 1.4. Actual tracing of the regional passenger trains and supply to the RU of the train path study based on requests   | Up to<br>X-3,5 months            | RRB            | There shall be sent all the remarks regarding the traced trains which do not fully comply with the RU's request, with the relevant arguments.  |
| 1.5. Firm order of regional passenger trains submitted by each RU   | X-3 months                       | RU             | There shall be submitted all the remarks necessary for completing the tracing operation.   |
| 1.6. Deadline for performing changes related to the regional passenger trains with regard to the tracing or the modification of the technical conditions that might influence the tracing | X-3 months                       | RU             |  |
| 1.7. Completion of the works for tracing regional passenger trains, by harmonizing the connections with the region trains in each railway junction station in the timetable               | X-3 months                       | RRB            |  |
| 2. Preparation and printing of the materials necessary for enforcing the timetable plan   |                                  |                |  |
| 2.1. Preparation and editing of the regional rail service book with the timetable of the regio trains of the rank IV  | Up to<br>X-2, 5 months           | RRB            |  |
| 2.2. Deadline for issuing the regional rail service book with the timetable of the regio passenger trains of the rank IV  | X-2 months                       | RRB            |  |
| 2.3. Submission to the RU of all the data regarding the traced regional passenger trains  | X-2, 5 months                    | RRB            | The submission modality shall be in accordance with the contract.  |
| 3. Preparation of the technical data necessary for tracing the trains   |                                  |                |  |
| 3.1. Receipt of the technical data of the held rolling stock from the RUs   | Up to<br>X-7 months              | RU             |  |
| 3.2. Calculation of the running times and the data exchange with the RUs which hold traction means  | Up to<br>X-6 months              | RU - RRB       |  |
| 3.3. Submission by the RU of the technological processes specific to each field: commercial, traction, coaches  | Up to<br>X-6 months              | RU             |  |

X = date of coming into force of the timetable plan

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

(\*) For each timetable plan, PRIM shall exactly establish the execution deadlines and periods, dates adapted to the calendar (calendar days usually) which will be communicated to all the RUs.

(1) The trains running on one RRB shall be considered InterRegio trains.

**ANNEX No. 3.2.  
to the Regulation**

**Schedule of the railway infrastructure capacity allocation process  
in domestic freight traffic, regional services**

| Name of work  | Execution deadline or period (*) | Responsibility | Remarks  |
|---|----------------------------------|----------------|--|
| 1. Planning and execution   |                                  |                |  |
| 1.1. Submission to the PRIM, at RRB level, of the requests for infrastructure capacity by each RU for regional freight trains (1)   | X-5 months                       | RU             | The requests may also be submitted by the regional branches of the RU, if they exist. There shall be used the form presented in Annex no. 6.2  |
| 1.2. Analysis of the submitted requests according to the available infrastructure capacity (traffic, stopping, shunting)  | Up to X-4 months                 | RRB            | There shall be analyzed:<br>- the number of trains per each traffic section and the traffic statistics in the previous timetable plan<br>- the traced InterRegio freight trains<br>- the assurance of the periods for line works |
| 1.3. Analysis together with the RU with regard to the establishment of the regional freight trains  | X-3, 5 months                    | RU - RRB       | There shall be determined the trains which have had a monthly utilization degree of at least 30%   |
| 1.4. Actual tracing of the regional freight trains  | Up to X-2, 5 months              | RRB RRB        | The tracing shall be performed by each RRB on the relevant network   |
| 1.5. Supply to the RU of the train path study based on requests   | X-2, 5 months                    | RU             | There shall be sent all the remarks regarding the traced trains which do not fully comply with the RU's request, with the relevant arguments.  |
| 1.6. Firm order of regional freight trains submitted by each RU   | X-2 months                       | RU             | There shall be submitted all the remarks necessary for completing the tracing operation.   |
| 1.7. Deadline for performing changes related to the regional freight trains with regard to the tracing or the modification of the technical conditions that might influence the tracing | X-2 months                       | RRB            |  |
| 1.8. Completion of the works for tracing regional freight trains, in correlation with the traced InterRegio freight trains and with the other freight trains                            | X-1, 5 months                    | RRB            |  |
| 1.9. Submission to the RU of all the data regarding the traced InterRegio freight trains  | X-1, 5 months                    | RRB            | The submission modality shall be in accordance with the contract.  |
| 2. Preparation and printing of the materials necessary for enforcing the timetable plan   |                                  | RRB            |  |
| 2.1. Preparation and editing of the regional rail service book with the timetable of freight trains   | Up to X-1, 5 months              | RRB            |  |
| 2.2. Deadline for issuing the regional rail service book with the timetable of freight trains   | X-1 month                        | RRB            |  |
| 3. Preparation of the technical data necessary for tracing the trains   |                                  | RU             |  |
| 3.1. Receipt of the technical data of the held rolling stock from the RUs   | Up to X-7 months                 | RU - RRB       |  |
| 3.2. Calculation of the running times and the data exchange with the RUs which hold traction means  | Up to X-6 months                 | RU             |  |
| 3.3. Submission by the RU of the technological processes specific to each field: commercial, traction, wagons   | Up to X-5 months                 | RU             |  |

X = date of coming into force of the timetable plan

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

(\*) For each timetable plan, PRIM shall exactly establish the execution deadlines and periods, dates adapted to the calendar (calendar days usually) which will be communicated to all the RUs.

(1) The trains running on one RRB shall be considered InterRegio trains.



|  |   |  |   |
|--|---|--|---|
|  | The National Railway Company<br><b>“CFR” SA</b> | <b>CFR Network Statement<br/> 2019</b> | <b>December 15, 2019<br/> Version 9.0</b> |
| Country: Romania   |   | <b>Annex 15</b>                        | Page: 12                                  |

**ANNEX No. 4.2.  
to the Regulation**

Schedule of the railway infrastructure capacity allocation process  
in domestic freight traffic during the ongoing period of the timetable plan, national services

| Name of work  | Execution deadline or period   | Responsibility  | Remarks   |
|---|--|---|---|
| <p>1. Planning and execution</p> <p>1.1. Submission to PRIM by the RU of the request for a pair of additional paths for InterRegio freight trains (1)</p> <p>1.2. Analysis of the submitted request according to the available infrastructure capacity (traffic, stopping, shunting)</p> <p>1.3. If the requirements of the RU cannot be complied with, there shall be performed a joint analysis of the determination of the tracing modality</p> <p>1.4. Actual tracing of the additional InterRegio freight trains in acc. with the joint decisions</p> <p>1.5. Supply to the RU of the additional train path study based on request</p> <p>1.6. Firm order of additional InterRegio freight trains submitted by the RU</p> <p>1.7. Placing in traffic of the requested additional InterRegio freight trains</p> | <p>A – date of request submission<br/>A + 1 day</p> <p>A + 2 days</p> <p>From A + 5 days to A + 8 days</p> <p>From A + 6 days to A + 9 days</p> <p>From A + 7 days to A + 10 days</p> <p>From A + 12 days to A + 17 days</p> | <p>RU</p> <p>PRIM</p> <p>RU – PRIM RRB</p> <p>in acc. with a schedule prepared by PRIM PRIM</p> <p>RU</p> <p>PRIM</p> | <p>There shall be used the form presented in Annex no. 6.2</p> <p>There shall be analyzed:</p> <ul style="list-style-type: none"> <li>- the available traffic capacity</li> <li>- the possibility to register it in the timetable</li> <li>- the opportunity to introduce additional train paths acc. to the use of similar train paths on the same traffic section (use of at least 30%)</li> <li>- the trains to be modified, per each traffic section, and the other influences;</li> <li>- the tracing variants;</li> <li>- the assurance of the periods for line works</li> </ul> <p>There shall be issued a joint position regarding the tracing or the request shall be cancelled</p> <p>Acc. to the rank of the requested trains, the tracing distance in km and the number of trains to be modified, the train path preparation duration shall be between 3 and 6 days</p> <p>There shall be sent all the remarks regarding the traced trains, with the relevant arguments</p> <p>There shall be sent all the remarks necessary for placing in traffic</p> <p>Acc. to the rank of the requested trains and the number of subunits to be informed, the train path implementation duration shall be between 5 and 7 days</p> |

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

**(1)** The trains running on several RRBs shall be considered InterRegio trains.

|  |   |  |   |
|--|---|--|---|
|  | The National Railway Company<br><b>"CFR" SA</b> | <b>CFR Network Statement<br/> 2019</b> | <b>December 15, 2019<br/> Version 9.0</b> |
| Country: Romania   |   | <b>Annex 15</b>                        | Page: 13                                  |

**ANNEX No. 5.1.  
to the Regulation**

Schedule of the railway infrastructure capacity allocation process  
in domestic passenger traffic during the ongoing period of the timetable plan,  
regional services and urban and suburban services

| Name of work   | Execution deadline or period  | Responsibility  | Remarks   |
|--|---|---|---|
| <p>1. Planning and execution</p> <p>1.1. Submission to RRB by the RU of the request for a pair of additional paths for regional passenger trains (1)</p> <p>1.2. Analysis of the submitted request according to the available infrastructure capacity (traffic, stopping, shunting)</p> <p>1.3. If the requirements of the RU cannot be complied with, there shall be performed a joint analysis of the determination of the tracing modality</p> <p>1.4. Actual tracing of the additional regional passenger trains in acc. with the joint decisions</p> <p>1.5. Supply to the RU of the additional train path study based on request</p> <p>1.6. Firm order of additional regional passenger trains submitted by the RU</p> <p>1.7. Placing in traffic of the requested additional InterRegio passenger trains</p> | <p>A – date of request submission</p> <p>A + 1 day</p> <p>A + 2 days</p> <p>From A + 4 days to A + 5 days</p> <p>From A + 5 days to A + 6 days</p> <p>From A + 6 days to A + 7 days</p> <p>From A + 8 days to A + 10 days</p> | <p>RU</p> <p>RRB</p> <p>RU – RRB</p> <p>RRB RRB</p> <p>RU RRB</p> | <p>The requests may also be submitted by the regional branches of the RU, if they exist<br/>There shall be used the form presented in Annex no. 6.1</p> <p>There shall be analyzed:</p> <ul style="list-style-type: none"> <li>- the available traffic capacity;</li> <li>- the possibility to register it in the timetable acc. to the requested rank and arrival/departure hours;</li> <li>- the trains to be modified, per each traffic section, and the other influences;</li> <li>- the tracing variants;</li> <li>- the assurance of the periods for line works</li> </ul> <p>There shall be issued a joint position regarding the tracing or the request shall be cancelled.</p> <p>Acc. to the tracing distance in km and the number of trains to be modified, the train path preparation duration shall be between 2 and 3 days</p> <p>There shall be sent all the remarks regarding the traced trains, with the relevant arguments</p> <p>There shall be sent all the remarks necessary for placing in traffic</p> <p>Acc. to the number of subunits to be informed, the train path implementation duration shall be between 2 and 3 days</p> |

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)

**(1)** The trains running on one RRB shall be considered InterRegio trains.

**ANNEX No. 5.2.  
to the Regulation**

Schedule of the railway infrastructure capacity allocation process  
in domestic freight traffic during the ongoing period of the timetable plan,  
regional services

| Name of work  | Execution deadline or period (*)   | Responsibility  | Remarks   |
|---|--|---|---|
| 1. Planning and execution<br>1.1. Submission to RRB by the RU of the request for a pair of additional paths for regional freight trains (1)<br><br>1.2. Analysis of the submitted request according to the available infrastructure capacity (traffic, stopping, shunting)<br><br>1.3. If the requirements of the RU cannot be complied with, there shall be performed a joint analysis of the determination of the tracing modality<br>1.4. Actual tracing of the additional regional freight trains in acc. with the joint decisions<br>1.5. Supply to the RU of the additional train path study based on request<br>1.6. Firm order of additional regional freight trains submitted by the RU<br>1.7. Placing in traffic of the requested additional InterRegio freight trains | A – date of request submission<br><br>A + 1 day<br><br>A + 2 days<br><br>From A + 4 days to A + 6 days<br>From A + 5 days to A + 7 days<br>From A + 6 days to A + 8 days<br>From A + 8 days to A + 11 days | RU<br><br>RRB<br><br>RU – RRB<br><br>RRB RRB<br><br>RU<br><br>RRB | The requests may also be submitted by the regional branches of the RU, if they exist<br>There shall be used the form presented in Annex no. 6.2<br>There shall be analyzed:<br>- the available traffic capacity<br>- the possibility to register it in the timetable<br>- the opportunity to introduce additional train paths acc. to the use of similar train paths on the same traffic section (use of at least 30%)<br>- the trains to be modified, per each traffic section, and the other influences;<br>- the tracing variants;<br>- the assurance of the periods for line works<br>There shall be issued a joint position regarding the tracing or the request shall be cancelled<br><br>Acc. to the tracing distance in km and the number of trains to be modified, the train path preparation duration shall be between 2 and 4 days<br>There shall be sent all the remarks regarding the traced trains, with the relevant arguments<br><br>There shall be sent all the remarks necessary for placing in traffic<br><br>Acc. to the number of subunits to be informed, as well as the traffic scheduling process, the train path implementation duration shall be between 2 and 3 days |

RU = Railway Undertaking  
 PRIM = Public Railway Infrastructure Manager  
 RRB = Regional Railway Branch (subunits of PRIM)

(1) The trains running on one RRBs shall be considered InterRegio trains.

**ANNEX No. 6  
to the Regulation**

Header of the Railway Undertaking  
 No. ....

To C.N.C.F. "CFR" S.A.

(Railway Undertaking) ..... headquartered in ..... county/district ..... Tel./Fax ....., registered with the Chamber of Commerce and Industry of Romania under no. ...., Single Registration Code ..... and bank account ..... opened with the Bank ....., represented by ....., holder of the Railway Transport Licence No. ...., the Safety Certificate Series .... No. .... and the Infrastructure Access Contract No. ...., requests the allocation of the paths for the freight/passenger trains along the routes included in the annex.

Signature/stamp

**ANNEX No. 6.1.**  
**to the Regulation**

**FORM**  
with the technical data for the allocation of train paths for passenger and mixed trains

| Current No. | TRAIN no. | Branch from/for train | Rank | Train category | Route | Name | Traffic period (days) | Max. speed | Braking percentage | Max. tonnage | Hauling modality |              |              | Commercial stops |      | Technical stops |         |      | Remarks   |                 |                  |
|-------------|-----------|-----------------------|------|----------------|-------|------|-----------------------|------------|--------------------|--------------|------------------|--------------|--------------|------------------|------|-----------------|---------|------|-----------|-----------------|------------------|
|             |           |                       |      |                |       |      |                       |            |                    |              | Traction type    | Useful place | Run distance | Station          | Min. | Operation       | Station | Min. | Operation | Timetable prop. | Connection prop. |
| 0           | 1         | 2                     | 3    | 4              | 5     | 6    | 7                     | 8          | 9                  | 10           | 11a              | 11b          | 11c          | 12a              | 12b  | 13a             | 13b     | 13c  | 14        | 15              |                  |
| 1           |           |                       |      |                |       |      |                       |            |                    |              |                  |              |              |                  |      |                 |         |      |           |                 |                  |
| 2           |           |                       |      |                |       |      |                       |            |                    |              |                  |              |              |                  |      |                 |         |      |           |                 |                  |

Column 0 - The current number of the pair of trains.  
 Columns 1 and 2 - The train numbers shall be allocated by the infrastructure manager.  
 Columns 3 and 4 - The train rank and category shall be registered in acc. with the Order of the MLPTL Minister No. 547 of 09.04.2003 regarding the numbering within CFR, non-published.  
 Column 8 - There shall be registered the desired max. speed acc. to the type of the wagons used.  
 Column 9 shall be adapted in acc. with the requirements set down at Column 8; the trains including transposed wagons must be mentioned  
 Column 10 - The desired max. tonnage adapted to the transport connection.  
 Column 11 shall be established acc. with the tonnage from Column 10, by specifying the traction type (simple, double, pulling, etc.), the type of locomotive, the run distance.

Signature/stamp

**ANNEX No. 6.2.**  
**to the Regulation**

**FORM**  
with the technical data for the allocation of train paths for freight trains

| Current No. | Path nature | No. of basic train path | No. of variant path | Route | Train type | Rank | Traffic period | Max. speed | Braking percentage | Max. tonnage | Max. length | Hauling modality |              |              | Commercial stops |      |           | Technical stops |      |           | Remarks |  |
|-------------|-------------|-------------------------|---------------------|-------|------------|------|----------------|------------|--------------------|--------------|-------------|------------------|--------------|--------------|------------------|------|-----------|-----------------|------|-----------|---------|--|
|             |             |                         |                     |       |            |      |                |            |                    |              |             | Traction type    | Useful place | Run distance | Station          | Min. | Operation | Station         | Min. | Operation |         |  |
| 0           | 1           | 2                       | 3                   | 4     | 5          | 6    | 7              | 8          | 9                  | 10           | 11          | 12a              | 12b          | 12c          | 13a              | 13b  | 13c       | 14a             | 14b  | 14c       | 15      |  |
| 1           | B           |                         |                     |       |            |      |                |            |                    |              |             |                  |              |              |                  |      |           |                 |      |           |         |  |
|             | V1          |                         |                     |       |            |      |                |            |                    |              |             |                  |              |              |                  |      |           |                 |      |           |         |  |
|             | V2          |                         |                     |       |            |      |                |            |                    |              |             |                  |              |              |                  |      |           |                 |      |           |         |  |
| 2           |             |                         |                     |       |            |      |                |            |                    |              |             |                  |              |              |                  |      |           |                 |      |           |         |  |

Column 0 - The current number of the basic train path together with the relevant variants.  
 Column 1 - The type of the train path shall be "basic" (B) or variant (variants V1, V2, ...); the variant shall be specified together with all the elements requested in the table (less column 2).  
 The variants may be: "for the train no. ...." or "from the train no. ....". A basic train path may have as many variants as the Railway Undertaking wants.  
 Column 2 and column 3 - The numbers shall be allocated by the Infrastructure Manager.  
 Column 5 - There shall be mentioned the train type: a) direct freight train made of loaded wagons, of different types, mixed, abbreviated EC; b) direct freight train made of loaded wagons of the same type, on 4 axles, abbreviated NAV; c) direct freight train made of empty wagons of different types, mixed, abbreviated DVG.  
 Column 6 - There shall be mentioned the rank of the train in acc. with the Regulation on train traffic and shunting of railway vehicles no. 005 and with the Order of the Minister of Public Works, Transport and Housing no. 547 of April 09, 2003, on numbering the trains within CFR.  
 Column 7 - There shall be specified the frequency of train traffic per week.  
 Column 8 - There shall be specified the max. speed acc. to the type of the used rolling stock.  
 Column 9 - It shall be adapted in acc. with the requirements in column 8; there shall be specified the trains including transposed wagons (percent 45%) or only transposed wagons (percent 40%).  
 Column 10 - The desired maximum tonnage adapted to the transport route.  
 Column 11 - The desired maximum length adapted to the transport route in acc. with the maximum length of the traffic lines in stations.  
 Column 12 - It shall be established acc. to tonnage at column 10, by specifying the traction type (simple, double, pulling, etc.), the type of locomotive and the distance over which it runs in this way.

Signature/stamp

## 2. International traffic

| Name of work   | Execution deadline or period   | Responsibility   | Remark |
|--|--|--|--------|
| <b>1. Transport plan for international traffic</b><br><br>1.1. <u>Planning</u><br><br>1.1.1. Global and regional conferences for the call for train path requests.<br><br>1.1.2. Global and regional conferences for the confirmation of the ordered train paths.<br><br>1.2. <u>Execution</u><br><br>1.2.1. Actual establishment of the paths for international passenger trains<br><br>1.2.2. Actual establishment of the paths for international freight trains<br><br>1.2.3. Global and regional conferences for harmonizing the timetable<br><br>1.2.4. Preparation in stages of the EWP rail service book for international passenger trains<br><br>1.2.5. Distribution of the final data regarding the international trains within the other European railways<br><br>Preparation of the LIM rail service book for international freight trains | <br><br><br>February - May<br><br><br>May - June<br><br><br>June<br><br>August<br><br>August - September<br><br>September - November<br><br>30 September<br><br>November | <br><br><br>RU<br>PRIM<br><br>RU<br>PRIM<br><br>PRIM<br><br>PRIM<br><br>RU<br>PRIM<br><br>PRIM<br><br>RU<br>PRIM |        |

Z = date of enforcing the timetable plan

RU = Railway Undertaking

PRIM = Public Railway Infrastructure Manager

RRB = Regional Railway Branch (subunits of PRIM)