



CFR NETWORK STATEMENT - 2026

ANNEX 1 **DEFINITIONS**

Validity: 14.12.2025 – 12.12.2026

Version: 15.0.0

Update: 15.12.2024



COMPANIA NATIONALA DE CAI FERATE CFR SA

Glossary:

The specialized terms used in the NS are those defined in Article 3 of Law 202/2016 on integrating the Romanian railway system into the single European railway area, with its further amendments and supplements, and in the Government Ordinance 12/1998, with its further amendments and supplements.

An explanatory dictionary in English of the commonly used railway terms can be found on the following RNE website: <https://rne.eu/organisation/network-statements/>

Ad hoc capacity allocation - allocation of capacity by an infrastructure manager or allocation body outside of the annual timetable.

Capacity allocation - the process by which capacity is granted to the applicants by the infrastructure manager; this infrastructure capacity will later be used by means of the train paths in the Rail Service Book.

Path alteration - the process by which the infrastructure manager can alternate, adjust, replace or withdraw the already allocated path.

Telematics Applications for Passenger Services - the technical specification for interoperability relating to the subsystem "telematics applications for passenger services" of the trans-European rail system (TAP-TSI).

Telematics Applications for Freight Services - the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union (TAF-TSI).

National safety authority - the national body entrusted with the tasks regarding railway safety in accordance with Directive 2016/798/EU or any body entrusted by several Member States with those tasks in order to ensure a unified safety regime.

Self-supply of services - a situation where a railway undertaking performs itself a rail-related service on the premises of a service facility operator, provided that access to and the use of the facility by that railway undertaking for self-supply of services is legally and technically feasible, does not endanger the safety of the operations and the operator of the service facility concerned offers such possibility

Remaining capacity / unplanned capacity – the capacity which remains available after the completion of the allocation process.

Train path catalogue - the pre-arranged train paths remaining available upon the completion of the annual timetabling process, together with other train paths built within the available capacity, to be published by CFR.

Catenary - in overhead electrification equipment, the secondary wire that supports the contact (live) wire, and helps to keep the tension necessary for pantographs to draw current from it.

Safety certificate – the document attesting the fact that a rail transport operator holding a licence may supply a type of rail transport service on the Romanian railway traffic sections.

DIRECTIVE 2016/798/EU: “The purpose of the safety certificate is to provide evidence that the railway undertaking has established its safety management system and that it is able to operate safely in the intended area of operation. Also, EU legislation has introduced the mutual recognition of safety certificates delivered in the Member States.”

Line classification/Line designation – lines are classified into various categories according to a number of technical factors.

Access contract - sets down the rights and obligations of the INFRASTRUCTURE MANAGER and of the rail transport operator regarding the allocation and use of the infrastructure capacities, as well as other services provided or supplied by the parties.

Shunting convoy - a group of interlinked rail vehicles that are operated by pulling or pushing between the groups of lines of the same station with or without passing by the precincts of the station, as well as between the station and a line of an economic operator.

Coordination of TCRs - the cooperation between the infrastructure managers aimed at finding the best way to plan TCRs. The aim of the coordination efforts between the infrastructure managers is to safely implement the railway operations and to find the best solution for planning the operational restrictions resulting from construction and maintenance measures while taking into consideration the requirements of the applicants.

RFC TCR Coordinator – entity in charge of the overall coordination of the TCRs along the whole RFC, as well as of checking their impact on capacity availability.

Rail Freight Corridor - all designated railway lines, including railway ferry lines, on the territory of or between Member States, and, where appropriate, European third countries, linking two or more terminals, along a principal route and, where appropriate, diversionary routes and sections connecting them, including the railway infrastructure and its equipment and relevant rail services in accordance with EU Regulation 913/2010.

Line gradient - the rate at which the axis of a railway section rises or falls in relation to the horizontal and is measured by the ratio between the height and the distance run on the horizontal, a ratio expressed in thousandths.

Conflicting applications/requests for train paths - the situation where, after co-ordination of the requested paths and consultation with applicants, it is not possible to satisfy requests for infrastructure capacity adequately. This is because several applicants are applying for the same infrastructure capacity.

Corridor Information Document (CID) - a document drawn up, regularly updated and published by the Corridor Management Board. This document comprises:

- all the information contained in the network statement of national networks regarding the freight corridor in accordance with Chapter 4, Article 27 of Directive 2012/34/EU;
- the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals;
- information concerning the procedures of application for capacity, capacity allocation to freight trains,
- traffic management coordination,
- traffic management in the event of disturbance and
- the implementation plan.

Network statement - definition in DIRECTIVE 2012/34/EU: the statement which sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity-allocation schemes, including such other information as is required to enable applications for infrastructure capacity.

European Railway Traffic Management System (ERTMS) - a major industrial project being implemented by the European Union, which will serve to make rail transport safer and more competitive. It is made up of all the train-borne, trackside and lineside equipment necessary for supervising and controlling, in real-time, train operation according to the traffic conditions.

Maritime and inland port facilities - a location on a coast, lakeshore or inland waterway, where freight can be transferred from ship to land or vice versa. It includes: port areas, equipment or infrastructures normally used for, or in connection with, the provision of loading/unloading services for goods, cargo handling, handling of shipping traffic and facilities for ferryboat services.

These facilities are mentioned in DIRECTIVE 2012/34/EU, ANNEX II, point 2(g) as one of the services to be supplied to the railway undertakings, but they are not defined.

Acceptance phase - the timetabling phase following the final offer, where the contracted applicants have to express their position towards the offer. Usually, the answer can be only "accept" or "reject", in the path alteration (upon the request of the applicant) and path modification (upon the initiative of the infrastructure manager) and ad-hoc processes, "ask for adaptation" is also allowed under certain conditions.

Flex PaP – PaPs with flexible times, data may be modified in the path request by an applicant, but without exceeding the given range of standard times, and train parameters.

Fix PaP - PaPs with fixed times, data may not be modified in the path request by an applicant.

Forum Train Europe - a European association of railway undertakings and service companies that promotes cross-border rail freight and passenger traffic in Europe.

Loading gauge – the rolling stock gauge allowed on the CFR lines, which must not be exceeded both by the wagon and its load.

Manager of leased non-interoperable railway infrastructure - any legal entity or group of legal entities registered in Romania the business purpose of which is to maintain and to manage the non-interoperable railway infrastructure leased from CFR in accordance with the law in force.

Working timetable - the graphical representation in space and time of the movement of the trains on a given route, usually for a period of time of 24 hours.

European Economic Interest Grouping - a European Economic Interest Grouping (EEIG) is a type of legal entity created under European Community (EC) Council Regulation 2137/85. It is designed to make it easier for companies in different countries to do business together, or to form consortia to take part in EU programmes.

Railway Undertaking Advisory Group - the management board shall set up an advisory group made up of railway undertakings interested in the use of the freight corridor. This advisory group may issue an opinion on any proposal by the management board which has consequences for these undertakings. It may also issue own-initiative opinions. The management board shall take any of these opinions into account.

Halt/Commercial halt - Stop-off point on the running line open to passenger traffic only and not usually staffed.

Incident - OTIF definition: any occurrence, other than accident or serious accident, associated with the operation of trains and affecting the safety of operation. NOS definition: an unplanned, uncontrolled event, which could have led to injury to persons or damage to vehicles and equipment, or some other loss. International Contingency Management Handbook definition: an unplanned, uncontrolled event disrupting train operations on the network that requires operative treatment of trains. Directive 2016/798/EU: 'incident' means any occurrence, other than an accident or serious accident, affecting the safety of railway operations.

Relief facilities – the timely and efficient performance by CFR of the necessary interventions to eliminate the consequences of the railway events, and to restore the traffic/continuity of the railway traffic in case of railway accidents/incidents, with the help of specific relief means.

Service facilities - the installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2 to 4 of Annex II to Law 202/2016.

Linked Service Facilities - service facilities which are adjacent to one another and require passage through one to reach the other.

Safety inspection - controls safety performance, and accomplishes the investigation of accidents and incidents.

Refuelling facilities - this is an area which provide fuel for diesel locomotives and Diesel Multiple Units. In EU legislation, it is described as a service to be supplied to the Railway Undertaking as part of 'Track access to services facilities and supply of services'. This request of the rail transport operators may only be rejected if viable alternatives under market conditions exist.

Interoperability - a property referring to the ability of diverse systems and organizations to work together (inter-operate). The term is often used in a technical systems engineering sense, or alternatively in a broad sense, taking into account social, political, and organizational factors that impact system-to-system performance.

DIRECTIVE 2016/797/EU, Article 2: the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance.

UNISIG definition of operational interoperability in European railway area: the ability to enable the international safe running of trains on different European networks without having to stop the train at borders; changing the engine at borders; changing the driver at borders; requiring the train driver to perform any other activity other than the standardised ERTMS operation. More generally, in order to overcome the technical fragmentation of rail networks in Europe, the interoperability directives of the European Union are gradually establishing mandatory Technical Specifications for Interoperability, commonly referred to as TSIs.

Maintenance/heavy maintenance - activity aiming to maintain something in good working order, prevent operational disturbance and/or uphold a given technical standard.

EU definition (DIRECTIVE 2016/797/EU): The procedures, associated equipment, logistics centres for maintenance work and reserves allowing the mandatory corrective and preventive maintenance to ensure the interoperability of the rail system and guarantee the performance required.

EU definition (DIRECTIVE 2012/34/EU, recast) of 'heavy maintenance': means work that is not carried out routinely as part of day-to-day operations and requires the vehicle to be removed from service.

Operating language – the language or languages used in the daily operation of an infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the rail transport operator.

Double-track - A railway line in which one track is provided for each direction of travel. A double-track railway usually involves running one track in each direction, compared to a single-track railway where trains in both directions share the same track.

Single track – A single-track railway is one where traffic in both directions shares the same track.

Rail Service Book – means the leaflet with the timetable for freight or passenger trains grouped per train categories/types and per the activity range of a CFR regional branch.

Train Performance Management - the complete and regular process for monitoring, analysing and improving performance of international trains. The train performance management process is composed of 5 main phases (Definition phase, Data collection, Performance analysis, Action planning and Action Implementation).

International contingency management - the process aiming to allow the continuation of freight traffic flows despite an international disruption and to assure transparency of its impact on the traffic flows and taken measures for all relevant stakeholders.

Shunting – Eurostat/ITF/UNECE definition: operation of moving a rail vehicle or set of rail vehicles inside a railway station or other railway installations (depot, workshop, marshalling yard, etc.). General definition: the movement of rail vehicles, usually within a shunting yard or similar, to rearrange them for whatever reason.

Dangerous goods (substances) - those chemicals which, during the transport by rail (in tanks, containers or other packaging), due to traffic accidents, damage to the transport means or packaging, unforeseen chemical reactions, non-compliance with the technical packaging and transport rules or other unforeseen factors, may cause explosions, fires, emissions of gases, vapours, aerosols or toxic liquids spread to the soil and in the environment.

Timetable - the train timetable, including the running times between various points (mainly stations and movement halts), and the train characteristics.

Path modification - the process by which applicants may request a modification of the allocated paths from an infrastructure manager.

Non-usage – when an applicant does not use a path that has been allocated to it.

Non-use of path - the applicant may require not to use the train path for one or more traffic days .

Network PaPs (NetPaPs) - pre-arranged paths designed to foster the optimal use of infrastructure capacity and address the needs for capacity on certain international freight corridors.

(Railway) Node - station with more than two travelling directions or the connections (railway branches) of the running line.

Alternative offer - alternative timetable including path details that is offered in the path alteration process as an alternative to the path that is not available anymore.

Final offer/timetable – infrastructure capacity offered by the infrastructure manager to the applicants, with the possibility to refuse or accept the offer. In case of acceptance, the infrastructure manager allocates the train path in accordance with the offer.

Operator of service facility - any public or private entity responsible for managing one or more service facilities or supplying one or more services to rail transport operators referred to in points 2 to 4 of Annex No. II, in accordance with Article 3(19) of Law 202/2016.

Traffic operator - person responsible for the management of the train traffic.

Arrival time - the time at which a train arrives at a station or other stopping point.

Minimum access package - a package of rights conferred by DIRECTIVE 2012/34/EC, Annex II, point 1. These rights are included in the access charge and confer access to railway infrastructure facilities and a set of services for international or domestic traffic; they include the handling of requests for infrastructure capacity, the right to use granted capacity as well as use of electrical supply equipment. The infrastructure manager must deliver the listed services.

Characteristic line gradient - the rate at which a railway track rises or falls in relation to the horizontal. This is expressed by a percentage number (for instance, 1 unit of vertical change for a section that is 200 units long is 5‰, or 5 per 1000).

Platform - a flat area where passengers wait for their train, can board their train at the beginning of their journey, and leave their train when they arrive. For goods, this area is usually known as a 'dock'.

Implementation plan - the document presenting the means and the strategy that the parties concerned intend to implement in order to develop over a specified period the measures which are necessary and sufficient to establish the freight corridor.

Contingency plan - plan to be drawn up by the infrastructure manager, listing the various bodies to be informed in the event of serious incidents or serious disturbance to train movements.

Customer Information Platform (CIP) - an interactive, Internet-based information tool. By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, infrastructure investment projects and basic track properties of the participating Rail Freight Corridors (RFCs).

Network and Corridor Information portal (NCI) - a common web portal where the Network Statements and the Corridor Information Documents are made available in a digitalised way.

Draft timetable/offer - timetable to be prepared by the by the infrastructure manager no later than four months after the deadline for receipt of requests for infrastructure capacity to be incorporated into the working timetable.

Appeals procedure - The method for challenging a decision made by an allocation body or infrastructure manager. Any applicant for a train path that feels it is a victim of unfair treatment or discrimination (for example, following a decision by an infrastructure manager regarding the allocation of capacity) may appeal to the authority responsible for resolving such disputes; in most cases, this is the national Regulatory Body. (in Romania this is the National Railway Supervision Council).

Border point - The location at which an international border is formally crossed.

RailNetEurope (RNE) - was set up in 2004 by a number of European railway infrastructure managers and allocation bodies to tackle operational issues in the field of international rail. It is a voluntary initiative emanating from infrastructure managers across Europe and represents its members as an Association for Facilitating International Traffic on the European Rail Infrastructure. RNE encourages its members to adopt a common document structure for their respective NETWORK STATEMENTS and to translate these into English. The aim is to provide high standards of user-friendliness and customer orientation, and to assist those who need to consult more than one statement for their intended (international) operations.

Performance regime - in the railway sector, this is a system aimed at improving the quality and punctuality of international/national rail services. This system may include penalties and/or compensation for actions which disrupt the operation of the network and/or bonuses that reward better-than-planned performance.

Register of Infrastructure - DIRECTIVE 2016/797/EU, Art. 49: Each Member State shall ensure that a register of infrastructure, stating the values of the network parameters of each subsystem or part subsystem concerned, as set out in the relevant TSI, is published.' Commission Implementing Regulation 2019/777: provides a list of definitions for the 'Items of the Register of Infrastructure' such as: track, operational point, tunnel, platform, siding, etc.

Priority rules - a rule that allows an applicant to be given preference over other applicants in case of conflicting requests. On a railway line, priority is the right for one type of traffic to proceed before another type of traffic.

Alternative route - a different route that may be taken to reach the same destination. Another route between the same origin and destination where there is substitutability between the two routes for the operation of the freight or passenger service concerned by the applicant.

Temporary Capacity Restrictions (TCRs) - non-availability of part of the rail network for full use by trains during a period reserved for the carrying out of works. This can be due to the disconnection or restriction of use of signalling equipment to enable work to be carried out on the equipment. Restriction is an operational arrangement that prohibits scheduled train movements, marshalling or shunting activities on the track. Restriction can be planned or unplanned.

Trans European Network for Transport - a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals.

Unit load - a number of individual packages bonded, palletised or strapped together to form a single unit for more efficient handling by mechanical equipment.

Overlapping section - the layout of the corridor lines leads to situations where some corridor lines overlap with others.

Rail-related services and facilities/Rail-related services - the services facilities to which a rail transport operator may need to have access in order to be able to operate a given train.

Timetable change - takes place at midnight on the second Saturday to Sunday in December (the first day of validity of the new timetable is symbolized by an "X").

Basic service - a service supplied in any of the service facilities listed in point 2 of Annex II to Directive 2012/34/EU.

Rail-related service - a basic, additional or ancillary service listed in points 2, 3 and 4 of Annex II to Directive 2012/34/EU.

Path Coordination System - an international path request coordination system for path applicants, infrastructure managers, allocation bodies and Rail Freight Corridors (RFCs). The application optimises international path coordination. The access to the application is free for the applicants, but is controlled by means of a username and a password. A user manual with definitions of the terms used is available on the RNE website.

European Train Control System (ECTS) - this component of ERTMS guarantees a common standard that enables trains to cross national borders and enhances safety. It is a signalling and control system designed to replace the several incompatible safety systems currently used by European railways. As a subset of ERTMS, it provides a level of protection against over speed and overrun depending upon the capability of the line side infrastructure.

Safety management system - describes the distribution of responsibilities within the organisation of the infrastructure manager or the rail transport operator. It shows how control from the management at different levels is secured, how staff and their representatives at all levels are involved and how continuous improvement of the safety management system is ensured.

Signalling system - railway signalling is a system used to control railway traffic safely, essentially to prevent trains from colliding.

Smart Capacity Management - a project launched in order to improve the European capacity management process.

Technical Specification for Interoperability - the Technical Specifications for Interoperability (TSIs) define the technical and operational standards which must be met by each subsystem or part of subsystem in order to meet the essential requirements and ensure the interoperability of the railway system of the European Union.

Station - a sectioning point with lines for train traffic, shunting operations and other rail transport operations. For the purpose of this NS, station also means movement halt. The station may be open for freight and/or passenger traffic.

Transshipment station - supplies the transshipment (moving) of the goods from wagons for normal gauge to wagons for broad gauge, and vice versa

Transposition station - supplies the transposition of wagons (change of axles/bogies) for normal gauge in wagons for broad gauge, and vice versa.

Marshalling yard - station intended for the processing of the flows of freight wagons and their distribution (separation) for a variety of destinations. - Eurostat/ITF/UNECE definition: Station or part of a station especially equipped with a number of tracks or other equipment for railway vehicle marshalling operations. General definition: railway facility equipped with tracks with special layout and technical facilities, where sorting, formation and splitting-up of trains takes place; wagons are sorted for a variety of destinations, using a number of rail tracks.

Freight terminal – station or group of lines in a station where handling of goods takes place (goods are loaded on, or unloaded from, transport vehicles). It may also include shunting of rail vehicles (wagons) between trains. It may include open access and privately-owned industrial tracks, tracks of warehouses, loading/unloading places, Ro-La and/or container loading/unloading places, goods transshipment or wagon transposition places.

Intermodal rail transport terminal – Eurostat/ITF/UNECE definition: place equipped for the transshipment and storage of intermodal transport units (ITUs) between modes, one of which is rail.

TAF TSI definition: Location which provides the space, equipment and operational environment under which the loading units (freight containers, swap bodies, semi-trailers or trailers) transfer takes place.

Estimated time of interchange - estimated time of interchange of wagons from one rail transport operator to another.

Estimated time of handover - estimated time of handover of a train from one infrastructure manager to another.

Total stabling time - the period of time during which a train remains at a scheduled stop without moving beyond that location.

Train Information System (TIS) - web-based application which visualises international trains from origin to destination. It supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is processed directly from the Infrastructure Managers' systems.

Combined transport - General definition: the use of road and rail or water for the movement of goods in a single journey.

Exceptional Transport - a transport is considered exceptional if, due to its dimensions, its gauge or weight, By taking into account the characteristics of the railway infrastructure on which it is to run, it may be admitted only subject to some special technical or operation conditions.

Intermodal transport - the movement of goods in one and the same loading unit or vehicle which uses successively several modes of transport. (This takes place without handling of the goods themselves.)

Internationally harmonised path - a path that the applicants may use in the international traffic on the agreed days and times.

Multiple corridor path - a capacity request can cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such.

Level crossing - place where railway and road cross each other at the same level (without e. g. overpass or underpass). Level crossings may have gates, barriers, traffic lights or be open.

Intermodal transport unit (ITU) - a load unit which can be transported by different modes, e.g. container, swap body, semi-trailer, trailer.

Maximum line speed - the maximum general speed permitted for a railway line. This may be subject to speed restrictions.

Maximum operating speed - the highest of the maximum speeds established by taking into account the technical characteristics of the infrastructure and the rolling stock used.

Operating days/days of operation - the calendar days on which a train service is expected to operate.