



CFR NETWORK STATEMENT - 2027

## **ANNEX 21**      **INFRASTRUCTURE SECTION WITH CONGESTED CAPACITY**

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## **Content**

|   |           |
|---|-----------|
| <b>A. Cluj Napoca – Oradea – Episcopia Bihor Section .....</b>  | <b>4</b>  |
| A.1 Declaration of the infrastructure sections with congested capacity .....  | 4         |
| A.2 Description of the sections declared as congested capacity infrastructure by CFR .....  | 4         |
| A.2.1 Claj Napoca – Oradea – Episcopia Bihor Section.....   | 4         |
| A.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure. .... | 5         |
| <b>B. Ciulnita – Fetești – Medgidia Section.....</b>  | <b>5</b>  |
| B.1 Declaration of the infrastructure sections with congested capacity .....  | 5         |
| B.2 Description of the sections declared as congested capacity infrastructure by CFR .....  | 5         |
| B.2.1 Ciulnita – Fetești – Medgidia.....  | 5         |
| B.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure ..... | 6         |
| <b>C. Tândărei - Fetești Section .....</b>  | <b>6</b>  |
| C.1 Declaration of the infrastructure sections with congested capacity .....  | 6         |
| C.2 Description of the sections declared as congested capacity infrastructure by CFR .....  | 6         |
| C.2.1 Tândărei - Fetești Section .....  | 6         |
| C.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure ..... | 7         |
| <b>D. Simeria – Glogovat – Section .....</b>  | <b>7</b>  |
| D.1 Declaration of the infrastructure sections with congested capacity .....  | 7         |
| D.2 Description of the sections declared as congested capacity infrastructure by CFR .....  | 7         |
| D.2.1 Simeria - Glogovat Section .....  | 7         |
| D.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure ..... | 8         |
| <b>E. Brașov – Sighișoara – Section.....</b>  | <b>9</b>  |
| E.1 Declaration of the infrastructure sections with congested capacity .....  | 9         |
| E.2 Description of the sections declared as congested capacity infrastructure by CFR .....  | 9         |
| E.2.1 Brașov - Sighișoara Section .....   | 9         |
| E.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure ..... | 10        |
| <b>F. Chiajna - Videle – Section .....</b>  | <b>10</b> |
| F.1 Declaration of the infrastructure sections with congested capacity .....  | 10        |
| F.2 Description of the sections declared as congested capacity infrastructure by CFR.....   | 10        |
| A.3.1 București Nord – Aeroport H. Coandă T1 Section.....   | 10        |
| F.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure ..... | 11        |

|  |           |
|--|-----------|
| <b>G. Lugoj – Timisoara - Arad – Section</b> .....   | <b>11</b> |
| G.1 Declaration of the infrastructure sections with congested capacity.....  | 11        |
| G.2 Description of the sections declared as congested capacity infrastructure by CFR .....   | 11        |
| A.3.2 București Nord – Aeroport H. Coandă T1 Section.....  | 11        |
| G.3 Additional priority criteria for the allocation of infrastructure capacity on the sections<br>with congested capacity infrastructure .....           | 12        |
| <b>H. Caransebeș – Lugoj Section</b> .....   | <b>12</b> |
| H.1 Declaration of the Infrastructure Sections with Congested Capacity .....   | 12        |
| H.2 Description of the Sections Declared by CFR to be Congested Infrastructure.....  | 12        |
| I.2.1 Caransebeș – Lugoj Section .....   | 12        |
| H.3 Additional Priority Criteria for the Allocation of Infrastructure Capacity on the Sections<br>with Congested Infrastructure.....                     | 13        |
| <b>I. BUCHAREST NORTH STATION GR. A</b> .....  | <b>13</b> |
| I.1 Declaration of infrastructure sections with saturated capacity.....  | 13        |
| I 1.1 Bucharest North Station Gr. A .....  | 13        |
| I.2 Additional priority criteria for the allocation of infrastructure capacities in the case of<br>infrastructure sections with saturated capacity. .... | 15        |

## A. CLUJ NAPOCA – ORADEA – EPISCOPIA BIHOR SECTION

### A.1 Declaration of the infrastructure sections with congested capacity

In the next period, the electrification and rehabilitation works of the railway section **Cluj Napoca - Oradea - Episcopia Bihor** will begin.

Because, during the period of the works, the traffic capacity on this section will be significantly limited, and after the coordination of the routes (cf. art. 46 of Law 202/2016) and after the consultation of the applicants, it was proven that the favorable satisfaction of all requests for infrastructure capacities for the section Cluj Napoca - Oradea - Diocese of Bihor is impossible, in accordance with the provisions of art. 47 of Law 202/2016, CFR, by Provision no. 85 of 23.06.2023 of the General Director of the CFR, declared the **Cluj Napoca - Oradea – Episcopia Bihor** infrastructure section as infrastructure with saturated capacity.

### A.2 Description of the sections declared as congested capacity infrastructure by CFR

#### A.2.1 Cluj Napoca – Oradea – Episcopia Bihor Section

|    |   |   |
|----|---|---|
| 1  | Route name  | București – Brașov – Cluj Napoca – Oradea – Episcopia Bihor   |
| 2  | Route Code  | 300   |
| 3  | Origin station of the congested capacity infrastructure   | Cluj Napoca   |
| 4  | Terminus station of the congested capacity  | Episcopia Bihor   |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality   | September 15 2023,<br>Order no. 85/23.06.2023,<br>of the Director General of CFR                          |
| 6  | Estimated date for the end of congestion  | The date of the work completion   |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works                                     |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 19 pairs of trains<br>Freight: 2 pairs of trains   |
| 9  | Number of the RUs' path requests for the congested infrastructure section at the time of declaration  | Passenger: 38 pairs of trains<br>Freight: 12 pairs of trains  |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure                   |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The Electrification and Rehabilitation Project of the Cluj Napoca – Oradea – Episcopia Bihor railway line |
| 12 | The expected practical capacity after the application of the plan to increase infrastructure capacities and the lifting of the saturated infrastructure declaration | Capacity: 63 pairs of trains  |

### A.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure.

(Art.47(3) of Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the **Cluj Napoca - Oradea - Episcopia Bihor** Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 22 to the Network Statement.

## B. CIULNITA – FETEȘTI – MEDGIDIA SECTION

### B.1 Declaration of the infrastructure sections with congested capacity

In the next period, the rehabilitation works of the Ciulnița and Fetești railway stations will begin.

Because, during the works, the traffic capacity on the **Ciulnita - Fetești - Medgidia** section will be significantly limited due to the rehabilitation works at the Ciulnita and Fetești railway stations, and after the coordination of the routes (cf. art. 46 of Law 202/2016) and after consulting the applicants, it was proven that the favorable satisfaction of all infrastructure capacity requests for the **Ciulnita - Fetești - Medgidia** section is impossible, in accordance with the provisions of art. 47 of Law 202/2016, CFR, by Provision no. 86 of 23.06.2023 of the General Director of the CFR, declared the infrastructure section **Ciulnita - Fetești - Medgidia** as infrastructure with saturated capacity.

### B.2 Description of the sections declared as congested capacity infrastructure by CFR

#### B.2.1 Ciulnita – Fetești – Medgidia

|   |  |  |
|---|--|--|
| 1 | Route name   | <b>București – Constanța</b>   |
| 2 | Route Code   | <b>800</b>   |
| 3 | Origin station of the congested capacity infrastructure  | <b>Ciulnița</b>  |
| 4 | Terminus station of the congested capacity infrastructure  | <b>Medgidia</b>  |
| 5 | Date of the declaration as congested capacity infrastructure and the declaration modality            | July 01, 2023 Order no. 86/June 23, 2012, of the Director General of CFR   |
| 6 | Estimated date for the end of congestion   | The date of the completion works   |
| 7 | Reason for declaring the congested capacity infrastructure   | The reduction in the traffic capacity due to the rehabilitation works  |
| 8 | Capacity after the declaration as congested capacity infrastructure                                  | Passenger: season: 32 pairs of trains<br>- off-season: 22 pairs of trains<br>Freight: - season: 13 pairs of trains<br>- off-season: 17 pairs of trains |
| 9 | Number of the RUs' path requests for the congested infrastructure section at the time of declaration | Passenger: - season 32 pairs of trains<br>- off-season: 22 pairs of trains<br>Freight: 47 pairs  |

|    |   |   |
|----|---|---|
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure |
| 11 | The plan for increasing infrastructure capacities (art. 51 of Law 202/2016)   | Fetești and Ciulnița stations rehabilitation project                                    |
| 12 | The expected practical capacity after the application of the plan to increase infrastructure capacities and the lifting of the saturated infrastructure declaration | Passenger: 50 pairs of trains<br>Freight: 91 pairs of trains                            |

### **B.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure**

(Art. 47(3) of the Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the **Ciulnița - Fetești - Medgidia** Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 22 to the Network Statement.

## **C. TÂNDĂREI - FETEȘTI SECTION**

### **C.1 Declaration of the infrastructure sections with congested capacity**

In the next period, the rehabilitation works of the Fetești railway station will begin.

Because, during the period of the works, the traffic capacity on the **Tândărei - Fetești** section will be significantly limited due to the rehabilitation works in the Fetești station, and after the coordination of the routes (cf. art. 46 of Law 202/2016) and after consulting the applicants, it was proven that the satisfaction favorable to all requests for infrastructure capacities for the **Tândărei - Fetești** section is impossible, in accordance with the provisions of art. 47 of Law 202/2016, CFR, by Provision no. 86 of 23.06.2023 of the General Director of the CFR, declared the **Tândărei - Fetești** infrastructure section to be infrastructure with saturated capacity.

### **C.2 Description of the sections declared as congested capacity infrastructure by CFR**

#### **C.2.1 Tândărei - Fetești Section**

|   |   |  |
|---|---|--|
| 1 | Route name  | <b>Urziceni – Tândărei - Fetești</b>                                     |
| 2 | Route Code  | <b>804</b>   |
| 3 | Origin station of the congested capacity infrastructure                                   | <b>Tândărei</b>  |
| 4 | Terminus station of the congested capacity infrastructure                                 | <b>Fetești</b>   |
| 5 | Date of the declaration as congested capacity infrastructure and the declaration modality | July 01, 2023 Order no. 86/June 23, 2023, of the Director General of CFR |
| 6 | Estimated date for the end of congestion  | Date of completion of works  |

|    |   |   |
|----|---|---|
| 7  | Reason for declaring the congested capacity infrastructure  | Decrease in circulation capacity from the reason for carrying out the rehabilitation works  |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger:<br>- season: 6 pairs of trains<br>- off-season: 3 pairs of trains<br>Freight: - season: 14 pairs of trains<br>- off-season: 15 pairs of trains |
| 9  | Number of the RUs' path requests for the congested infrastructure section at the time of declaration  | Passenger:<br>- season: 6 pairs of trains<br>- off-season: 3 pairs of trains<br>Freight: 74 pairs of trains   |
| 10 | The priority criteria in allocating the capacities of infrastructure during the saturation period   | They are set down by means of the Order of the Minister of Transport and Infrastructure   |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | Fetești station rehabilitation project  |
| 12 | The expected practical capacity after the application of the plan to increase infrastructure capacities and the lifting of the saturated infrastructure declaration | Passenger: 15 pairs of trains<br>Freight: 108 pairs of trains   |

### C.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(Art. 47(3) of the Law no. 202/2016)

The priority criteria that apply for the operational distribution of infrastructure capacities during the period of declaring the **Tândărei - Fetești** section as infrastructure with saturated capacity are established by MTI Order no. 1165/2012 presented in Annex 22 to the Reference Document of the Network.

## D. SIMERIA – GLOGOVAT – SECTION

### D.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the paths (in accordance with art. 46 of the law 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the **Simeria - Glogovăț** Section was impossible, in accordance with art. 47 of the law 202/2016, CFR, by Disposition no. 22/2018 of the Director General of CFR, declared **Simeria - Glogovăț** infrastructure section as congested capacity infrastructure.

### D.2 Description of the sections declared as congested capacity infrastructure by CFR

#### D.2.1 Simeria - Glogovat Section

|   |            |                    |
|---|------------|--------------------|
| 1 | Route name | Curtici - Coșlariu |
| 2 | Route Code | 200                |

|    |   |  |
|----|---|--|
| 3  | Origin station of the congested capacity infrastructure   | <b>Simeria</b>   |
| 4  | Terminus station of the congested capacity infrastructure   | <b>Glogovăț</b>  |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality   | March 01, 2018,<br>Order no. 22/13.02.2018, of the Director General of CFR   |
| 6  | Estimated date for the end of congestion  | The date of the work completion  |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works  |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 20 pairs of trains<br>Freight: 7 pairs of trains  |
| 9  | Number of the RUs' path requests for the congested infrastructure section at the time of declaration  | Passenger: 25 pairs of trains<br>Freight: 12 pairs of trains   |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure  |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the PanEuropean Corridor IV, the Frontier – Curtici – Simeria Section, Simeria – Glogovăț Route |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains  |

### **D.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure**

(art.47(3) of the 202/2016 Law)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the **Simeria-Glogovăț** Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 22 to the Network Statement.



## **E. BRAȘOV – SIGHIȘOARA – SECTION**

### **E.1 Declaration of the infrastructure sections with congested capacity**

Considering the provisions of GD no. 1696/2006 on the approval of the Regulation for the allocation of railway infrastructure capacities, taking into account the requests of contractors performing rehabilitation works on the highway CF 300 **Brașov - Apața și Cața - Sighișoara**, regarding the closure of a traffic wire, by order of the General Director no. 94 / 03.07.2020, the infrastructure section **Brașov - Sighișoara** is declared as infrastructure with saturated capacity, starting with August 1, 2020.

### **E.2 Description of the sections declared as congested capacity infrastructure by CFR**

#### **E.2.1 Brașov - Sighișoara Section**

|    |   |   |
|----|---|---|
| 1  | Route name  | <b>București - Oradea</b>   |
| 2  | Route Code  | <b>300</b>  |
| 3  | Origin station of the congested capacity infrastructure   | <b>Brașov</b>   |
| 4  | Terminus station of the congested capacity infrastructure   | <b>Sighișoara</b>   |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality   | August 01, 2020,<br>Order no. 94/03.07.2020, of the Director General of CFR   |
| 6  | Estimated date for the end of congestion  | The date of the work completion Trim II 2024  |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works   |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 9 pairs of trains<br>Freight: 9 pairs of trains  |
| 9  | Number of the RUs' path requests for the congested infrastructure section at the time of declaration  | Passenger: 12 pairs of trains<br>Freight: 14 pairs of trains  |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure   |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | Rehabilitation of the Brașov-Simeria railway line, component of the Rhine-Danube Corridor, Brașov-Sighișoara Section, subsections: 1. Brașov-Apața and 3. Cața-Sighișoara subsections: 1. Brașov-Apața and 3. Cața-Sighișoara |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains   |

### E.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(art.47(3) of the 202/2016 Law)

The priority criteria that are applied for the operative distribution of the infrastructure capacities during the declaration of the **Brașov - Sighișoara** section as infrastructure with saturated capacity are established by the MTI Order no. 1165/2012 presented in Annex 22 to the Network Reference Document.

## F. CHIAJNA - VIDELE – SECTION

### F.1 Declaration of the infrastructure sections with congested capacity

In the next period, the works to eliminate speed restrictions on the **Chiajna - Videle** railway section will begin.

Because, during the period of the works, the traffic capacity on this section will be significantly limited, and after coordinating the routes (cf. art. 46 of Law 202/2016) and after consulting the applicants, it was found that the favorable satisfaction of all requests for infrastructure capacities for **Chiajna – Videle** is impossible, in accordance with the provisions of art. 47 of Law 202/2016, CFR, by Provision no. 93 of 17.07.2023 of the General Director of the CFR, declared the **Chiajna – Videle** infrastructure section to be infrastructure with saturated capacity.

### F.2 Description of the sections declared as congested capacity infrastructure by CFR

#### A.3.1 București Nord – Aeroport H. Coandă T1 Section

|    |  |   |
|----|--|---|
| 1  | Route name   | București – Craiova – Timișoara   |
| 2  | Route Code   | 100   |
| 3  | Origin station of the congested capacity infrastructure  | Chiajna   |
| 4  | Terminus station of the congested capacity infrastructure  | Videle  |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality            | August 07, 2023<br>Order no. 93/17.07.2023, of the Director General of CFR    |
| 6  | Expected date for end of saturation  | December 09, 2023   |
| 7  | Reason for declaring the congested capacity infrastructure   | Decrease in circulation capacity due to rehabilitation works                  |
| 8  | Capacity after the declaration as congested capacity infrastructure                                  | Passenger: 29 pairs of trains<br>Freight: 15 pairs of trains                  |
| 9  | Number of the RUs' path requests for the congested infrastructure section at the time of declaration | Passenger: 32 pairs of trains<br>Freight: 95 pairs of trains                  |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period   | They are established by Order of the Minister of Transport and Infrastructure |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)                            | Speed restriction removal works   |

|    |   |   |
|----|---|---|
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains |
|----|---|---|

### **F.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure**

(art.47(3) of the 202/2016 Law)

The priority criteria that applied for the operational allocation of infrastructure capacities during the period of declaring the **Chiajna - Videle** section as infrastructure with saturated capacity are established by MTI Order no. 1165/2012 presented in Annex 22 to the of the Network Statement.

## **G. LUGOJ – TIMISOARA - ARAD – SECTION**

### **G.1 Declaration of the infrastructure sections with congested capacity**

In the next period, rehabilitation works will begin on the railway section **Lugoj - Timisoara - Arad**.

Because, during the works, the traffic capacity on this section will be significantly limited, and after coordinating the routes (cf. art. 46 of Law 202/2016) and after consulting the applicants, it was found that the favorable satisfaction of all requests for infrastructure capacities for **Lugoj – Timisoara – Arad** is impossible, in accordance with the provisions of art. 47 of Law 202/2016, CFR, by Provision no. 151 of 24.10.2023 of the General Director of the CFR, declared the infrastructure section **Lugoj - Timisoara - Arad** as infrastructure with saturated capacity.

### **G.2 Description of the sections declared as congested capacity infrastructure by CFR**

#### **A.3.2 București Nord – Aeroport H. Coandă T1 Section**

|   |  |   |
|---|--|---|
| 1 | Route name   | <b>București – Craiova – Timișoara – Jimbolia; Timișoara – Arad</b>           |
| 2 | Route Code   | <b>100; 218</b>   |
| 3 | Origin station of the congested capacity infrastructure  | <b>Lugoj</b>  |
| 4 | Terminus station of the congested capacity infrastructure  | <b>Arad</b>   |
| 5 | Date of the declaration as congested capacity infrastructure and the declaration modality            | December 10, 2023<br>Order no. 151/24.10.2023, of the Director General of CFR |
| 6 | Expected date for end of saturation  | Date of completion of works   |
| 7 | Reason for declaring the congested capacity infrastructure   | Decrease in circulation capacity due to rehabilitation works                  |
| 8 | Capacity after the declaration as congested capacity infrastructure                                  | Passenger: 29 pairs of trains<br>Freight: 10 pairs of trains                  |
| 9 | Number of the RUs' path requests for the congested infrastructure section at the time of declaration | Passenger: 29 pairs of trains<br>Freight: 65 pairs of trains                  |

|    |   |   |
|----|---|---|
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are established by Order of the Minister of Transport and Infrastructure |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | Line rehabilitation works   |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains                 |

### G.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(art.47(3) of the 202/2016 Law)

The priority criteria that applied for the operational allocation of infrastructure capacities during the period of declaring the **Lugoj – Timisoara - Arad** section as infrastructure with saturated capacity are established by MTI Order no. 1165/2012 presented in Annex 22 to the of the Network Statement.

## H. CARANSEBEȘ – LUGOJ SECTION

### H.1 Declaration of the Infrastructure Sections with Congested Capacity

The rehabilitation works of the **Caransebeș – Lugoj** railway section will begin in the next period.

As during the period of the works the traffic capacity on this section will be significantly limited, and after the coordination of the train paths (in accordance with Article 46 of Law 202/2016) and consultation with applicants it was not possible to satisfy adequately all the requests for infrastructure capacity for the **Caransebeș – Lugoj** Section, CFR declared - in accordance with the provisions of Article 47 of Law 202/2016 - the **Caransebeș – Lugoj** infrastructure section to be congested infrastructure, by means of Order No. 183 of 14.11.2024 of the Director General of CFR.

### H.2 Description of the Sections Declared by CFR to be Congested Infrastructure

#### I.2.1 Caransebeș – Lugoj Section

|   |  |  |
|---|--|--|
| 1 | Route name   | București – Craiova – Timișoara – Jimbolia;<br>Timișoara – Arad                  |
| 2 | Route code   | 100; 218   |
| 3 | Origin station of the congested infrastructure                                       | Caransebeș   |
| 4 | End station of the congested infrastructure  | Lugoj  |
| 5 | Date of the declaration of the congested infrastructure and the declaration modality | 15 December 2024<br>Order No. 183 / 14.11.2024 of the<br>Director General of CFR |
| 6 | Estimated date for the end of congestion   | Date of the work completion  |
| 7 | Reason of declaring the congested infrastructure                                     | Reduction in the traffic capacity due to<br>modernization works                  |
| 8 | Capacity after the declaration of the congested infrastructure                       | Passenger: 12 pairs of trains<br>Freight: 10 pairs of trains                     |

|    |  |   |
|----|--|---|
| 9  | Number of path requests from the RU for the congested infrastructure section at the time of declaration  | Passenger: 12 pairs of trains<br>Freight: 50 pairs of trains                            |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period   | They are set down by means of the Order of the Minister of Transport and Infrastructure |
| 11 | Infrastructure capacity enhancement plan (Article 51 of Law 202/2016)  | Line rehabilitation works   |
| 12 | Expected capacity after the implementation of the infrastructure capacity enhancement plan, and removal of the declaration of saturated infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains                           |

### H.3 Additional Priority Criteria for the Allocation of Infrastructure Capacity on the Sections with Congested Infrastructure.

(Article 47(3) of Law 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Caransebeș – Lugoj Section as congested infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 22 to the Network Statement.

## I. BUCHAREST NORTH STATION GR. A

### I.1 Declaration of infrastructure sections with saturated capacity

For the 2025/2026 timetable, passenger railway operators were requested to have a significantly higher number of trains than the current timetable, arriving/departing from the Bucharest Nord Gr. A station and which significantly exceed the capacity of the Bucharest Nord Gr. A station. After coordinating the paths (cf. art. 46 of Law 202/2016) and after consulting the applicants, it was found that the favorable satisfaction of all requests for infrastructure capacities is impossible. In this regard, in accordance with the provisions of art. 47 of Law 202/2016, CFR, through Provision no. 110 of 11.09.2025 of the General Director of CFR, declared the Bucharest Nord Gr. A station as infrastructure with saturated capacity in the time intervals 07.00 ÷ 09.00 and 16.00 ÷ 20.00.

#### I 1.1 Bucharest North Station Gr. A

|   |  |  |
|---|--|--|
| 1 | Bus/station name   | <b>Bucharest North Gr. A<br/>in the time intervals 07.00 ÷ 09.00 and<br/>16.00 ÷ 20.00</b> |
| 2 | Bus code   | <b>This is not the case</b>  |
| 3 | The starting station of the infrastructure with saturated capacity | <b>This is not the case</b>  |
| 4 | End stations of the infrastructure with saturated capacity         | <b>This is not the case</b>  |

|    |  |  |
|----|--|--|
| 5  | Date of declaration of infrastructure with saturated capacity and method of declaration        | December 14, 2025<br>Disposition no. 110 / 11.09.2025 of the Director General of CFR   |
| 6  | Forecasted date for the end of saturation  | Date of completion of the implementation of the capacity improvement plan  |
| 7  | Reason for declaring the infrastructure at saturated capacity                                  | <ul style="list-style-type: none"><li>- the impossibility of satisfying all requests for infrastructure capacity allocation;</li><li>- exceeding the maximum capacity of the receiving - sending lines during the two limiting intervals 07.00 - 09.00 and 16.00 - 20.00 (starting with the new 2025/2026 timetable);</li></ul>  |
| 8  | Capacity after declaring infrastructure at saturated capacity                                  | <p>Theoretical capacity for passenger trains:</p> <p>Interval 07.00 ÷ 09.00</p> <ul style="list-style-type: none"><li>- 45 incoming trains, including empty sets and isolated locomotives;</li><li>- 44 outgoing trains, including empty sets and isolated locomotives;</li></ul> <p>Interval 16.00 ÷ 20.00</p> <ul style="list-style-type: none"><li>- 78 incoming trains, including empty sets and isolated locomotives;</li><li>- 84 outgoing trains, including empty sets and isolated locomotives</li></ul> |
| 9  | Number of OTF path requests on the saturated infrastructure section at the time of declaration | <p>Passengers:</p> <p>Interval 07.00 ÷ 09.00</p> <ul style="list-style-type: none"><li>- 55 trains entered, including empty sets and isolated locomotives;</li><li>- 54 trains departed, including empty sets and isolated locomotives;</li></ul> <p>Interval 16.00 ÷ 20.00</p> <ul style="list-style-type: none"><li>- 94 trains entered, including empty sets and isolated locomotives;</li><li>- 102 trains departed, including empty sets and isolated locomotives</li></ul>                                 |
| 10 | Priority criteria in the allocation of infrastructure capacities during the saturation period  | They are established by Order of the Minister of Transport and Infrastructure  |

|    |   |  |
|----|---|--|
| 11 | Infrastructure capacity improvement plan (art. 51 of Law 202/2016)  | It will be established within the deadlines provided for in Law 202/2016 |
| 12 | Forecasted practical capacity after implementation of the infrastructure capacity improvement plan and lifting of the infrastructure declaration saturate | To be determined within the capacity improvement plan                    |

## **I.2 Additional priority criteria for the allocation of infrastructure capacities in the case of infrastructure sections with saturated capacity.**

(art.47(3) of Low 202/2016)

The priority criteria that apply for the operational allocation of infrastructure capacities during the declaration of the Bucharest North Gr. A station as infrastructure with saturated capacity in the time intervals 07.00 ÷ 09.00 and 16.00 ÷ 20.00 are established by MTI Order no. 1165/2012 presented in Annex 22 to the Network Reference Document.