CFR NETWORK STATEMENT - 2026

ANNEX 4.a CFR CAPACITY STRATEGY FOR TIMETABLE 2025/2026

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COMPANIA NATIONALA DE CAI FERATE CFR SA

Cuprins

0. INTRODUCERE

TTR (Timetable Redesign) is the project to simplify, unify and solidify the improvements to the European rail timetabling system to significantly increase the competitiveness of railways.

One of the components of TTR is the Capacity Strategy of each infrastructure manager, which it must publish 3 years before the change of the relevant timetable (X-36). The overall purpose of the Capacity Strategy is to provide guidance on the key values of capacity planning, namely on the changes in infrastructure availability, Temporary Capacity Restrictions (TCRs or "negative capacity"), as well as on the commercial capacity ("positive capacity") for a certain (reference) timetable.
The Capacity Strategy is the primary TTR planning tool, on the basis of which the Capacity Model and the Capacity Supply will be developed.

Figure 1: Stages of the TTR Process (Source: RNE)

0.1 Contacte

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Relevant border points

Romania	Ungaria
CFR	**MAV**
1 Curtici	Lõkösháza
2 Episcopia Bihor	Biharkeresztes

Romania	Bulgaria
CFR	**NRIC**
1 Giurgiu Nord	Russe
2 Golenți (Calafat)	Vidin

0.2 Geographical Scope

CFR included in the Capacity Strategy TT 2026/2027 only the traffic sections related to the Freight Corridors as established in European Regulation (EU) 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight, respectively:
- Rhine-Danube Rail Freight Corridor (RFC 9), main route and alternative routes.

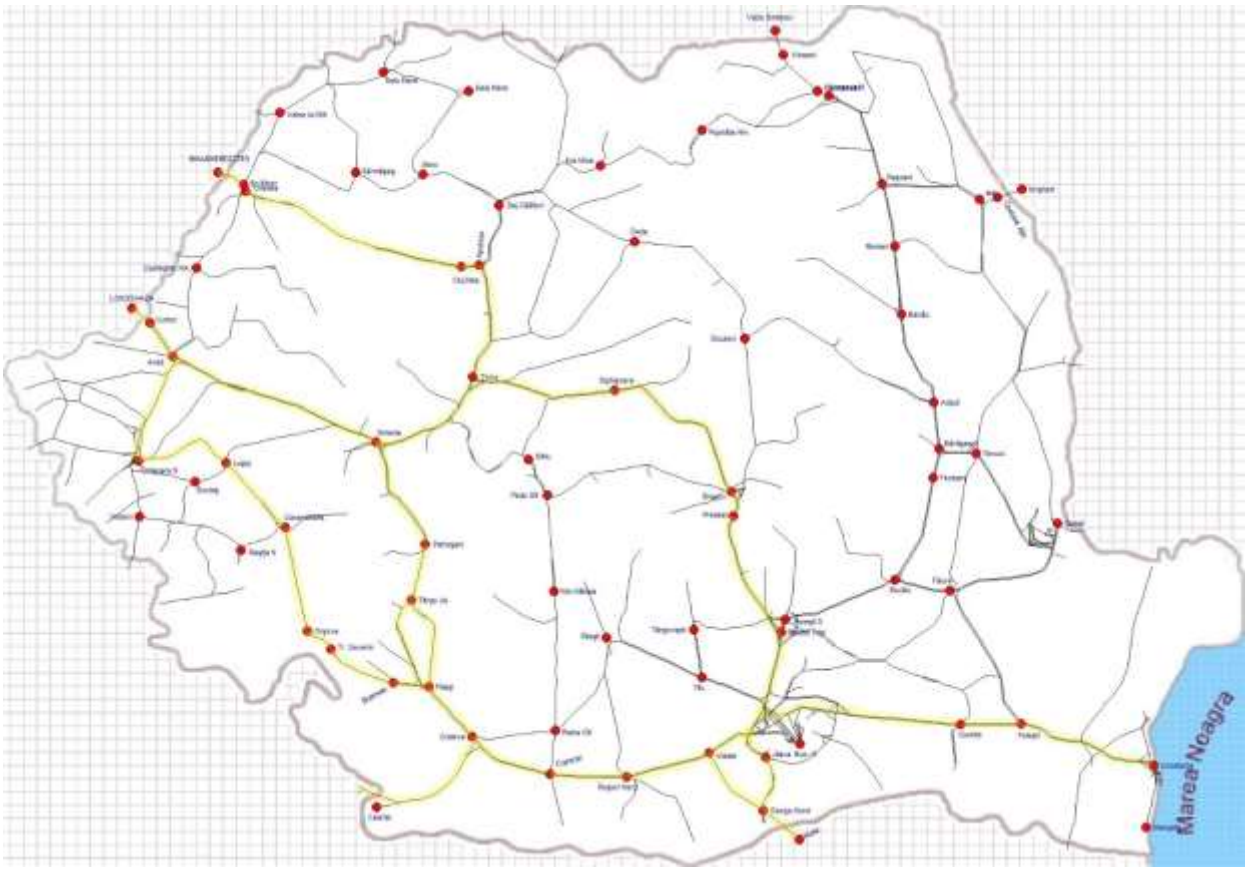

Figure 2: The sections included in the Capacity Strategy TT 2028 are shown in yellow

0.3 List of involved IMs

Involved Infrastructure Manager(s)

- MAV – Hungary
- VPE – Hungarian capacity allocation body

- NRIC - Bulgaria

0.4 List of service facilities

The information regarding the limiting parameters of the sections and train paths can be found at: https://rne.eu/it/rne-applications/cip/

At the same time, the information regarding the multimodal terminals is also available there.

Similar information can be found in the Network Statement:

https://cfr.ro/files/ddr/EN%202024/Annex%2034.a%20.pdf

https://cfr.ro/files/ddr/EN%202024/Annex%2034.b.pdf

1. Expected Capacity of Infrastructure in TT 2028

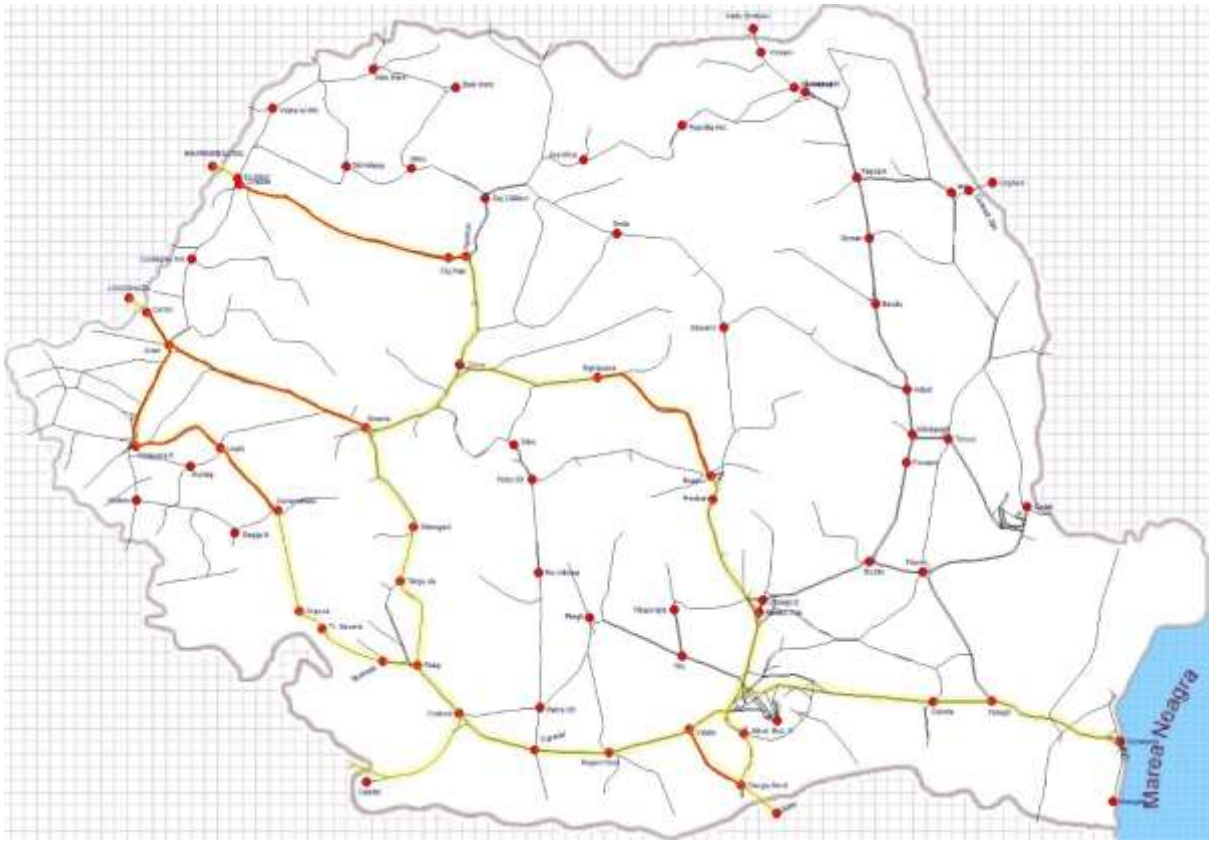

Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2028 are shown in red

1.1 Additional Available Capacity

List of completed projects:

Segment	Description	Effect	Quantification of the effects (additional capacity)*	Approved project	Financed project
Lugoj – Timișoara - Arad	Line modernization	Line doubling, increase of speed	210 train paths	Yes	Yes
Simeria - Curtici	Line modernization	Increase of speed	234 train paths	Yes	Yes
Sighișoara – Brașov	Line modernization	Increase of speed	252 train paths	Yes	Yes
Cluj- Oradea-Episcopia Bihor	Line modernization	Increase of speed	20 train paths	Yes	Yes

Chiajna-Videle-Craiova	Line modernization	Increase of speed	206 train path		

** the additional capacity is given as a number of train paths for freight trains, with standard parameters*

1.2 Reduced Available Capacity

Not applicable.

2. TEMPORARY CAPACITY RESTRICTION

2.1 Principles for TCR Planning

CFR adapts its infrastructure work planning process in accordance with the provisions of Annex VII to Law No. 202/2016 on integrating the Romanian railway system into the single European railway area, as further amended and supplemented (the law transposing Directive 2012/34 establishing a single European railway area - recast).

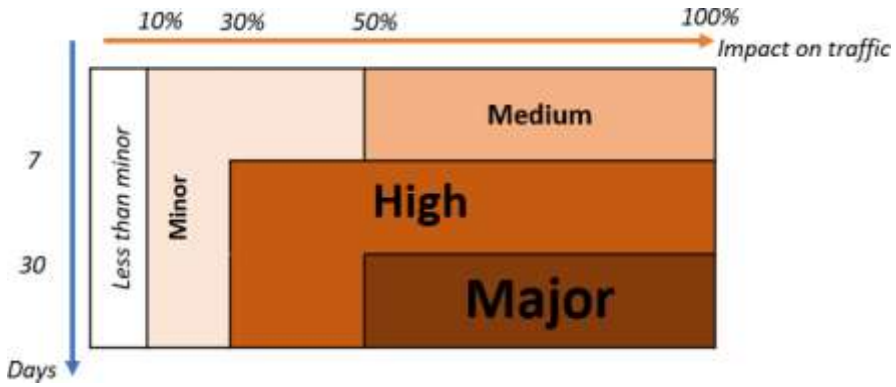

Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 2012/34 - TCR (source: RNE):

2.1.1 Clustering of TCRs to minimize the gravity of impact and work duration

During the bilateral conferences (MAV/VPE – CFR and NRIC – CFR) it was mutually agreed that the common borders would not be closed simultaneously.

2.1.2 Connected areas where TCRs shall not be planned simultaneously

The Episcopia Bihor – Biharkeresztes Border shall not be closed simultaneously with the Curtici – Lokoshaza Border.

The Valea lui Mihai – Niyrabrany Border shall not be closed simultaneously with the Episcopia Bihor – Biharkeresztes Border.

Giurgiu Nord - Russe shall not be closed simultaneously with the Negru Vodă - Kardam and Golenţi – Vidin borders.

2.1.3 Planned work performance periods

On the Arad - Curtici Section, the maintenance works shall be performed in a 5-hour closure window, during the time interval 11 p.m. – 5 a.m.

2.1.4 Usual capacity restriction performance periods

As regards the rest of the network, the works shall be performed in a 5-hour closure window on the double-track line, during the time interval 8 a.m. – 4 p.m., and in a 3-hour closure window on the single-track line, during the same time interval.

2.1.5 TCR allocation process – how the consultation and coordination processes will be ensured

The coordination of the Temporary Capacity Restrictions with the neighbouring infrastructure managers:

- at least 18 months before the implementation of the timetable - for major capacity restrictions;
- at least 13.5 months before the implementation of the timetable - for important capacity restrictions.

The consultation of the Railway Undertakings shall be performed as follows:

- at least 13.5 months before the implementation of the timetable - for major capacity restrictions;

at least 12 months before the implementation of the timetable - for important capacity restrictions.

2.1.6 Process of settling the disagreements between the involved stakeholders

The disagreement coordination and settlement procedure can be found at:

https://cfr.ro/files/ddr/EN%202024/Annex%2020.a.pdf

https://cfr.ro/files/ddr/EN%202024/Annex%2020.b.pdf

2.2 Pre-Announcement of Major Impact TCRs

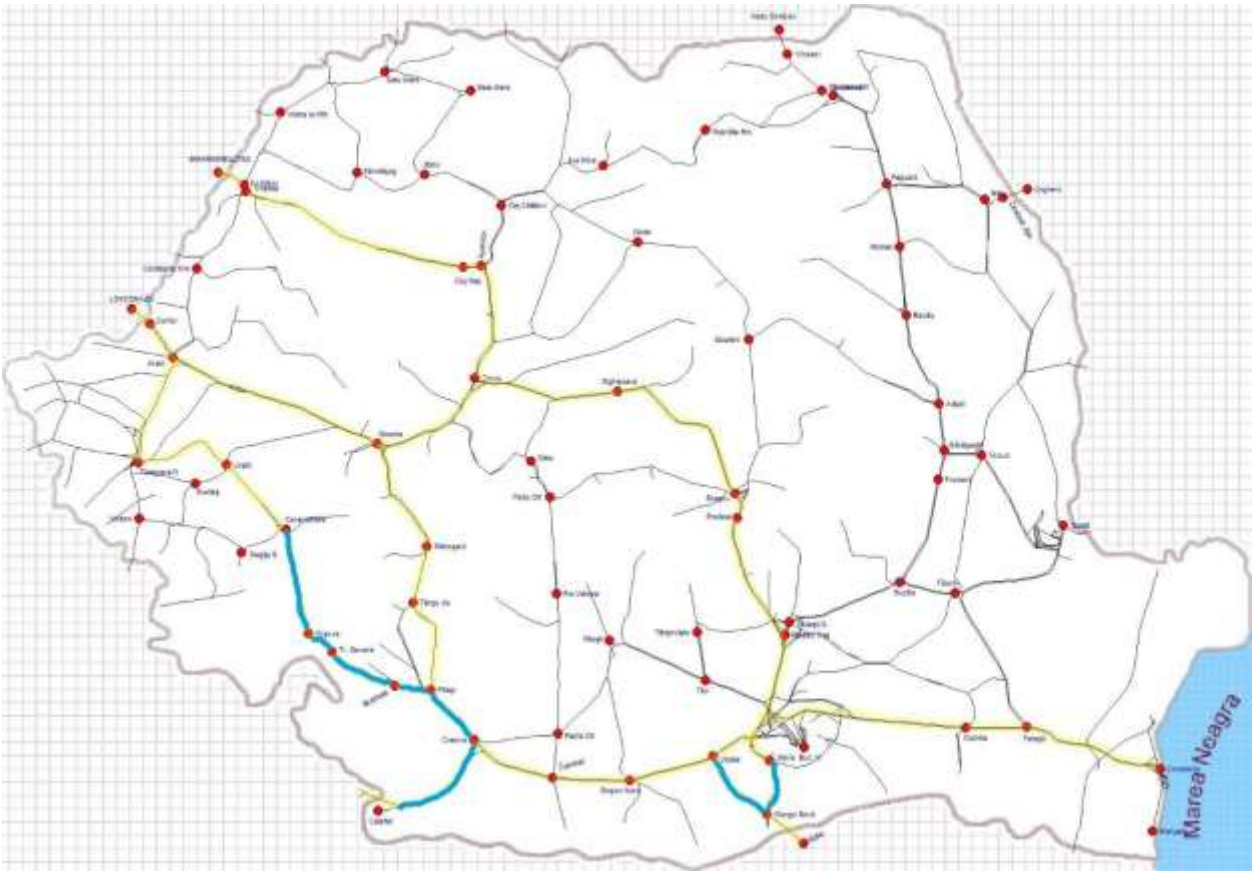

Figure 5: The sections on which there are to be performed in 2027 major impact rehabilitation works involving major impact capacity restrictions are shown in blue

Segment	Purpose	Time of execution	Line impact	Impact to passenger & freight trains	Project approved by the CFR management	Financing secured
Bucharest – Craiova	modernization	2026-2030	Single track operation	Traffic re-routed to alternative routes	Yes	No
Craiova – Caransebeș	modernization	2024-2028	Total closure	Replacement by buses + traffic re-routed to alternative routes	Yes	Yes
Craiova -Calafat	Electrification and modernization	2026-2029	Total closure	Replacement by buses + traffic re-routed to alternative routes	Yes	No
Apahida - Coșlariu	modernization	2026-2030	Single track operation	Traffic re-routed to alternative routes	Yes	No
Videle Giurgiu	electrification	2027-2030	7 days alternative	Traffic re-routed to alternative routes+ replacement by buses	Yes	No

Jilava-Giurgiu	Electrification and modernization	2025-2028	Total closure	Replacement by buses	Yes	Yes

CFR and MAV agreed that the railway infrastructure maintenance works to be performed on the MAV network, and on the Arad - Curtici Section (involving the Curtici - Lokoshaza Border) should be carried out at night.

3. TRAFFIC PLANNING PRINCIPLES AND TRAFFIC FLOWS

3.1 Traffic Planning Principles

Within the allocation process, CFR prepares the train paths in compliance with the following priority criteria:

a) international passenger public transport services;
b) passenger public transport services dedicated to the travel of the commuters, declared as such by the applicants;
c) long-distance passenger public transport services;
d) short-distance passenger public transport services;
e) international freight railway transport services on the European corridors as defined in Regulation (EU) No. 913/2010, as further amended and supplemented.
f) international freight railway transport services, others than those on the European corridors;
g) freight railway transport services for the multimodal transport;
h) any other types of railway transport services.

Basic categories for passenger trains:

- international trains
- interregio trains
- regio trains

Basic categories for freight trains:

- international trains
- direct trains
- local trains

Common technical parameters on routes:

ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Curtici - Simeria; Simeria - Curtici	750	3 000	80	50	
Videle - Chitila; Chitila - Videle	700	3 000	80	50	

ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Videle - Giurgiu Nord	680	3 000	50	50	Pushing locomotive: Videle - Stanesti in single traction 2 000 tons
Giurgiu Nord - Videle	680	2000	50	50	Pushing locomotive: Giurgiu Nord - Stănesti in single traction 1 000 tons
Giurgiu Nord - Ruse; Ruse - Giurgiu Nord	600	2000	60	50	
Simeria - Craiova - Videle	620	1500	60	50	Pushing locomotive: Pui - Banita in single traction 1 000 tons
Videle - Craiova - Simeria	620	2000	60	50	Pushing locomotive: Targu Jiu -Banita in single traction 1 400 tons
Chitila - Constanta	700	3000	80	50	Pushing locomotive: Fetesti - Saligny in single traction 2 200 tons
Constanta - Chitila	700	2900	80	50	Pushing locomotive: Saligny – Fetesti in single traction 2 200 tons
Craiova - Golenti	600	1960	60	50	Double traction: Podari - Sălcuţa in single traction 1 200 tons
Golenti - Craiova	600	1850	60	50	Pushing locomotive in single traction 1 110 tons

ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Golenti - Vidin; Vidin - Golenti	570	1800	60	50	Double traction
Lőkösháza - Curtici, Curtici - Lőkösháza	750	2500	80	50	
Chitila - Malina	650	2200	80	50	Diesel: Barbosi - Malina
Malina - Chitila	650	2900	80	50	Diesel: Barbosi - Malina
Craiova - Timisoara - Curtici	717	2000	80	55	Pushing locomotive: Mehadia N. - Poarta in single traction 1 000 tons; Pushing locomotive: Prunișor - Balota, in single traction 1 300 tons
Curtici - Timisoara - Craiova	717	2000	80	50	Pushing locomotive: Vălișoara - Poarta in single traction 1 000 tons
Biharkeresztes - Episcopia; Episcopia - Biharkeresztes	700	2500	60	50	
Episcopia Bihor - Oradea Vest - Simeria	650	2200	70	50	
Episcopia Bihor - Cluj Napoca Est	670	2000	70	50	Episcopia - Cluj Napoca: Pushing locomotive: Aghireș - Huedin in single traction 1 060 tons; For Episcopia-Cluj Napoca: double traction: Aleșd - Aghireș in single traction 1 500 tons
Cluj Napoca Est - Simeria Triaj	650	3000	70	50	Cojocna – Campia Turzii: 1 600 tons; Pushing

ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
					locomotive: Câmpia Turzii - Călărași Turda, single traction 1 600 tons; return: Câmpia Turzii - Cojocna: 1 600 tons; Pushing locomotive: Războieni - Câmpia Turzii, in single traction 1 600 tons

3.2 Traffic Flows

The daily traffic flows in the year 2024, given as a number of trains/day, are described in the following table:

Passenger			Freight		↓	SECTION	↑	Passenger			Freight	
IR	R	RE	Max. No.	Average No.				IR	R	RE	Max. No.	Average No.
9	0	0	18	13		Lökösháza-Curtici		9	0	0	19	13
9	7	0	19	12	Curtici-Simeria	Curtici – Arad	Curtici-Simeria	9	7	0	19	12
7	7	0	21	19		Arad - Glogovăț		7	7	0	17	7
0	0	0	21	5		Aradu Nou-Glogovăț		0	0	0	6	3
7	7	0	20	8		Glogovăț- Radna		7	7	0	15	7
7	7	0	14	7		Radna-Ilia		7	7	0	20	8
7	12	0	16	8		Ilia-Mintia		7	10	0	14	7
9	13	0	20	10		Mintia-Simeria		9	10	0	18	9
9	3	0	10	5	Simeria-Brașov	Simeria-Vinţu de Jos	Simeria-Brașov	9	3	0	9	5
7	5	0	10	4		Vinţu de Jos-Coşlariu		7	6	0	8	4
5	4	2	11	7		Coşlariu-Blaj		5	4	2	12	6
5	4	2	11	6		Blaj- Copșa Mică		5	4	2	11	6
5	15	0	12	7		Copșa Mică- Mediaș		5	16	0	13	7

5	6	0	12	7		Mediaș- Sighișoara		5	9	0	12	7
5	7	0	16	10		Sighișoara - Vânători		5	9	0	17	9
5	5	0	14	7		Vânători- Brașov		5	6	0	21	8
25	7	11	25	15	Brașov-Bucharest	Brașov- Predeal	Brașov-Bucharest	23	7	10	21	11
25	7	11	24	13		Predeal- Câmpina		23	7	10	20	11
25	7	11	19	10		Câmpina-Buda		23	7	10	18	9
25	17	11	18	10		Buda-Ploiești Vest		24	17	10	18	9
40	15	23	22	10		Ploiești Vest-Brazi		39	15	22	25	12
40	14	23	24	14		Brazi-Chitila		40	13	22	29	13
0	0	0	26	11		Chitila- Chiajna		0	0	0	22	12
3	0	0	26	11		Chitila-Băneasa		3	0	0	22	10
1	0	0	18	11		Chiajna- Băneasa		1	0	0	18	11
30	2	3	28	16	Bucharest-Constanța	Băneasa-Pantelimon	Bucharest- Constanța	32	2	3	25	16
30	5	3	29	15		Pantelimon-Pasărea		32	5	3	24	15
30	5	3	29	17		Pasărea-Lehliu		32	5	3	27	17
30	5	3	32	17		Lehliu-Ciulnița		32	5	3	28	17
30	8	3	30	17		Ciulnița Fetești		32	10	3	28	18
30	8	1	49	31		Fetești-Medgidia		37	10	1	45	34
35	10	1	49	31		Medgidia- Dorobanțu		38	12	1	49	35
35	10	1	47	29		Dorobanțu-Palas		38	12	1	42	31
16	5	7	28	17	Bucharest-Craiova	Chiajna -Videle	Bucharest-Craiova	16	6	8	28	16
1	4	0	17	7		Videle-Giurgiu Nord		1	4	0	17	8
14	5	8	28	15		Videle – Roșiori Nord		14	6	8	25	15
14	6	6	24	15		Roșiori Nord-Caracal		14	6	6	23	15
14	6	7	27	15		Caracal- Craiova		14	9	6	30	14
0	7	0	10	4	Bucharest-Giurgiu	Chiajna- Jilava	Bucharest-Giurgiu	0	7	0	8	4
1	4	0	17	7		Videle-Giurgiu Nord		1	4	0	17	8
1	0	0	13	8		Giurgiu Nord-Ruse		1	0	0	13	8
0	4	0	7	2		Craiova - Golenți		0	4	0	7	2
0	1	0	2	2		Golenți - Vidin		0	1	0	2	2
11	12	1	32	19	Craiova-Caransebeș	Craiova-Filiași	Craiova-Caransebeș	11	14	1	31	19
7	3	0	20	12		Filiași-Gura Motrului		7	3	0	19	12
7	3	0	22	14		Gura Motrului-Strehaia		7	3	0	19	13
7	3	0	16	9		Strehaia- Balota		7	3	0	9	7

7	3	0	28	16		Balota-Dr. Tr. Severin		7	3	0	24	13
7	2	0	14	8		Dr.Tr. Severin - Orșova		6	1	0	16	8
7	2	0	18	9		Orșova - Caransebeș		6	2	0	18	9
7	5	0	12	7	Caransebeș-Timișoara	Caransebeș-Lugoj	Caransebeș-Timișoara	6	5	0	13	7
7	6	0	14	8		Lugoj-Timișoara Est		6	6	0	14	7
7	11	0	17	9		Timișoara Est-Timișoara Nord		6	11	0	15	9
10	8	2	14	7	Timișoara-Arad	Timișoara Nord- Ronaț Tj.	Timișoara-Arad	10	7	2	11	6
10	13	1	13	6		Ronaț Tj.- Sânandrei		10	13	1	11	6
10	9	1	15	8		Sânandrei-Aradu Nou		10	13	1	15	8
3	7	0	8	4	Filiasi-Simeria	Filiași–Cărbunești	Filiași-Simeria	4	8	0	10	4
3	7	0	8	4		Cărbunești – Tg. Jiu		4	8	0	10	4
1	4	1	7	3		Gura Motrului- Turceni		0	5	1	8	3
1	5	1	10	4		Turceni- Amaradia		0	6	1	11	5
1	5	1	13	6		Amaradia – Tg. Jiu		0	6	1	13	7
4	5	0	20	10		Tg. Jiu - Petroșani		4	5	0	18	9
4	3	0	27	15		Petroșani - Pui		4	5	0	25	13
4	4	0	18	10		Pui- Călan Băi		4	5	0	23	12
4	4	0	16	9		Călan Băi- Simeria Triaj		4	5	0	19	10
0	0	0	15	9		Călan Băi Simeria Triaj - Simeria		0	0	0	21	11
8	9	2	11	6	Coșlariu-Cluj	Teiuș - Războieni	Coșlariu-Cluj	9	8	2	11	6
9	12	2	15	9		Războieni- Apahida		10	10	2	16	9
13	37	5	12	6		Apahida- Cluj Napoca		14	32	4	14	7
0	18	0	8	3	Cluj- Episcopia	Cluj Napoca -Poieni	Cluj- Episcopia	0	18	0	6	3
0	0	0	6	2		Poieni - Aleșd		0	0	0	5	2
0	9	0	9	3		Aleșd - Oradea		0	8	0	6	3
2	16	0	11	6		Oradea – Episcopia Bihor		2	17	0	10	6
0	5	0	8	4		Episcopia Bihor-Biharkeresztes		0	5	0	7	4
0	7	0	0	0		Jilava- Giurgiu		0	7	0	0	0

Expected capacity in TT 2027/2028

SECTION	Distance	Passenger			Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
	Lõkösháza-Curtici	18	0	0	26	44	135	91
Simeria - Curtici	Curtici – Arad	18	14	0	24	56	288	232
	Arad - Glogovăț	14	14	0	26	54	288	234
	Aradu Nou-Glogovăț	0	0	0	8	8	288	280
	Glogovăț- Radna	14	14	0	15	43	288	245
	Radna-Ilia	14	14	0	15	43	288	245
	Ilia-Mintia	14	22	0	15	51	288	237
	Mintia-Simeria	18	23	0	19	60	288	228
Simeria - Braşov	Simeria-Vinţu de Jos	18	6	0	34	58	288	230
	Vinţu de JosCoşlariu	14	11	0	33	58	288	230

SECTION	Distance	Passenger			Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
	Coşlariu-Blaj	10	8	4	35	57	288	231
	Blaj- Copşa Mică	10	8	4	34	56	288	232
	Copşa Mică- Mediaş	10	31	0	55	96	288	192
	Mediaş- Sighişoara	10	15	0	39	103	288	185
	Sighişoara - Vânători	10	16	0	45	71	288	231

	Vânători- Brașov	10	11	0	36	57	288	217
Brașov - București	Brașov- Predeal	48	14	21	26	109	216	107
	Predeal- Câmpina	48	14	21	24	107	288	181
	Câmpina-Buda	48	14	21	19	102	288	186
	Buda-Ploiești Vest	49	34	21	19	123	288	165
	Ploiești Vest-Brazi	79	30	45	22	176	288	112
	Brazi-Chitila	80	27	45	27	179	288	109
	Chitila- Chiajna	0	0	0	23	23	230	207
	Chitila-Băneasa	6	0	0	21	27	82	55
	Chiajna- Băneasa	2	0	0	22	24	50	26
Constanța - București	Băneasa- Pantelimon	62	4	6	32	104	288	184
	Pantelimon-Pasărea	62	10	6	30	108	288	180
	Pasărea-Lehliu	62	10	6	34	112	288	176
	Lehliu-Ciulnița	62	10	6	34	112	288	176
	Ciulnița Fetești	62	18	6	35	121	288	167
	Fetești-Medgidia	67	18	2	65	152	288	136
	Medgidia-Dorobanțu	73	22	2	66	163	288	125
	Dorobanțu-Palas	73	22	2	60	157	288	131
Craiova - Chiajna	Chiajna -Videle	32	11	15	33	91	288	197
	Videle – Roșiori Nord	28	11	16	30	85	288	180
	Roșiori NordCaracal	28	12	12	30	82	288	206
	Caracal- Craiova	28	15	13	29	85	288	203
BucurGiurgi ești u	Chiajna- Jilava	0	14	0	8	22	288	266
	Videle-Giurgiu Nord *	2	10	0	29	41	86	43

SECTION	Distance	Passenger	Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths

		IR	R	RE				
	Jilava-Giurgiu Nord	x	x	x	x	x	x	x
	Giurgiu Nord-Ruse	2	0	0	16	18	57	39
	Craiova - Golenți*	x	x	x	x	x	x	x
	Golenți - Vidin*	x	x	x	x	x	x	x
Caransebeș - Craiova	Craiova-Filiași	22	26	2	38	88	288	200
	Filiași-Gura Motrului	14	6	0	24	44	288	244
	Gura MotruluiStrehaia	14	6	0	27	47	288	241
	Strehaia- Balota	14	6	0	16	36	68	32
	Balota-Dr. Tr. Severin	14	6	0	29	49	80	31
	Dr. Tr. Severin - Orșova*	x	x	x	x	x	x	x
	Orșova - Caransebeș*	x	x	x	x	x	x	x
Caransebeș - Timișoara	Caransebeș-Lugoj	13	10	0	14	37	288	248
	Lugoj-Timișoara Est	13	12	0	15	40	288	235
	Timișoara Est-Timișoara Nord	13	22	0	18	53	288	236
Arad - Timișoara	Timișoara Nord- Ronaț Tj.	20	15	4	13	52	288	236
	Ronaț Tj.-Sânandrei	20	26	2	12	60	288	228
	Sânandrei-Aradu Nou	20	18	2	16	56	288	232
	Aradu Nou - Arad	19	31	4	15	69	288	219
Simeria - Filiașii	Filiași - Cărbunești	7	15	0	8	30	76	46
	Cărbunești – Tg. Jiu	7	15	0	8	30	74	44
	Gura Motrului-Turceni	1	9	2	6	18	288	270
	Turceni- Amaradia	1	11	2	9	23	66	43
	Amaradia – Tg. Jiu	1	11	2	13	27	68	41
	Tg. Jiu - Petroșani	8	10	0	19	37	68	31
	Petroșani - Pui	8	8	0	28	44	288	244

	Pui- Călan Băi	8	9	0	22	39	288	249
SECTION	**Distance**	**Passenger**			**Freight**	**Total train paths**	**Section capacity Ce (no. of paths in both directions)**	**Paths for multiannual planning by propagation and ad-hoc paths**
		IR	R	RE				
	Călan Băi- Simeria Triaj	8	9	0	19	36	288	252
	Călan Băi- Simeria Triaj-Simeria	0	0	0	20	20	288	268
Teius-Cluj	Teiuș - Războieni	17	17	4	12	50	288	238
	Războieni- Apahida	19	22	4	18	63	288	225
	Apahida- Cluj Napoca	27	69	9	13	118	288	170
Cluj-Episcopia	Cluj Napoca -Poieni	16	41	13	6	76	288	205
	Poieni-Aleșd	16	15	13	6	50	88	33
	Aleșd- Oradea	16	24	13	8	61	288	221
	Oradea – Episcopia Bihor	14	25	0	12	51	288	233
	Episcopia Bihor-Biharkeresztes	8	4	0	12	24	57	31
	Jilava-Giurgiu	x	x	x	x	x	x	x

Comment: * *On the single-track traffic sections on which there will be carried out rehabilitation works and no line doubling works, the modernization works will be carried out by total traffic closures, and during the relevant periods of time there will be offered no infrastructure capacity for TT 2027/2028, and the train traffic will be re-routed to alternative routes.*

Depending on the information that CFR will have at its disposal, the capacity progress estimate may undergo changes to be made public together with the updates that will be published in the period of time until the entry into force of TT 2027/2028.

On July 2023, the European Commission promoted the new draft regulation amending Directive 2012/34/EU and Regulation No. 913/2010 included in the new legislative package dedicated to the greening of the European transport, with an emphasis on optimizing the use of the railway infrastructure, oriented more towards the needs of the market and the efficiency of the capacity allocation process.

4. VALIDATION

This document was approved by the Director General of CFR by means of the attached Note.

Annex 1 - **Input and market involvement**

The information regarding the major impact TCRs was recorded during the bilateral meetings that took place in October 2024.

- MAV/VPE – CFR
- NRIC – CFR

Annex 2 - Outlook

Infrastructure modernization projects in different stages of preparation:

- electrification and modernization of the Constanța – Mangalia Section
- electrification and modernization of the Bucharest - Pitești – Craiova Section
- modernization of the Apahida - Ilva Mică – Suceava Section
- modernization of Constanta Port

NOTĂ:

MINISTERUL TRANSPORTURILOR
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COD – F1

DIRECȚIA TRAFIC – Serviciul Alocare Capacitate
Nr. 4/A/1/901 / 12 .12.2024

APROBAT
DIRECTOR GENERAL
Ion SIMU-ALEXANDRU

Notă
privind actualizarea proiectului TTR (TimeTable Redesign) la CFR

RailNetEurope (RNE) este asociația administratorilor de infrastructură feroviară din Europa, la care CFR este membru de la înființarea acesteia.

TTR este proiectul de simplificare, unificare și consolidare a îmbunătățirilor aduse sistemului de elaborarea a mersului de tren european, în vederea creșterii semnificative a competitivității transportului feroviar.

La CFR activitățile privind TTR s-au desfășurat pe baza prevederilor Dispoziției Directorului General nr. 203 din 05.12.2019, anexată.

Una din componentele TTR este Strategia de Capacitate a fiecărui administrator de infrastructură, pe care acesta trebuie să o publice cu 3 ani înainte de schimbarea planului de mers vizat (X-36). Scopul general al Strategiei de Capacitate este de a oferi indicații asupra valorilor cheie ale planificării capacității.

Strategia de Capacitate este instrumentul primar de planificare din cadrul TTR, pe baza căruia vor fi dezvoltate Modelul de Capacitate și Oferta de Capacitate. Documentul se publică pe paginile web ale CFR, RNE și ale Coridoarelor de Marfă (Orient East-Med – RFC7 și Rhine-Danube RFC9).

A fost elaborată Strategia de Capacitate, anexată, care conține în principal următoarele:

- Datele de trafic aferente primelor 5 luni ale anului 2024;
- Restricțiile de capacitate preconizate a se desfășura în anul 2028;
- Capacitatea de infrastructură preconizată pentru anul 2028.

De asemenea, au fost introduse în aplicația ECMT – European Capacity Management Tool (instrumentul IT utilizat de RNE pentru procesul TTR) datele aferente Modelului de Capacitate, preconizat pentru planul de mers de tren 2025/2026 pe secția Curtici – Arad – Simeria.

Având în vedere importanța conectării CFR în sistemul feroviar unic european vă rugăm să aprobați următoarele:

- **Strategia privind Capacitatea de infrastructură aferentă planului de mers de tren 2027/2028;**
- **Modelul de Capacitate aferent planului de mers de tren 2025/2026, pentru secția de circulație Curtici – Arad – Simeria.**

Director General Adj. Exploatare,
George Radu PIPA

Director General Adj. Tehnic,
Valentin DOROBANȚU

Director Trafic,
Marian COTOFANĂ

Director Strategie, Reglementări și Reprezentare Externă
Radu URZICEANU

Șef Serviciu Alocare Capacitate
Ionuț ȘTEFĂNARU