



CFR NETWORK STATEMENT - 2024

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

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COMPANIA NATIONALA DE CAI FERATE CFR SA

Cuprins

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INTRODUCTION

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: TTR Process Stages (Source: RNE)

0. GEOGRAPHICAL AREA

CFR included in the Capacity Strategy for Timetable 2025/2026 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:

Orient/East-Med Rail Freight Corridor (RFC 7), main route and alternative routes;

Rhine-Danube Rail Freight Corridor (RFC 9), main route and alternative routes.

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0.1 Relevant Border Points

	Romania	Hungary
	CFR	MAV
1	Curtici	Lőkösháza
2	Episcopia Bihor	Biharkeresztes

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

0.2 Geographical Coverage

The geographical coverage of the Capacity Strategy for Timetable 2025/2026 is schematically shown on the map below:

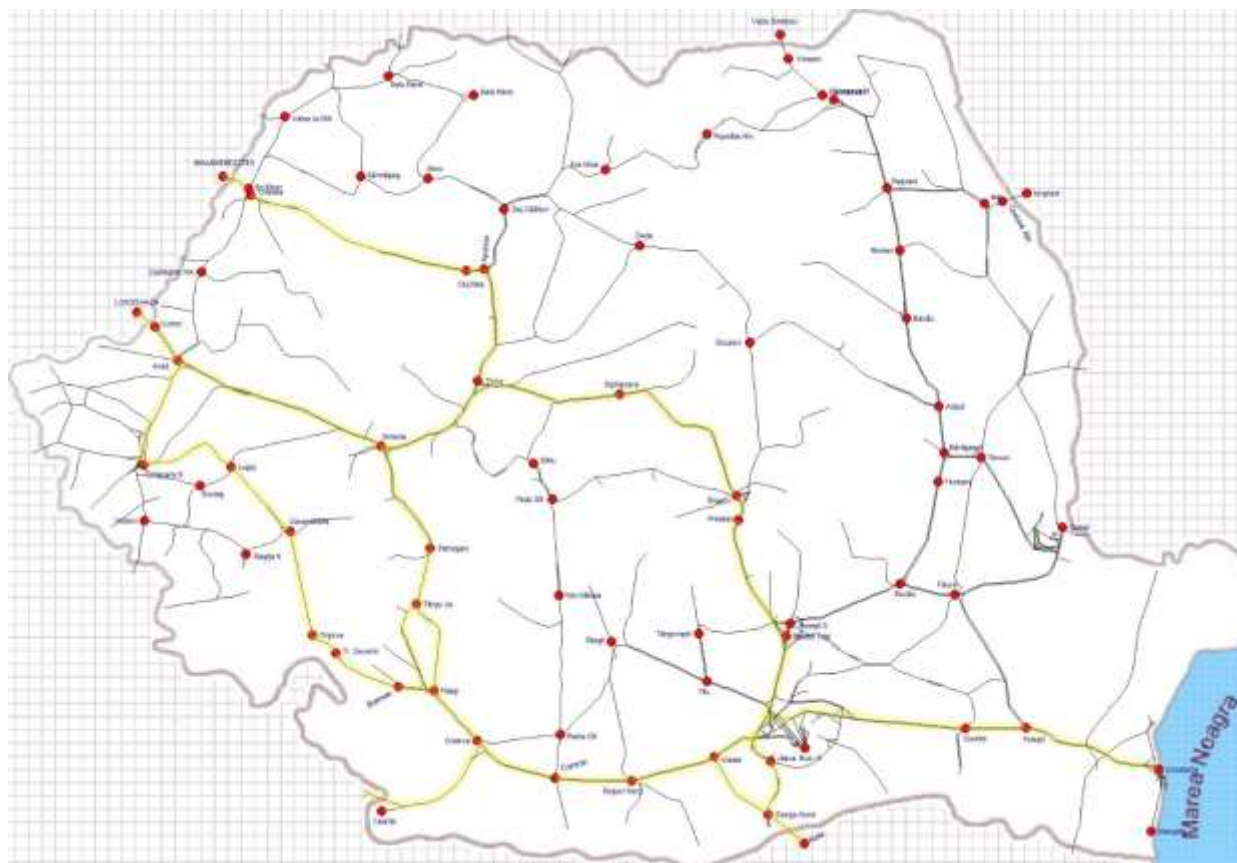


Figure 2: The sections included in the Capacity Strategy for Timetable 2026 are shown in yellow.

1. PLANNED INFRASTRUCTURE CAPACITY FOR 2026 – COMPLETED REHABILITATION WORKS

For Timetable 2025/2026, CFR envisages, based on the information resulting from the works contracts and the on-site situations, the completion of several railway infrastructure rehabilitation and modernization works, which include:

- Increase in the maximum traffic speeds on most of the sections up to 160 km/h for the passenger trains, respectively up to 120 km/h for the freight trains; CFR mentions that the maximum speeds for running on the rehabilitated traffic sections depend on the infrastructure capacity allocation requests (on the performance of the rolling stock which the railway undertakings are going to introduce in the trains);
- Increase in the axle load for freight up to 22.5 tons/axle (depending on the maximum speed of the rolling stock used by the freight railway undertakings);
- Increase in the maximum length of the freight trains up to 750 meters (including the locomotive or locomotives used by the freight railway undertakings);
- Implementation of electronic interlocking systems in stations and of integrated automatic block systems on the running lines;
- Deployment of ERTMS Level II.
- The traffic sections where the rehabilitation works are expected to be completed are accordingly shown on the map below:

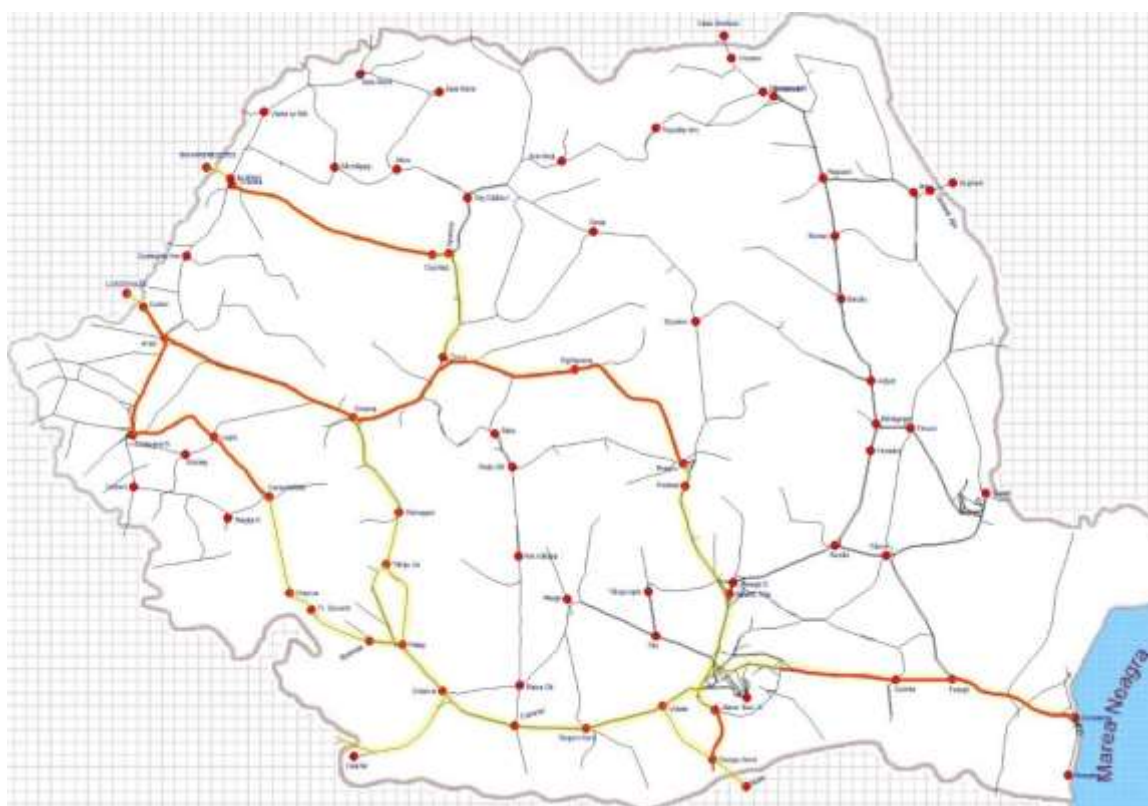


Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2026 are shown in red

2. TEMPORARY CAPACITY RESTRICTIONS WITH MAJOR IMPACT

2.1 General Principles

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

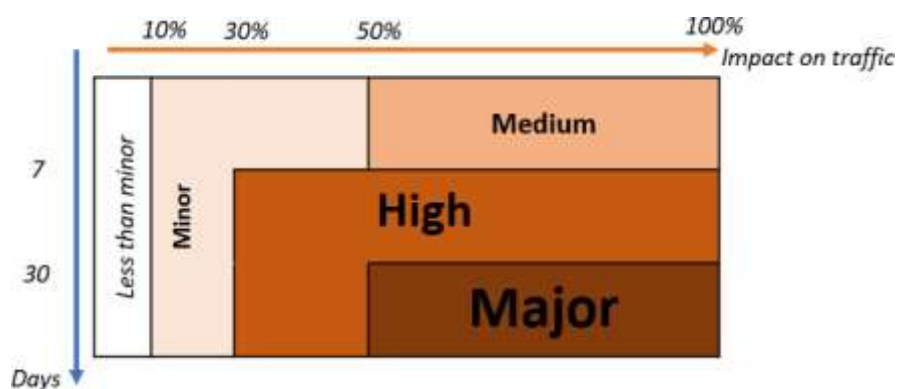


Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 34/2012- TCR (source: RNE)

2.2 Temporary Capacity Restriction – TCRs with major impact (planned)

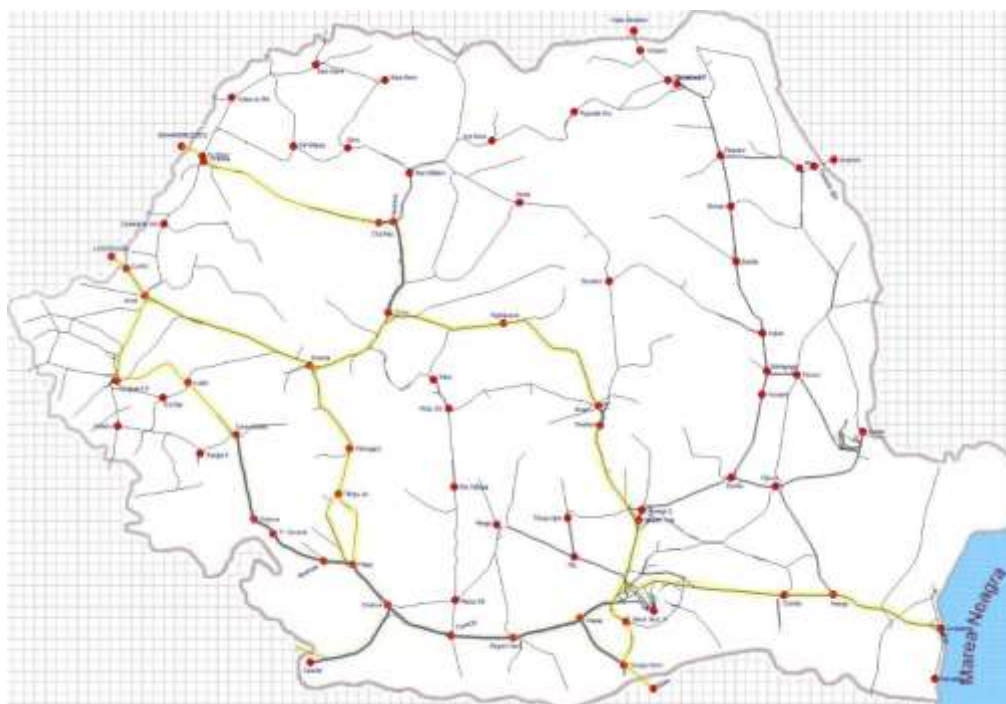


Figure 5: The sections on which there are to be carried out in 2026 rehabilitation works with major impact and involving capacity restrictions with major impact are shown in blue

Section	Detriment	Congestion Level on the Section (capacity)
București Nord- Roșiori Nord	total closures and alternative closures on a track	high
Roșiori Nord - Craiova	total closures and alternative closures on a track	high
Craiova – Caransebeș	total closures and alternative closures on a track	high
Coșlariu- Cluj Napoca	total closures and alternative closures on a track	average
Predeal-Brașov	total closures and alternative closures on a track	high
Rădulești -Giurgiu Nord	total closures and alternative closures on a track	high
Craiova – Calafat	total closures	low

3. CAPACITY PROGRESS

3.1 The daily traffic flows in the year 2022 expressed in number of trains/day are described in the table below:

Passengers			Freight		↓	SECTION	↑	Passengers			Freight	
IR	R	RE	Max. no.	Average no.				IR	R	RE	Max. no.	Average no.
9	2	0	24	14		Lőkősháza-Curtici		9	2	0	21	14
9	6	0	29	13	Curtici-Simeria	Curtici – Arad	Curtici-Simeria	9	5	0	14	13
5	6	0	20	9		Arad - Glogovăț		5	6	0	21	10
10	8	1	8	3		Aradu Nou-Glogovăț		10	9	1	6	2
5	6	0	19	10		Glogovăț- Radna		5	6	0	17	9
5	6	0	19	9		Radna-Ilia		5	6	0	17	9
5	9	1	18	9		Ilia-Mintia		5	8	1	17	9
5	9	1	26	12		Mintia-Simeria		5	8	1	27	12
5	3	1	15	7		Simeria-Brașov		Simeria-Vințu de Jos	Simeria-Brașov	5	3	1
3	6	0	13	6	Vințu de Jos-Coșlariu		3	6		0	12	5
5	4	2	16	7	Coșlariu-Blaj		4	4		2	14	7
5	7	2	15	7	Blaj- Copșa Mică		4	7		2	15	7
5	15	1	19	10	Copșa Mică- Mediaș		4	15		1	19	9
5	5	1	19	10	Mediaș- Sighișoara		4	5		1	19	9
5	7	1	20	9	Sighișoara - Vânători		4	8		1	20	9
5	5	1	22	11	Vânători- Brașov		4	5		1	21	11
15	13	11	29	13	Brașov-București	Brașov- Predeal	Brașov-București	15	13	10	38	17
15	13	11	20	12		Predeal- Câmpina		15	13	10	29	15
15	13	11	25	11		Câmpina-Buda		15	13	10	17	9
15	23	11	25	11		Buda-Ploiești Vest		15	23	10	17	9
32	22	21	26	12		Ploiești Vest-Brazi		32	24	19	22	10
32	20	21	27	15		Brazi-Chitila		32	22	19	30	14
0	0	0	24	11		Chitila- Chiajna		0	0	0	24	11
2	0	1	24	9		Chitila-Băneasa		2	0	1	21	9

Passengers			Freight		↓	SECTION	↑	Passengers			Freight	
IR	R	RE	Max. no.	Average no.				IR	R	RE	Max. no.	Average no.
1	0	0	19	10	București-Constanța	Chiajna- Băneasa	București-Constanța	1	0	0	20	10
16	4	10	31	17		Băneasa-Pantelimon		17	4	9	31	17
16	7	10	33	19		Pantelimon-Pasărea		17	7	9	33	20
16	7	10	31	18		Pasărea-Lehliu		17	7	9	32	19
16	7	10	30	17		Lehliu-Ciulnița		17	7	9	33	19
16	9	10	29	18		Ciulnița Fetești		17	8	9	32	20
19	6	11	55	32		Fetești-Medgidia		20	7	10	51	33
19	7	11	43	28		Medgidia- Dorobanțu		20	8	10	48	31
19	7	11	45	28		Dorobanțu-Palas		20	8	10	43	28
14	8	6	32	18	București-Craiova	Chiajna -Videle	București-Craiova	12	9	8	30	17
1	5	0	15	8		Videle-Giurgiu Nord		1	5	0	14	7
1	0	0	12	7		Giurgiu Nord-Ruse		1	0	0	12	7
13	7	6	33	16		Videle – Roșiori Nord		11	7	8	29	17
13	7	4	29	16		Roșiori Nord-Caracal		11	6	6	29	16
12	9	4	26	16		Caracal- Craiova		10	7	6	27	16
0	0	0	9	4	București-Giurgiu	Chiajna- Jilava	București-Giurgiu	0	0	0	9	3
1	5	0	15	8		Videle-Giurgiu Nord		1	5	0	14	7
1	0	0	12	7		Giurgiu Nord-Russe		1	0	0	12	7
0	4	0	8	3		Craiova - Golenți		0	4	0	7	2
0	1	0	2	2		Golenți - Vidin	0	1	0	2	2	
9	10	1	38	21	Craiova- Caransebeș	Craiova-Filiași	Craiova- Caransebeș	9	12	1	33	20
7	7	1	25	14		Filiași-Gura Motrului		6	7	1	24	13
6	3	0	27	15		Gura Motrului-Strehaia		6	3	0	25	14
6	3	0	22	10		Strehaia- Balota		6	3	0	24	11
6	3	0	30	16		Balota-Dr. Tr. Severin		6	3	0	28	14
6	1	0	19	8		Dr.Tr. Severin - Orșova		5	1	0	21	9
6	3	0	24	10		Orșova - Caransebeș		5	3	0	23	10
6	5	0	17	7	Caransebeș-Timișoara	Caransebeș-Lugoj	Caransebeș-Timișoara	5	4	0	16	7
6	6	0	18	8		Lugoj-Timișoara Est		5	5	0	19	8
6	6	0	20	9		Timișoara Est-Timișoara Nord		5	5	0	21	9

Passengers			Freight		↓	SECTION	↑	Passengers			Freight	
IR	R	RE	Max. no.	Average no.				IR	R	RE	Max. no.	Average no.
10	12	1	14	6	Timișoara-Arad	Timișoara Nord- Ronaț Tj.	Timișoara-Arad	10	13	1	16	6
10	12	1	13	5		Ronaț Tj.- Sânnandrei		10	13	1	18	5
10	8	1	20	9		Sânnandrei-Aradu Nou		10	9	1	20	9
2	6	0	9	4		Cărbunești – Tg. Jiu		3	6	0	7	3
1	4	1	16	6		Gura Motrului- Turceni		0	4	1	17	7
1	6	1	14	6		Turceni- Amaradia		0	6	1	14	6
1	6	1	13	6		Amaradia – Tg. Jiu		0	6	1	14	6
3	5	0	22	10		Tg. Jiu - Petroșani		3	5	0	22	11
3	3	0	27	15		Petroșani - Pui		3	4	0	26	12
3	4	0	22	11		Pui- Călan Băi		3	4	0	27	12
3	4	0	18	9		Călan Băi- Simeria Triaj		3	4	0	20	9
3	4	0	18	9		Călan Băi Simeria Triaj - Simeria		3	4	0	21	10
11	9	2	17	6	Coșlariu-Cluj	Teiuș - Războieni	Coșlariu-Cluj	11	8	2	13	6
5	12	2	21	9		Războieni- Apahida		6	9	3	20	10
10	33	7	13	7		Apahida- Cluj Napoca		11	29	7	17	7
8	24	6	10	3	Cluj- Episcopia	Cluj Napoca -Poieni	Cluj- Episcopia	8	22	7	7	3
8	7	6	9	3		Poieni-Aleșd		8	7	6	7	2
8	11	6	12	6		Aleșd- Oradea		8	11	6	12	6
7	12	0	14	6		Oradea – Episcopia Bihor		7	13	0	15	6
4	2	0	17	7		Episcopia Bihor- Biharkeresztés		4	2	0	19	7

3.2 Planned Capacity for Timetable 2025/2026

SECTION	Distance	Passengers			Freight	Total paths	Capacity of planned capacity section (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
	Lőkősháza-Curtici	18	4	0	28	50	135	82
Curtici-Simeria	Curtici – Arad	18	11	0	26	55	288	230
	Arad - Glogovăț	10	12	0	19	41	288	244
	Aradu Nou-Glogovăț	20	17	2	5	44	288	240
	Glogovăț- Radna	10	12	0	19	41	288	244
	Radna-Ilia	10	12	0	18	40	288	245
	Ilia-Mintia	10	17	2	18	47	288	238
	Mintia-Simeria	10	17	2	24	53	288	232
Simeria-Brașov	Simeria-Vințu de Jos	10	6	2	13	31	288	255
	Vințu de Jos-Coșlariu	6	12	0	11	29	288	257
	Coșlariu-Blaj	9	8	4	14	35	288	250
	Blaj- Copșa Mică	9	14	4	14	41	288	244
	Copșa Mică- Mediaș	9	30	2	19	60	288	223
	Mediaș- Sighișoara	9	10	2	19	40	288	245
	Sighișoara - Vânători	9	15	2	18	44	288	241
	Vânători- Brașov	9	10	2	22	43	52	6
București-Brașov	Brașov- Predeal	20	16	14	0	50	68	12
	Predeal- Câmpina	30	26	21	27	104	288	176
	Câmpina-Buda	30	26	21	20	97	288	183
	Buda-Ploiești Vest	30	46	21	20	117	288	161
	Ploiești Vest-Brazi	64	46	40	22	172	288	101
	Brazi-Chitila	64	42	40	29	175	288	98

SECTION	Distance	Passengers			Freight	Total paths	Capacity of planned capacity section (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
	Chitila- Chiajna	0	0	0	22	22	230	208
	Chitila-Băneasa	4	0	2	18	24	82	57
	Chiajna- Băneasa	2	0	0	20	22	50	27
București-Constanța	Băneasa-Pantelimon	33	8	19	34	94	288	188
	Pantelimon-Pasărea	33	14	19	39	105	288	176
	Pasărea-Lehliu	33	14	19	37	103	288	178
	Lehliu-Ciulnița	33	14	19	36	102	288	179
	Ciulnița Fetești	33	17	19	38	107	288	174
	Fetești-Medgidia	39	13	21	65	138	288	142
	Medgidia-Dorobanțu	39	15	21	59	134	288	146
	Dorobanțu-Palas	39	15	21	56	131	288	149
Chiajna-Craiova	Chiajna -Videle	18	10	8	0	36	60	20
	Videle – Roșiori Nord	20	10	10	0	40	68	24
	Roșiori Nord-Caracal	20	12	8	0	40	68	24
	Caracal- Craiova	18	12	8	0	38	64	22
București-Giurgiu	Chiajna- Jilava	0	0	0	7	7	92	85
	Videle-Giurgiu Nord *	0	0	0	0	0	0	0
	Jilava-Giurgiu Nord	x	x	x	x	x	x	x
	Giurgiu Nord-Russe	2	0	0	14	16	57	40
	Craiova - Golenți*	0	0	0	0	0	0	0
	Golenți - Vidin*	0	0	0	0	0	0	0
Craiova-Caransebeș	Craiova-Filiași	18	22	2	0	42	80	32
	Filiași-Gura Motrului	13	14	2	27	56	104	45
	Gura Motrului-Strehaia	12	6	0	29	47	70	21

SECTION	Distance	Passengers			Freight	Total paths	Capacity of planned capacity section (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
	Strehaia- Balota	12	6	0	21	39	74	33
	Balota-Dr. Tr. Severin	12	6	0	0	18	46	26
	Dr. Tr. Severin - Orșova*	0	0	0	0	0	0	0
	Orșova - Caransebeș*	0	0	0	0	0	0	0
Caransebeș-Timișoara	Caransebeș-Lugoj	11	9	0	14	34	128	92
	Lugoj-Timișoara Est	11	11	0	16	38	88	47
	Timișoara Est-Timișoara Nord	11	11	0	18	40	128	85
Timișoara-Arad	Timișoara Nord-Ronaț Tj.	20	25	2	12	59	288	224
	Ronaț Tj.-Sânandrei	20	25	2	10	57	288	226
	Sânandrei-Aradu Nou	20	17	2	18	57	288	227
	Aradu Nou - Arad	20	28	2	18	68	288	215
Filiașii-Simeria	Filiași - Cărbunești	5	12	0	7	24	76	50
	Cărbunești – Tg. Jiu	5	12	0	7	24	74	48
	Gura Motrului-Turceni	1	8	2	13	24	288	262
	Turceni- Amaradia	1	12	2	12	27	66	37
	Amaradia – Tg. Jiu	1	12	2	12	27	68	39
	Tg. Jiu - Petroșani	6	10	0	21	37	68	29
	Petroșani - Pui	6	7	0	27	40	288	246
	Pui- Călan Băi	6	8	0	23	37	288	249
	Călan Băi- Simeria Triaj	6	8	0	18	32	288	254
Călan Băi Simeria Triaj - Simeria	6	8	0	19	33	288	253	
Coșlariu-Cluj	Teiuș - Războieni	20	16	4	0	40	50	6
	Războieni- Apahida	10	18	4	0	32	48	12

SECTION	Distance	Passengers			Freight	Total paths	Capacity of planned capacity section (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
	Apahida- Cluj Napoca	16	46	10	0	72	82	2
Cluj- Episcopia	Cluj Napoca -Poieni	16	46	13	6	81	288	199
	Poieni-Aleșd	16	14	12	5	47	88	36
	Aleșd- Oradea	16	22	12	12	62	288	221
	Oradea – Episcopia Bihor	14	25	0	12	51	288	233
	Episcopia Bihor- Biharkeresztes	8	4	0	14	26	57	29

Comments: * On the single-track traffic sections on which there will be carried out rehabilitation works and no line doubling works, the rehabilitation works will be carried out by total traffic closures, and during the relevant periods of time there will be offered no infrastructure capacity for Timetable 2025/2026, and the train traffic will be redirected to alternative routes.

On the Jilava-Giurgiu Nord traffic section, the traffic will be resumed after the completion of the reconstruction works on the Grădiștea Bridge, and of the rehabilitation works on the running lines and in the stations (work completion deadline: the end of 2023). This section is an alternative route for the Rădulești - Giurgiu Nord section.

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 Timetable 2025/2026.

The European Commission has announced its intention to review the current legal framework towards a more market needs oriented planning of the infrastructure capacity and streamlining the allocation process, whereas the first proposals in this regard are expected during the year 2023.