



CFR NETWORK STATEMENT - 2026

ANNEX 7.b **SERVICE INFRASTRUCTURES OPERATORS CHARGES**

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COMPANIA NATIONALA DE CAI FERATE CFR SA

SERVICE INFRASTRUCTURE OPERATORS TARIFFS

No.	Supply of charges/servic	Operator s of service facilities	RC-CF TRANS	VEST TRANS RAIL	TFIN	GRUP FERROVIAR ROMÂN	VIOMET
	Web pages		www.rccf.ro	www.vesttransrail.ro	www.transferoviarinfrastructura.ro	www.gfr.ro	www.viomet.ro
1	Infrastructure usage rate - IAC for the minimum access package (lei/train*km) Passenger Charge elements depending on the tonnage of the train Line class C D Tonnage rate 4.22205 6.58667 Minimum tonnage 60 60 Tonnage factor 0.00014 0.00014 Charge elements depending on the distance travelled Line class C D Traffic tariff 7.28763 7.28763 Freight Charge elements depending on the tonnage of the train Line class C D Tonnage rate 4.93307 7.69591 Minimum tonnage 60 60 Tonnage factor 0.00020 0.00020 Charge elements depending on the distance travelled Line class C D Traffic tariff 11.17332 11.17332						
2	Charge for the access of the shunting convoys to the railway infrastructure (lei/convoy*km)		24,84 (*)	6,09	6,09	6,88	
3	Charge for shunting on the railway infrastructure lines for railway vehicles (lei/RS)		-	12,96	12,96	12,96	
4	Charge for parking the rolling stock (lei/RS)	wagons	1,97 Lei/wagon/hour	0,58	0,65	0,65	

		other rolling stock	3.28 (for wagons) 5.25-9.19 (for rolling stock between 25-100 m) (*)	0,97	1,08	1,08	
5	Charge for long time storage the rolling stock (lei/wagon/hour)		7.61 (lei/ wagon/day for long-term stationary wagons) (*) Another rolling stock 12.68-35.49 (*)	-	0,08		
6	Charge for maneuvering railway vehicles on non-interoperable railway infrastructure (on station lines)		20,67 lei/ maneuver operation (*)				
7	Charge for exceeding work schedule (lei/hour/employee)		81,12 (*)	69,48		14,71 lei/ maneuver operation	
8	Charge (commission) for ticketing service performed by CFR (lei/travel pass)		Tickets 1,29 Subscriptions 1,93	-			
9	Charge for rolling stock supervision (lei/hour/employee)		-	-			
10	Charge for reopening during the service suspension period		-		estimate of expenses	50,93	
11	Charge for non-compliance/change of drawn path	Charge for cancelled trains (value/train km)	-	Without charge	50,93		
		Charge for additional trains (value/train km)	-				
12	Charge for additional services supplied by Operator of Service Facility - OSF (lei/mp/month)	Charge for renting spaces property of	-				
		Minimum* charge for renting land property of OSF *(the auction price)	-				
13	Charge for personal check in stations (lei/check person)		-				
14	Charge for parking for loading / unloading wagons (lei/wagon per hour)		-		0,39	0,55	
15	Charge for commercial stops of passenger trains in stations and movement stops (lei/stop with audio approval)		-		1,56	0,55	
16	Charge for treating exceptional transports (lei/transport)		-		286	380	
17	Charge for checking railway vehicles with Exceptional transports (lei/railway vehicle)		-		19	28,34	
18	Charge for carrying out experiments to increase the tonnage to be towed or to change the towing method		-		estimate of expenses	28,34	
19	Charge for accompanying exceptional consignments (oversized and / or outdated)		-		estimate of expenses		
20	Freight storage charge on TFIN infrastructure management land (lei/freight on a loaded/unloaded train)		-		500		

Note:

(*) the charge is applied for the distance from the line where the convoy is dispatched, to the record stop (branch) at the RC-CF TRANS railway infrastructure, regardless of the number of vehicles in the convoy and the length of the route. The vehicle means wagons and/or traction rolling stock. The rates provided above that refer to the hourly interval are applied to the hour that has just begun.

(*) is determined according to the personnel costs involved (IDM, mite, needle inspector, barrier guard)

(*) - At the tariff for operative parking on lines of rolling stock:

- the first 6 hours are exempt from the parking fee;

- after exceeding the first 6 hours, the rates from the table are charged.

- wagon means physical wagon;

- in the case of rolling stock, apart from wagons (locomotives, cars, frames, machines, etc.), an equalization coefficient is applied as follows:

a) for locomotives $\text{Rate} = K1 \times 1.97 = 3.28 \text{ lei/locomotive/hour}$

$$(K1 = 25/15 = 1.67)$$

25m – calculation length for locomotives

15m – calculation length for a physical wagon

b) – for rolling stock with a length between 25-50m $\text{Rate} = K2 \times 1.97 = 5.25 \text{ lei/MR/hour}$

$$(K2 = 40/15 = 2.67)$$

40m – calculation length for rolling stock between 25-50m (AMX etc.)

15m – calculation length for a physical wagon.

c) – for rolling stock with a length between 50-100m $\text{Rate} = K3 \times 1.97 = 9.19 \text{ lei/MR/hour}$

$$(K3 = 70/15 = 4.67)$$

70m – calculation length for rolling stock between 50-100m (RIO, RIB, X series 72500 car, etc.).

(*) - Long stay is stay longer than 30 days, with previous request from OTF. The rate is charged per day even starting.

(*) - in the case of rolling stock, apart from wagons (locomotives, cars, frames, machines, etc.) an equalization coefficient is applied as follows:

a) for locomotives $\text{Rate} = K1 \times 7.61 = 12.68 \text{ lei/locomotive/day}$

$$(K1 = 25/15 = 1.67)$$

25m – calculation length for locomotives

15m – calculation length for a physical wagon

b) – for rolling stock with a length between 25-50m $\text{Rate} = K2 \times 7.61 = 20.28 \text{ lei/MR/day}$

$$(K2 = 40/15 = 2.67)$$

40m – calculation length for rolling stock between 25-50m (AMX etc.)

15m – calculation length for a physical wagon.

c) – for rolling stock with a length between 50-100m $\text{Rate} = K3 \times 7.61 = 35.49 \text{ lei/MR/day}$

$$(K3 = 70/15 = 4.67)$$

70m – calculation length for rolling stock between 50-100m (RIO, RIB, X series 72500 car, etc.).

(*) The access fee is charged from the OTF that performs the maneuver on the station lines;

By shunting operation is understood the set of maneuvers carried out by the OTF, for a specific purpose, such as but not limited to: introducing/removing the locomotive from the train, introducing/removing double traction, pusher and/or intercalated locomotives, attachment /detachment of a group of wagons, introduction of wagons to public lines, loading/unloading lines, selection of wagons, etc.)

The same shunting rates will apply for shunting to detach a vehicle from the train in accidental cases. The tariff is applied regardless of the number of wagons in the shunting convoy within the shunting operation.

Vehicles mean wagons and/or traction rolling stock.

(**)

a. Maneuvering operation means the set of maneuvers performed by an OTF, for a specific purpose (for example: the maneuver of inserting / removing the locomotive on / from the train, the maneuver for removing a defective wagon from the train, the maneuver for wagon group attachment, etc.), regardless of the number of vehicles in the shunting convoys within the shunting operation.

b. The vehicle means wagons and / or traction rolling stock.

c. The charges applies for parking at loading / unloading lines or on public loading / unloading lines, after the expiration of a free parking period of 24 hours.

d. The charges is applied after the expiration of a free parking term of 6 hours.

e. Rates do not include VAT.

For the leased infrastructure, managed by Transferoviar Infrastructură Neinteroperabile SRL, TUI is applied in a non-discriminatory manner for all OTFs, for similar transport conditions, in accordance with the provisions of Art 29 (3) of Law 202/2016, at the tariff level and according to the methodology developed by to CNCF CFR SA.