



# ***NETWORK STATEMENT***

**14.12.2025 – 12.12.2026**



COMPANIA NATIONALA DE CAI FERATE CFR SA

## Changes

No.	Date	Version	Name of the changed document	Description of the changes	Notes
1	16.12.2026	15.1.0	Annex 35.a	Update	
2	19.12.2025	15.0.0	Annex 2.a	Update	
3	19.12.2025	15.0.0	Annex 2.b	Update	
4	19.12.2025	15.0.0	Annex 2.c	Update	
5	19.12.2025	15.1.0	Annex 35.b	Update	
6	08.01.2026	15.1.0	Annex 21	Update	
7	13.01.2026	15.1.0	Annex 7.b	Update	
8	13.01.2026	15.1.0	Annex18	Update	
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10	15.01.2026	15.1.1	NS Text	Update Ch.: 7.3.1	
11	20.01.2026	15.1.2	NS Text	Discharge Ch. 5.6.5, point b	
12	20.01.2025	15.1.0	Annex 26.a	Update	
13	20.01.2026	15.1.1	Annex 27.a	Update	
14	20.01.2026	15.1.1	Annex 27.b	Update	
15	21.01.2026	15.1.3	NS Text	Update Ch. 5.4.1	
16	27.01.2026	15.1.1	Annex 35.b	Update	
17	03.02.2026	15.1.0	Annex 11	Update	
18	03.02.2026	15.1.4	Annex 35.a	Update	



19	06.02.2026	15.1.1	Annex 7.b	Update	
20	09.02.2026	15.1.0	Annex 26.c	Update	
21	09.02.2026	15.1.0	Annex 29	Update	
22	09.02.2026	15.1.4	NS text	Update	
23	12.02.2026	15.1.2	Annex 35.b	Update	
24	17.02.2026	15.1.0	Annex 27.b	Update	
25	17.02.2026	15.1.6	Annex 35.a	Update	
26	02.03.2026	15.1.7	Annex 35.a	Update	
27	03.03.2026	15.1.8	Annex 35.a	Update	
28	04.03.2026	15.1.5	NS text	Update ch. 7.3, 7.4	

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## **Glossary**

The specialized terms used in the NS shall be those defined in Article 3 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, and in GO No. 12/1998, as further amended and supplemented

The relevant definitions of the other specialized terms used in the NS are set out in [Annex 1](#).

An explanatory dictionary in English of the commonly used railway terms can be found on the RNE website:

[http://rne.eu/wp-content/uploads/RNE\\_NetworkStatementGlossary\\_V8\\_2016\\_web.pdf](http://rne.eu/wp-content/uploads/RNE_NetworkStatementGlossary_V8_2016_web.pdf)

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## **Abbreviations**

AFER	The Romanian Railway Authority
ANCOM	The National Authority for Management and Regulation in Communications
ASFR	The Romanian Railway Safety Authority
ATCS	Automatic Train Control System
BCCTF	The Central Office for Railway Traffic Coordination
CAS	Charge for Ancillary Services
CENAFER	The National Centre for Railway Qualification and Training
CFR	Compania Nationala de Cai Ferate CFR SA
CNSDF	The National Railway Supervision Council
CUV	Contracts of Use of Vehicles in International rail Traffic – Appendix D to the Convention Concerning International Carriage by Rail (COTIF 1999)
DS	Dangerous Substances
EDIS	Electrodynamic Interlocking Systems
EIS	Electronic Interlocking Systems
EMIS	Electromechanical Interlocking Systems
ERTMS	European Railway Traffic Management System
ETCS	European Train Control System
GCU	General Contract of Use for Wagons – former RIV
GD	Government Decision



GEO	Government Emergency Ordinance
GO	Government Ordinance
IAC	Infrastructure Access Charge
IM	Infrastructure Manager as Defined in Law No. 202/2016 Transposing Directive 2012/34/UE
MTI	Ministry of Transport and Infrastructure
MTIT	Ministry of Transport, Infrastructure And Telecommunications (until 01.01.2013)
NS	Network Statement
OLFR	The Romanian Railway Licensing Body
OMT	Order of the Minister of Transport
ONFR	The Romanian Railway Notified Body
OSF	Operator of Service Facility
OSS	One Shop Stop
RID	Regulation Concerning the International Carriage of dangerous goods by Rail
RNE	RailNetEurope
RRB	Regional Railway Branch – Territorial Unit of CFR
RS	Rolling Stock
RTR	Regional Traffic Regulator
RU	Railway Undertaking
SC	Safety Certificate
TC	Traction Current
TM	Traffic Manager
TR	Traffic Regulator

## Cap. 1 GENERAL INFORMATION



## 1.1 Introduction

This Network Statement (NS) is prepared by CFR, the company responsible for the management, development and maintenance of the railway infrastructure, including the traffic management, signalling monitoring and control, in accordance with its business purpose/competencies, pursuant to GD No. 581/1998 on setting-up Compania Nationala de Cai Ferate "CFR" S.A. This document describes the services supplied by CFR to the customers who want to operate trains on the railway infrastructure managed by CFR.

CFR's obligations to ensure the technical and operating condition of the railway infrastructure for the safe carrying-out of the train traffic are set down in the Performance Contract concluded by CFR SA with the MT in accordance with the law in force.

This NS is meant to be a guide including the relevant information available at a certain moment. It will be continuously updated as new information is provided.

## 1.2 Purpose of the Network Statement

The NS sets out the infrastructure characteristics made available to the railway undertakings, and contains information about the conditions for the access to the relevant railway infrastructure. It also contains information about the conditions for the access to the service facilities related to the infrastructure of the infrastructure manager, and the supply of services within these service facilities or indicates a site on which such information is made available free of charge, in electronic format.

The Network Statement is regularly updated and amended as appropriate. The Network Statement is published no later than 4 months before the deadline for the submission of the requests for infrastructure capacity.

The NS provides a unitary source of information that is needed by an applicant who wants to supply transport services on the CFR network. It is necessary in order to facilitate the access to the railway infrastructure under non-discriminatory and transparent conditions. Any railway undertaking supplying railway transport services concludes, in accordance with the law in force, the necessary agreements with the infrastructure manager.

Any comments of the interested parties regarding the structure, contents and presentation of the NS are welcomed, and will be analysed by CFR. The comments may be sent to the contact address specified in paragraph 1.6.

For a better orientation, there are set out in [Annex 2.a](#), [Annex 2.b](#) and [Annex 2.c](#) some maps of the CFR network according to the different elements which are referred to in the NS.

## 1.3 Legal Aspects

The structure and characteristics of the NS were prepared on the basis of Article 27, corroborated with Annex IV, of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, which is the transposition of Directive 2012/34/EU establishing a single European railway area, as further supplemented and amended by Directive 2016/2370/EU, as well as on the basis of the interested party consultation process, and by taking into account the proposals of the National Railway Supervision Council, an independent regulating body set up in accordance with the provisions of Law No. 202/2016.

### 1.3.1 Legal Framework

The NS was prepared on the basis of the following normative acts:

### National normative acts

- Emergency Ordinance No. 12/1998 on the Romanian railway transport and the reorganization of Societatea Nationala a Cailor Ferate Romane, republished, 2004, as further amended.
- Government Decision No. 581/1998 on setting-up Compania Nationala de Cai Ferate "CFR"-SA through the reorganization of Societatea Nationala a Cailor Ferate Romane, as further amended.
- Government Decision No. 817 of 14 July 2005 on approving the Long-Term Railway Strategy Plan with a view to restoring the financial equilibrium of the infrastructure manager, and to modernizing and renewing the infrastructure, published in the Official Gazette No. 738 of 15 August 2005;
- Law No. 55 of 16 March 2006 on railway safety, published in the Official Gazette No. 322 of 10 April 2006;
- Decision No. 1696/2006 of 29 November 2006 on approving the Regulation on the allocation of railway infrastructure capacity;
- Government Decision No. 877 of 18 August 2010 on the interoperability of the railway system, published in the Official Gazette No. 663 of 28 September 2010;
- Government Decision No. 117/2010 on approving the Accident and Incident Investigation Regulation, for the development and improvement of the railway safety on the railways and the subway network in Romania;
- Government Decision No. 643/2011 on approving the leasing conditions by Compania Nationala de Cai Ferate "C.F.R." S.A. of some parts of the non-interoperable railway infrastructure, as well as their management, as further amended;
- Government Decision No. 920/2021 on approving the Activity and Performance Contract of Compania Nationala de Cai Ferate "C.F.R." S.A. for the period of time 2021-2025;
- Government Decision No. 361/2018 on approving the procedures for granting licences in the railway transport field;
- GD No. 920/2021 on approving the Activity and Performance Contract of Compania Nationala de Cai Ferate "C.F.R." S.A. for the period of time 2021-2025;
- Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area;
- Emergency Ordinance No. 52/2019 for amending and supplementing Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, which creates the regulatory framework for the implementation of Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council on the establishment of the single European railway area.

### European normative acts

- Directive 2008/57/EC – on the interoperability of the rail systems;
- Directive 2001/16/EC – on the interoperability of the conventional rail systems;
- Directive 2004/50/EC – on the interoperability of the trans-European rail system;
- Directive 2004/49/EC – on railway safety;
- Directive 2008/68/EC and Directive 96/49/EC– on transport of dangerous goods;
- Directive 2012/34/EC establishing a single European railway area;
- Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service;

- Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, as further amended and supplemented;
- Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects;
- Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014;
- Directive 2016/2370/EU of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure;
- EU Implementing Regulation 2017/2177 of 22 November 2017 on access to service facilities and rail-related services;
- Commission Implementing Regulation (EU) 2018/1795 laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council.
- Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to single European.

### 1.3.2 Legal Status and Liability

The Network Statement is for information and presentation purposes. Its legal status will be only that set out in the applicable law in force.

### 1.3.3 Appeals Procedure

Any applicant may submit to CFR a contestation against the provisions of the NS as well as in case of other issues (e.g.: contestation regarding the allocation of infrastructure capacity), if these infringe the law. In case of disputes, these are solved, and a relevant decision is made in accordance with the law (Article 46(6) of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area), whereas CFR will communicate to the applicant, in writing, the resolution modality within 10 working days.

The applicant who considers that he has been treated unfairly, has been discriminated against or wronged with regard to any aspects as set down at Article 56(2) and (3) of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, may also submit a complaint to the National Railway Supervisory Council (CNSDF), an independent body, established in accordance with Law No. 202/2016 to the following contact data:

**The National Railway Supervision Council**

**Address:** 1 Piata Presei Libere, 1 Bucharest, Romania, Mail code: 013701;

**Phone:** +40214054450

**Fax:** +40214054447

**E-mail:** [consiliul.feroviar@consiliulconcurentei.ro](mailto:consiliul.feroviar@consiliulconcurentei.ro)

**Web:** [www.consiliulferoviar.ro](http://www.consiliulferoviar.ro)

## 1.4 Structure of the Network Statement

This NS was prepared for presenting the services supplied by CFR in its capacity as manager of the Romanian railway infrastructure, in accordance with the indicative structure in the Guide prepared by RailNetEurope

(the Association of European Railway Infrastructure Managers), [https://rne.eu/wp-content/uploads/2024-05-16\\_NS\\_CS\\_TT\\_2026.pdf](https://rne.eu/wp-content/uploads/2024-05-16_NS_CS_TT_2026.pdf) and is structured as follows:

**SECTION 1 General Information** – presents the objectives and the overview of the NS;

**SECTION 2 Infrastructure** – presents the description of the railway network, the technical characteristics, the organisation of the railway traffic operation, and the service facilities;

**SECTION 3 Access Conditions** - presents the general access requirements to be fulfilled by any applicant for using the railway infrastructure, and the operational rules;

**SECTION 4 Capacity Allocation** - presents the description of infrastructure capacity allocation process;

**SECTION 5 Services and charges** - presents the services to be supplied to the railway undertakings in accordance with the provisions of Law No. 202/2016 and the relevant charges, including the invoicing modalities;

**SECTION 6 Operations** - presents the information on the rules to be complied with during the traffic and shunting activities.

**SECTION 7 Service Facilities** – presents the information on the service facilities operated by CFR, as well as the information provided by the operators of service facilities with regard to the service facilities operated by them.

## 1.5 Validity Period, Updating and Publishing

### 1.5.1 Validity Period

This version is valid for the 2025/2026 Timetable, commencing with the date of 14 December 2025, until the date of 12 December 2026. It remains valid until relevant changes occur determining the preparation and publishing of the next version.

The NS is published no later than 4 months before the deadline for the submission of the requests for infrastructure capacity. The NS draft is subject to the review by the interested parties for 2 months before the publication.

### 1.5.2 Updating

#### a) Principles

- The version of the NS DRAFT that will enter into force after the expiry of the validity period of the next timetable, is annually made available on the CFR website, for consultation by the interested parties, usually on the second Saturday of December of the current year.

Until the date of 25 January of the following year, the interested parties will submit proposals related to the NS Draft on their own initiative, if applicable.

If no comments are submitted, CFR SA will consider that there are no objections to the Draft Network Statement.

- The operators of service facilities (OSF) will annually send to CFR, at the email address: [drr.cfr@cfr.ro](mailto:drr.cfr@cfr.ro), the updated data regarding the description of the service facilities in accordance with Article 5(1) of EU Regulation 2017/2177 on access to service facilities and rail-related services, with a view to including them in the NS draft, until the date of 5 January of each year. If there are no updates/changes to this data, OSF will communicate this to CFR at the email address indicated above.

- CFR will publish the final version of the NS no later than 4 months before the deadline for the submission of the requests for infrastructure capacity for the next timetable.

#### b) Stages of the process of updating the 2025-2026 NS

- Preparation and publishing of the 2025-2026 NS DRAFT to be reviewed by the interested parties:  
Deadline: 15.12.2024.
- Submission of the link or of the up-to-date information on the service facilities by the operators of service facilities:  
Deadline: 06.01.2025.
- Receipt of the comments from the interested parties within the consultation process:  
Deadline: 25.01.2025.
- Publishing of the final version of the NS resulting from the interested party consultation process:  
Deadline: 10.02.2025
- Entry into force of the NS:  
Deadline: 13.12.2025.

In accordance with Article 27(3) of Law No. 202/2016, the NS *"shall be regularly updated and modified as necessary"*. CFR will regularly update the NS in order to include additional information or to update the already presented information. The modifications made during the validity period will keep the initial number of the version followed by the extension of the order number of the relevant modification (e.g. NS 8.3 will be the third modification of the NS 8.0), and will be highlighted in the table on page ii which contains the date of making and entering into force of the modifications, the indication of the amended paragraphs, and the nature of the modifications. In accordance with Article 27(2) and Annex IV of Law No. 202/2016, the operators of railway service facilities and the managers of the leased railway infrastructures *"shall submit the specific information to be included in the Network Statement or shall indicate a website where this information is available free of charge, in electronic format"*.

#### 1.5.3 Publishing

The NS is available in Romanian and English, free of charge, on the CFR website: [www.cfr.ro](http://www.cfr.ro). Upon request, a hard copy may be made available against payment, if available.

The Romanian version prevails against the English version.

## 1.6 Contacts

For comments and additional information regarding the NS please do not hesitate to contact us:

#### Compania Nationala de Cai Ferate - CFR SA, Traffic Directorate

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania  
**Web:** [www.cfr.ro](http://www.cfr.ro)  
**Phone:** +40 21 319 25 10  
**Fax:** +40 21 319 25 11

E-mail: [drr.cfr@cfr.ro](mailto:drr.cfr@cfr.ro)

Moreover, the NS may be accessed on the RNE website which also includes the NSs of the other European railway administrations that are RNE members. The Internet address where one can access the NSs of the European railway administrations that are RNE members is: <https://rne.eu/organisation/network-statements/>.

## 1.7 Cooperation Between European IMs

### 1.7.1 Rail Freight Corridors

In 2010, the European Parliament and Council drafted Regulation (EU) No. 913/2010 which sets out rules for creating a European rail network for competitive freight, consisting in organizing and managing the international freight corridors.

The purpose of these rules is to supply safe and quality services for a high quality railway transport, and to enable it to compete with other modes of transport.

The main objective for initiating the Regulation was to improve the services supplied by the infrastructure managers to the international freight railway undertakings.

Several initiatives have contributed to the creation of the concept of corridors: the First Railway Package, the TEN-T (Trans-European Transport Network) programme, the cooperation between the Member States, and the collaboration between the infrastructure managers within the ERTMS as well as the implementation of the TAF TSI (Technical Specifications for Interoperability relating to the telematics applications for freight).

By means of Regulation 913/2010, the European Union intends to act in the following main areas corresponding to the harmonization process:

- improving of the coordination between the infrastructure managers,
- improving of the infrastructure access conditions,
- giving sufficient priority to freight trains,
- improving of the inter-modality along the corridors.

The coordination and operative management structures of a freight corridor are the Executive Committee consisting of the representatives of the Ministries of Transport and, respectively, the Management Board consisting of the representatives of the railway infrastructure managers, and of the railway capacity allocation bodies on the corridor route.

#### **"Rhine-Danube" Rail Freight Corridor (RFC)**

The Rail Freight Corridor No. 7 (RFC 7) "Orient/East-Mediterranean": the Northern branch goes through Curtici-Sighisoara-Brasov-Bucuresti-Constanta, and is 858 km long, being 100% electrified, whereas the Southern branch goes through Curtici-Timisoara-Caransebes-Orsova-Craiova-Calafat, and is 507 km long, 399 km of electrified line (79%) and 108 km of non-electrified line (21%). The Craiova-Calafat Section (108 km) is not electrified, but is planned for electrification within a project to be completed at the end of the year 2025. The Corridor Secretariate is headquartered in Budapest, being organized by MAV (The Hungarian State Railways).

The details regarding this corridor may be found on: <https://www.rfc7.eu/>

#### **"Rhine-Danube" Rail Freight Corridor**

Romania is crossed by the RFC 9 "Rhine-Danube" freight railway corridor. On the territory of Romania, the route of the Rhine-Danube freight railway corridor is composed of the Northern Branch Curtici-Sighisoara-

Bucharest-Constanța, which totals 858 km, 100% electrified, and the Southern Branch, Curtici-Timișoara-Caransebeș-Orșova-Craiova-Bucharest-Constanța, which totals 831 km, 100% electrified. The Secretariat of the Corridor is located in Budapest, organized by MAV (Hungarian State Railways). The details regarding this corridor may be found on: <http://rfc-rhine-danube.eu/>

Regulation (EU) No. 913/2010 sets out the preparation of a Corridor Information Document (CID) for each RFC, to be drawn up, published and regularly updated by the RFC Management Board in accordance with the framework structure developed by RailNet Europe (RNE).

In accordance with Article 18 of Regulation (EU) No. 913/2010, the CID shall comprise:

- all the information contained in the network statement of national networks regarding the freight corridor;
- the list and characteristics of terminals;
- the information concerning capacity allocation and traffic management, including in the event of disturbance;
- the implementation plan which includes:
  - the characteristics of the Rail Freight Corridor
  - the essential elements of the market study for the transports that should be regularly carried out
  - the objectives for the Rail Freight Corridor
  - the indicative investment plan.

The CID for the validity period of the Y Timetable shall be published until the 2nd Monday of January of the year Y-1.

The information regarding the CID for RFC 9 can be found on the following website:

<https://rfc-rhine-danube.eu/cid-books/>

In 2024, the European Parliament and the Council adopted Regulation (EU) No 2024/1679 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013.

This Regulation identifies the European transport corridors of greatest strategic importance based on the priority sections of the trans-European network and projects of common interest and specifies the requirements to be met for the development and implementation of the infrastructure of the trans-European transport network.

Currently, according to EU Regulation No 1679/2024, the former railway routes of the TEN-T network related to the 2 corridors on the territory of Romania (Rhine-Danube and Orient/East-Med) are included in

Rhine-Danube Corridor, with two branches:

- Vienna - Bratislava - Budapest - Oradea - Sălaj - Cluj Napoca - Coșlariu/Sibiu - Brașov - Ploiești/Bucharest - (Buzău - Fetești) - Constanța;
- Vienna - Bratislava - Budapest - Arad - Coșlariu / Timișoara - Stămora Moravița / Craiova - Bucharest – Constanța

## 1.7.2 RailNetEurope and Other International Cooperation

### a) RailNetEurope (RNE)

In 2004, a number of European railway infrastructure managers and allocation bodies decided to establish a common organisation, called RailNetEurope (RNE) and headquartered in Vienna, to solve the operational issues in the international railway field.

The details regarding the RNE organisation and objectives are set out in [Annex 3](#).

Since October 2004, CFR is a member of RNE, and cooperates with the IMs in other states which are not members of RNE in order to efficiently prepare and allocate some train paths involving several railway networks. The RNE presentation and projects can be found on the website: <http://www.rne.eu> [rne.eu](http://www.rne.eu)

### b) The Platform of Rail infrastructure Managers in Europe (PRIME)

The representative body called PRIME was established in 2013, with the headquarters in Brussels, on the proposal of the European Commission, and is an organized form of promoting the intentions of the railway infrastructure managers, the relevant associations and the Directorate General for Mobility and Transport (DG MOVE), to enhance cooperation and collaboration with a view to improving the European railway area. The presentation of this body can be found on:

[https://ec.europa.eu/transport/modes/rail/news/2016-06-03-prime-members-and-chair\\_en](https://ec.europa.eu/transport/modes/rail/news/2016-06-03-prime-members-and-chair_en) .

CFR is a member of the "Platform of Rail Infrastructure Managers in Europe" (PRIME) since July 2016. The organizational structure of PRIME consists of the Plenary Meeting (decision-making body co-chaired by the European Commission and the railway infrastructure managers) and 6 working subgroups:

- 1) Infrastructure charging
- 2) Key Performance Indicators
- 3) Infrastructure financing
- 4) Railway safety culture
- 5) Digitalisation
- 6) The European network of the railway regulating bodies.

### TEN-T network corridors

By Regulations (EU) No. 1316/2013 and 1679/2024, the European Commission established the Trans-European Transport Network (TEN-T) as a multimodal network comprising roads, railways, inland waterways, inland and maritime ports, airports and terminals. The TEN-T is composed of the following layers:

(1) The comprehensive network comprises all existing and planned transport infrastructures of the trans-European transport network, as well as measures to promote the efficient and socially and environmentally sustainable use of this infrastructure.

(2) The core network and the extended core network comprise those parts of the trans-European transport network which need to be developed as a priority and completed in accordance with the deadlines set out in the Regulation, in order to achieve the objectives of developing the trans-European transport network.

Also, Regulation No. 1679/2024 established a new TEN-T transport corridor:

The TEN-T corridor Baltic Sea - Black Sea - Aegean Sea (BALTIC SEA -BLACK SEA -AEGEAN SEA).

- Statele Baltice - Polonia cu ramurile:
  - Slovacia - Ungaria - Romania (cu conexiune pe coridorul **Rin-Dunăre** până la Constanța)

- Ucraina - Romania (Dornești - Bacău - Buzău - București - Constanța)

Detalii privitoare la aceste coridoare inclusiv rutele de pe teritoriul României se găsesc la adresa web:

[https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home?layers=15\\_TEN-T%20Regulation%202024\\_Railways%20\(passenger\)%2C18\\_TEN-T%20Regulation%202024\\_Comprehensive%2C17\\_TEN-T%20Regulation%202024\\_Extended%20Core%2C16\\_TEN-T%20Regulation%202024\\_Core%2C11\\_TEN-T%20Regulation%202024\\_Railways%20\(Freight\)%2C14\\_TEN-T%20Regulation%202024\\_Comprehensive%2C13\\_TEN-T%20Regulation%202024\\_Extended%20Core%2C12\\_TEN-T%20Regulation%202024\\_Core&extent=3908480.046314678,2032409.6240838107,6356385.895753874,5289936.47711938&basemap=gisco&countries=Romania&coreNetwork=&corridors=](https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home?layers=15_TEN-T%20Regulation%202024_Railways%20(passenger)%2C18_TEN-T%20Regulation%202024_Comprehensive%2C17_TEN-T%20Regulation%202024_Extended%20Core%2C16_TEN-T%20Regulation%202024_Core%2C11_TEN-T%20Regulation%202024_Railways%20(Freight)%2C14_TEN-T%20Regulation%202024_Comprehensive%2C13_TEN-T%20Regulation%202024_Extended%20Core%2C12_TEN-T%20Regulation%202024_Core&extent=3908480.046314678,2032409.6240838107,6356385.895753874,5289936.47711938&basemap=gisco&countries=Romania&coreNetwork=&corridors=)

This corridor includes the routes:

The EU funding programs and initiatives for financing the TEN-T network development projects can be found on the website: [https://ec.europa.eu/transport/themes/infrastructure\\_en](https://ec.europa.eu/transport/themes/infrastructure_en)

#### **d) CER – The Community of European Railway and Infrastructure Companies**

Established in 1988 with its headquarters in Brussels, CER is a European organization at the level of the railway companies which aims to represent the interests of its members at European level, to improve its position on the transport market and the viability of the railway transport, by conducting actions to influence the general framework which determines the making of the political decisions. The details of CER's activity can be found on the website: <http://www.cer.be>.

To this end, CER is involved in all stages of drafting European legislation, formulating points of view, being recognized by the European Commission as a negotiating partner and lobbying for the railway transport, with a view to finding the right balance between the modes of transport, and creating a fair competition on the transport market, under conditions of sustainable development.

Given that CER - as an organization - is recognized by the European Commission as a dialogue partner in the process of drafting and improving transport legislation (while being also a lobbyist for the railway sector), the capacity as CER member which CFR SA obtained in 2003 offers, on the one hand, a real-time efficient information framework and, on the other hand, the possibility of expressing views in line with the realities and interests of CFR railway infrastructure, even from the drafting stage of the new railway legislative regulations.

#### **e) The International Union of Railways (UIC)**

UIC is a non-governmental multilateral organization established in Paris in 1922 for the co-operation in the field of railway transport, which aims at promoting the co-operation between the member railways and of the railway transport in general, developing the interoperability and improving the competitiveness of the railway transport as compared to other modes of transport. For this purpose, UIC develops rules, provisions and recommendations, railway and technical leaflets and standards, launches and supervises international projects and studies, and fosters the exchange of information and experience <https://uic.org/about/about-uic/>

During the period of time 2005-2006, UIC repositioned itself in relation to the European Union and the world developments, and the UIC structure was adequately adapted to give a global dimension to its organization and activity. At present, UIC has 200 members, belonging to the following categories:

- active members, including railway undertakings and infrastructure managers in Europe, as well as railways from North Africa, the Middle East, India, Pakistan, Japan, China and South Africa;
- associate members, including most railways in Asia, Africa, America and Australia;

- affiliated members, which are companies that perform activities complementary to those performed by the railways (public transport, sleeping cars, catering, etc.). CFR (the Romanian Railways) is one of the founding members of UIC.

#### **f) OSJD - Organisation for Cooperation between Railways**

OSJD is a specialized interministerial international organisation established on 28 June 1956, with the Romanian Ministry of Railways as a founding member, based in Warsaw, whose objective is to ensure the necessary prerequisites for the development of the railway transport between Europe and Asia, and to promote the cooperation of the members on the railway policy and strategy issues, transport law, freight, passenger and infrastructure.

OSJD mainly coordinates the Agreements on International Passenger Transport by Rail (SMPS) and on International Freight Traffic by Rail (SMGS) carried out with the countries of the former Soviet Union, the agreements on mutual settlements between the railways, as well as the technical issues related to the railway interoperability. The details can be found on the website: <http://en.osjd.org>

The organization has two governing and decision-making levels, and namely:

- Higher decision-making body – the Transport Ministers Conference, whose responsibility includes, in particular, policy issues, strategy and transport law;
- The Conference of the Directors General of the railways in the member countries, which mainly coordinates the freight, passenger and infrastructure sectors.

Romania is represented at the Transport Ministers Conference by the Ministry of Transport, Infrastructure and Communications, and CFR S.A. ensures the representation of the CFR company system at the level of the Conference of Directors General.

#### **One Stop Shop - RNE**

The European infrastructure managers which joined RNE have set up One Stop Shops (OSSs) that work within the freight railway corridors (RFC) as a network of contact points under the RNE and RFC umbrella.

The main tasks of the OSS are set out in [Annex 4](#).

A list of the contact persons of the OSSs of the RNE administrations can be found on the RNE website: [www.rne.eu](http://www.rne.eu)

CFR's One Stop Shop (OSS) works within the Traffic Directorate, its contact information being the following:

**Compania Nationala de Cai Ferate - CFR SA, Traffic Directorate**

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania

**OSS:** Mr. Ionut STUPINARU

**Phone:** +40 21 319 25 10

**Fax:** +40 21 319 25 11

**E-mail:** [oss@cfr.ro](mailto:oss@cfr.ro)

#### **RNE Tools**

In order to ensure easy access to the services supplied by the IMs, RNE developed a number of online software tools such as:

- PCS (Path Coordination System) Pathfinder - a system for requests for PCS international train paths: <https://pcs.rne.eu/>
- TIS (Train Information System) EUROPTIRAILS - system for visualizing the traffic of the international trains: <https://tis.rne.eu/>
- The description of these tools is set out in [Annex 4](#).

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## Cap. 2 INFRASTRUCTURE



## 2.1 Introduction

The information provided in this chapter is the one valid at the drafting date of the NS. If there appear significant modifications of the characteristics of the railway infrastructure during the validity period of the NS, these will be included in the published modifications.

For the case when one of the activities included in this chapter is provided by another entity than CFR (in the capacity as IM), there was mentioned the relevant information specific to the activity or there were made references to the provisions comprising it.

The organisation of CFR and of the performed activities are set out on its own Internet page: [www.cfr.ro](http://www.cfr.ro).

The railway infrastructure includes the railway infrastructure in the public ownership of the State, hereinafter called the public railway infrastructure, as well as that in private ownership, hereinafter called the private railway infrastructure.

The management of the railway infrastructure in the public or private ownership of the State is provided by Compania Nationala de Cai Ferate "CFR"-SA (hereinafter called CFR), to which the public railway infrastructure is awarded in concession, without payment of any royalty, and which owns the other elements of the railway infrastructure set out in Annex 2 to GD No. 581/1998 regarding the setting-up of CFR.

Some parts of the State's public railway infrastructure can be awarded in concession, in accordance with the law, to other national companies under the authority of the Ministry of Transport, Infrastructure and Communications in compliance with the national and Community regulations. For the time being, CFR is the only national company empowered to manage the public railway infrastructure.

The concrete elements of the public railway infrastructure are defined in Article 11(1) of GO No. 12/1998, and are set out in GO No. 581/1998 and Annex I to Law No. 202/2016.

The other elements of the railway infrastructure assembly which are not mentioned above represent CFR's private property in accordance with Article 11(3) of GO No. 12/1998.

## 2.2 Extent of Network

The railway network managed by CFR has the general characteristics set out in [Annex 5](#).

The map of the railway network with its main characteristics highlighted is set out in [Annex 2.a](#).

### 2.2.1 Limits

The public or private railway network managed by CFR covers rather evenly the territory of Romania, and serves most of the economic and urban hubs. The railway network managed by CFR is connected to the European railway network through the neighbouring railway administrations, namely: Hungary (MAV), Serbia (ZS), Bulgaria (NRIC), Moldova (CFM), and Ukraine (UZ). The border stations between the railway network managed by CFR and the railway network of the neighbouring railway administrations are set out in [Annex 6](#).

#### 2.2.1.1 Interoperable and non-interoperable railway infrastructure

The State's public or private railway infrastructure includes the infrastructure that can be connected to the trans-European railway infrastructure as well as the infrastructure that cannot be connected to this, as follows:

a) interoperable railway infrastructure, with a route length of 6,878 km; The list of these sections is presented in Annex 2 of GD 643/2011); b) non-interoperable railway infrastructure with a route length of 3,737 km; The list of these sections is presented in Annex 3 of GD 643/2011).

b) non-interoperable railway infrastructure with a route length of 3,737 km; The list of these sections is presented in Annex 3 of GD 643/2011).

### **A) Interoperable Railway Infrastructure Management**

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CFR ensures the management of the interoperable infrastructure by fulfilling all the functions necessary for the use of the railway infrastructure and making it available to railway transport operators, under the terms of the law.

C.F.R. ensures the functioning of the public railway infrastructure by:

- a) fulfilling all the necessary technical, commercial, economic and representational functions;
- b) ensuring the operating status of the lines, installations and other elements of the railway infrastructure at the established parameters;
- c) operational management of train traffic and allowing maneuvering;
- d) distributing the capacities of the railway infrastructure and allocating paths based on the rules established by the Ministry of Transport and the access contract to it.

CFR also ensures the development and modernization of the railway infrastructure in Romania in accordance with European standards, in order to ensure compatibility and interoperability with the European railway transport system.

In order to ensure the safe operation of the activity and for related activities, the specific normative acts in force, the national railway regulations and the own procedures developed by CFR apply to the interoperable and non-interoperable non-leased railway infrastructure.

The sections of the non-interoperable non-leased railway infrastructure are presented in [Annex 7.a](#).

The services that CFR offers to customers who wish to operate trains on the railway infrastructure managed by CFR are described in this NS.

CFR, as the manager of the railway infrastructure, benefits from organizational and decision-making independence with regard to essential functions.

Essential functions of infrastructure management are: (i) decision-making regarding the allocation of train paths, including the definition and assessment of train path availability, and (ii) the allocation of individual train paths and decision-making regarding infrastructure pricing, including the establishment and collection of tariffs, in accordance with the pricing framework and the capacity allocation framework.

The services provided by CFR on the railway infrastructure managed by CFR, as well as the related tariffs, are presented in Chapter 5.

### **b) Management of non-interoperable railway infrastructure**

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CFR may lease parts of the non-interoperable public railway infrastructure to other legal entities, in order to manage it for the organization of public transport of goods and passengers.

The conditions for leasing parts of the non-interoperable railway infrastructure are regulated by GD 643/2011 and are made on the basis of a framework lease agreement presented in [Annex 8](#).

Legal entities leasing portions of the non-interoperable railway infrastructure must be authorized by AFER as infrastructure managers according to art.12 of GD 643/2011.

Currently, CFR has concluded lease agreements with 5 non-interoperable railway infrastructure managers. The leased sections are highlighted in [Annex 7.a](#).

The railway map of interoperable and non-interoperable stations and lines, highlighting the infrastructure managers that have leased non-interoperable lines from CFR, is presented in [Annex 2.b](#).

In order to ensure the safe operation of traffic and related activities, the specific regulatory acts in force, national railway regulations and the own procedures developed by the managers of non-interoperable railway infrastructure (GIFN) apply to the leased non-interoperable railway infrastructure.

The management of non-interoperable infrastructure is carried out under the conditions provided for in GD 643/2011.

The following rules are provided for the management of train traffic on the traffic sections belonging to the leased non-interoperable railway infrastructure:

a) The operational management activities of train traffic on the traffic sections belonging to the non-interoperable railway infrastructure are carried out exclusively by CFR through its own railway traffic management structures (Regional Traffic Regulators or Traffic Regulators), under the terms of the law.

The services provided by CFR on the non-interoperable railway infrastructure leased through its own railway traffic management structures as well as the related tariffs are presented in Chapter 5.5.5.

b) The activities of train traffic management at the level of railway stations and other junction points on the traffic sections belonging to the non-interoperable railway infrastructure are carried out only by personnel authorized by AFER, under the coordination of the railway traffic management structures of CFR, in compliance with all traffic safety norms and in accordance with the regulations in force.

c) Access to these lines is based on an access contract concluded between the railway infrastructure manager and the OTF and the payment of a TUI that cannot exceed the TUI value applied by CFR for sections and similar conditions. The specific tariff conditions are presented in Chapter 5 of the DRR.

The services that GIFN offers to customers who wish to operate trains on the GIFN railway infrastructure are established by GIFN and transmitted to CFR for presentation in [Annex 7.b](#) of the DRR.

## 2.2.2 Connecting Railway Networks

The CFR Network has connections to all 5 neighbouring countries, as set out in the chart in [Annex 2.a](#), and in the table with the technical characteristics of the border stations and the relevant terminals in [Annex 6](#).

## 2.3 Network Description

The characteristics of the network are summarised in [Annex 5](#).

The detailed description of the technical characteristics of the CFR network is set out in the Railway Infrastructure Register, RINF, prepared in accordance with the provisions of Article 47 of Decision No. 108/2020 on railway system interoperability. Pursuant to it, "The Romanian Railway Notified Body which functions within the Romanian Railway Authority shall publish an infrastructure register indicating the values of the network parameters of each subsystem or of each part of the subsystem concerned, as provided in the relevant TSIs. The parameter values recorded in the infrastructure register shall be used in combination with the parameter values recorded in the vehicle marketing authorization to verify the technical compatibility between the vehicle and the network. The infrastructure register may set down conditions for using the fixed installations, as well as other restrictions. The Romanian Railway Notified Body which functions within the Romanian Railway Authority shall update the infrastructure register in accordance with the provisions of Article 49(5) of Directive 2016/797".

RINF can be found on the website: <https://rinf.era.europa.eu/rinf>

### 2.3.1 Track Typologies

Out of the 10 628 km of the CFR railway network, there are:

- 2 917 km of double-track line;
- 7 711 km of single-track line.

These lines are highlighted on the map set out in [Annex 2.a](#).

### 2.3.2 Track Gauges

The CFR railway network has the European (normal) gauge of 1 435 mm.

Nevertheless, there are some short sections at the railway borders with the Ukraine (UZ) and the Republic of Moldavia (CFM), where the line with normal gauge is doubled by a line with the wide gauge of 1 520 mm along the distance from the CFR border station to the neighbouring railway administration. These lines are set out in [Annex 6](#).

Moreover, a 44 km long peage line with wide gauge (1 520 mm) is situated on the Romanian territory between the stations Teresva (UZ) – Campulung la Tisa (CFR) and Valea Viselui (CFR) – Berlibas (UZ).

In order to ensure the uninterrupted international railway traffic from the normal gauge to the wide gauge, there are provided at the Romanian borders with Ukraine and the Republic of Moldavia the transshipment stations and transposition stations that are set out in the table included in [Annex 6](#).

The transshipment stations ensure the transshipment (move) of the goods from the normal gauge wagons to the broad gauge wagons and vice versa.

The transposition stations ensure the transposition of the normal gauge wagons (the change of the axles/bogies) to the broad gauge wagons and vice versa.

The gauge of the lines is shown on the map in [Annex 2.a](#).

### 2.3.3 Stations and Nodes

The stations are sectioning points with lines for train traffic, shunting operations and other railway transport operations. In the meaning of this NS, stations also refer to movement halts.

There are 904 stations on the railway network managed by CFR.

The CFR Stations are shown on the railway map in [Annex 2.a](#).

The railway nodes are the stations with more than two travelling ways or the connections (railway branches) of the running line.

The distances between the stations (nodes) are set out in the rail service books which are drawn up and published annually by CFR, and regularly in the „Kilometre indicator”.

### 2.3.4 Loading Gauge

The loading gauge on the CFR network is “the CFR wagon loading gauge” the sizes of which are set out in the UIC Loading Guidelines (former Annex II RIV).

The loading gauge applicable on the CFR network is indicated in the Instructions No. 328/2008 on exceptional transports on the railway infrastructure set out in Article 2.3.5. of the NS.

The transports exceeding the sizes of "the CFR wagon loading gauge" are considered exceptional transports (out-of-loading gauge), and are dealt with in accordance with the the instructions for the admission and dispatch of exceptional transports on the public infrastructure no. 328, approved by Order of the Minister of Transport no. 103/29.01.2008, for each and every case and route.

### 2.3.5 Weight Limits

The maximum axle load for the lines of CFR is 20 tones/axle.

The maximum weight a dmitted per linear meter of the lines of CFR is 7.2 tones/meter.

The transports exceeding the maximum admitted load and/or the maximum admitted weight are considered exceptional transports (with exceeded tonnage), and are dealt with in accordance with the Instructions No. 328/2008 for each and every case and route.

On CFR lines that have been rehabilitated, the maximum permissible axle load is 22.5 tons/axle.

On these lines, the maximum weight allowed per linear meter is 8.00 tons/meter.

The lines on which the maximum permissible axle load is 22.5 tons/axle and the maximum permissible weight per linear meter is 8.00 tons/meter are shown in the following table.

Line	Interval	Total km undeveloped
300	Sighișoara - Pod Mureș - Coșlariu	98,00
200	Coșlariu-Șibot	47,00
200	Șibot-Mintia	41,00
200	Mintia-Ilia	17,00
200	Ilia-Vărădia	49,00
200	Vărădia-Bârzava Nouă	17,00
200	Bârzava Nouă-Glogovăț	51,50
200	Glogovăț- Arad – Curtici - Frontieră Ungaria	32,00
300	București-Predeal	142,00
800	București-Constanța	225,00
<b>TOTAL</b>		<b>719,50</b>

<b>Total km undeveloped</b>	<b>1439,00</b>
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### 2.3.6 Line Gradients

The CFR line gradients are set out in [Annex 9](#)

### 2.3.7 Maximum Line Speed

The CFR railway network permits conventional running speeds of maximum 160 km/h. There is no high-speed line in Romania.

The maximum speed admitted on each traffic section is indicated in the rail service books which are drawn up by CFR annually, before changing the timetable, and which are made available to the RUs. The rail service books may be ordered before the entry into force of a timetable or may be studied, upon request, at the headquarters of the Traffic Directorate of CFR. The contact data are:

#### Traffic Directorate, Capacity Allocation Office

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania  
**Phone:** +40 21 319 25 10  
**Fax:** +40 21 319 25 11  
**E-mail:** [ionut.stupinaru@cfr.ro](mailto:ionut.stupinaru@cfr.ro)

### 2.3.8 Maximum Train Lengths

The maximum train lengths on a certain traffic section are limited by the maximum useful length of the lines in the receiving/dispatching stations with the lowest useful lengths on the relevant section. In certain cases, CFR may approve a longer train length if some certain specific operating conditions are complied with.

The useful lengths of the lines in the stations are included in the Technical Operation Plans of each station, and may be made available by the Traffic Directorate. The contact data are those specified at point 1.6 of the NS.

### 2.3.9 Power Supply

Commencing with 1 September 2014, the traction current is purchased on the electricity market OPCOM by SC "Electrificare CFR" SA, a specialized subsidiary of CFR. The traction current (TC) is transformed from 110 KV to 25 KV in the CFR traction substations, and is distributed in the contact wire.

The elements of the traction current supply system are part of the public railway infrastructure managed by CFR.

Power system characteristic:

- the current supply voltage: 25 KV nominal
- the frequency of the contact wire: 50 Hz nominal
- the height of the contact wire as to the head of the track: 5 750 mm/5500 mm

The map containing the electrified lines is set out in [Annex 2.a](#).

The contact data for obtaining information on the traction current supply system:

#### S.C. „Electrificare CFR” S.A.

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest  
**Phone:** 021-3192512  
**Fax:** 021-3119838  
**Web:** [www.electrificarecfr.ro](http://www.electrificarecfr.ro)  
**E-mail:** [secretariat@e-cfr.ro](mailto:secretariat@e-cfr.ro)

### 2.3.10 Signalling Systems

The Romanian railway infrastructure is equipped with two-speed step signalling systems, and multiple-speed step signalling systems, both types being equipped with additional signalling devices, as necessary.

The indications of set or reduced speed are sent by the traffic lights, light signals, and indicators that are preceded by warning beacons, as necessary.

The signals mainly cover the sectioning points, the level crossings (barriers), and the running line branches, and are usually placed on the right side of the line, in the running direction of the train or above the line axis.

Depending on the signalling installations mounted in the stations and on the running lines, the following systems are used for organising the train traffic:

- a) the train traffic based on phone agreement – free way;
- b) the train traffic based on the Automatic Block Line (ABL);
- c) the train traffic based on the dispatching installation;
- d) the interlocked management of the train traffic.

The ABL traffic system is implemented on the main lines and on the lines with significant traffic.

For the control of the correct perception, interpretation and application of the signal indications by the driver, the signalling installations are equipped with automatic train speed control (INDUSI with/or ETCS), in case of non-observance by the locomotive driver of the indications of the signals/authorization of movement. The INDUSI and ETCS systems ensures at least:

- a) the spot (INDUSI) or continuous (ETCS) control of the train speed depending on the train rank;
- b) the automatic braking of the train, if the driver is not watchful/does not respect the maximum imposed speed;

The level crossings are signalled with the help of 1.195 automatic signalling installations with and without half-barriers (automatic half-barrier at level crossing, automatic signalling at level crossing).

The specific regulations regarding the signalling used on the Romanian railway infrastructure are set out in the Signalling Regulation No. 004/2006 (see Article 2.4).

The arrangement of the traffic systems per traffic sections on the whole CFR network is set out on the map in [Annex 2.c](#).

### 2.3.11 Traffic Control Systems

The traffic control is performed with the help of the switch control installations that ensure the switch operation according to the necessary train traffic route.

Most of the railway stations are equipped with interlocking systems, but there are also stations which are situated on low-traffic sections, and are equipped with key-operated switch and signal control systems.

Their classification is the following:

- 77 electronic interlocking systems
- 15 electromechanical interlocking systems with computer-assisted control station
- 559 electrodynamic interlocking systems
- 39 electromechanical interlocking systems
- 145 interlocking installations
- 151 non-interlocking installations

The stations and the relevant type of interlocking systems are set out on the map in [Annex 2.c](#).

### 2.3.12 Communication Systems

The radio communication system is used for the ground-train communications (between the traffic manager and the train driver) with regard to the traffic safety and the shunting activity.

The CFR radio communication system is dedicated to the Romanian railway infrastructure.

This radio communication system works on the basis of the Emergency Ordinance No. 79/2002 regarding the general regulatory framework for communications approved with amendments and supplements by means of Law No. 591/2002, as further amended and supplemented. Articles 22 to 31, Article 55(1)(g) and (2) of the Emergency Ordinance No. 79/2002 were abrogated by means of Law No. 154/2012 on the regime of the infrastructure of the electronic communications networks.

Based on the above-mentioned legislation, CNCF "CFR" SA received the licence MT-PMR 0145/2006 which grants it the right to use radio frequencies for the provision of electronic communications networks for private use in the terrestrial mobile service.

The licence was obtained for the use of frequencies in accordance with the following technical and operational conditions:

Network coverage:	national
Communications type:	voice
Operation mode:	simplex
Frequency channel:	12.5KHz/25KHz
Frequency band:	146 000 – 146 800 MHz

The common frequencies are the following:

146 200 MHz and 146 225 MHz - for traffic

146 125MHz; 146 150MHz; 146 175MHz; 146 250MHz; 146 375MHz as well as other frequencies from the frequency band (146 000 – 146 800) MHz - for shunting;

In order to have access to the CFR railway infrastructure, any RU shall ask CFR to approve the use of some frequencies specific to the railway radio communication system according to the activities to be carried out. Every RU will also attach to the request for frequency the technical sheets of the radio transmission devices to be used.

The technical characteristics of the radio transmission devices shall comply with the requirements of ANCOM (The National Authority for Management and Regulation in Communications) included in [Annex 10](#).

The RU may lease, against payment, radio transmission devices from SC "Telecomunicatii Feroviare" SA, CFR's specialised subsidiary, within the limits of the available stock.

CFR grants to each railway undertaking, within the access package included in the IAC, the right to use the traffic frequencies as well as some shunting frequencies – specific to each RU, according to the frequency allocation authorizations, dedicated to each CFR radio communication network.

For the approval of the RU specific frequencies and more information on the radio communication system, the RU may contact:

**Compania Nationala de Cai Ferate - CFR SA, Installation Directorate**

**Phone:** +40 21 319 24 50

**Fax:** +40 21 319 24 51

### 2.3.13 Train Control Systems

(1) In order to increase the commercial speed at the level of the CFR network, there are also included in the modernization projects works for implementing the European Railway Traffic Management System/European Train Control System (ERTMS/ETCS), both on-track and on-board, with the direct and indirect benefits that it brings to the train traffic with a view to increasing the speed, safety and traffic capacity.

(2) The trackside Control-Command and Signalling Subsystem - CCS, equipped with ERTMS equipment, ensures the interoperability of the trans-European railway system.

The characteristics of the control-command and signalling systems are the following:

1. the functions that are crucial for the safe control of the railway traffic, and for its operation, including those necessary for the emergency conditions;
  2. the interfaces;
  3. the level of performance necessary to meet the essential requirements.
- (3) The CCS Subsystem includes the following components:
1. train protection;
  2. radio voice communications;
  3. radio data communications;
  4. train detection.

(4) The CCS Subsystem includes the following equipment:

- Equipment of the European Train Control System (ETCS) Level 2;
- Equipment of the Global System for Mobile Communications – Railway (GSM-R).

By means of a voice network and a data network, GSM-R ensures the connection between the trackside ETCS Level 2 equipment and the on-board mobile ETCS equipment.

The trackside ETCS Level 2 and GSM-R equipment consists of traffic safety systems, and with its help there are transmitted to the locomotive drivers from the traction vehicles equipped with on-board ERTMS equipment (OBU) information regarding:

- the Movement Authority;
- the train speed depending on the track characteristics (set speed, reduced speed, speed limitations, speed restrictions, gradient, free or occupied status of the detection systems, etc.), respectively on the train characteristics (category, length, weight, brake type, braking percentage, etc.);
- the stopping order.

The trackside ETCS Level 2 equipment includes Eurobalises, and provides, in addition to the conditions for the INDUSI system, the following:

- a. a secure coding and communication system between the ground and the on-board equipment;
- b. the detection of any missing trackside equipment;
- c. an on-board computer system, designed on safety principles, for managing the braking curves.

The main element of the trackside ERTMS Level 2 is the *Radio Block Centre - RBC*, which operates in connection with the interlocking systems of the stations, and the line block systems using ETCS Level 2 and GSM-R for the train identification and the transfer of the driving parameters to the trains equipped with on-board ERTMS, by means of the "Movement Authority" (MA).

At present, the ERTMS system is mounted on two sections of the CFR Network, as follows:

- Buftea - Brazi (certified);
- Km.614 - Curtici (certified).

The ERTMS system is also being mounted on two other sections:

- Sighisoara - Coslariu (the Sighisoara – Simeria Section);
- Coslariu - Simeria (the Sighisoara – Simeria Section).

For the other (Rhine – Danube and East/East - Med) Core or Comprehensive TEN-T sections, ERTMS is in different stages of project preparation or implementation. The installation of the ERTMS system has been included in all the projects for the modernization of the railway lines on the European corridors. The stage of ERTMS implementation on the Romanian railway network directly depends on the completion of the railway infrastructure modernization works. Thus, most of the railway network is in various phases of modernization and, implicitly, in various phases of ERTMS implementation (Figure 1).



## 2.4 Traffic Restrictions

### 2.4.1 Specialized Infrastructure

CFR has not designated any specific (specialized) railway infrastructures for certain traffic flows complying with Article 49 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented.

### 2.4.2 Environmental Restrictions

No environmental traffic restrictions are applied on the Romanian railway network.

### 2.4.3 Dangerous Goods

The dangerous goods are accepted for transportation on the basis of a timetable approved by CFR upon the request of the RU, which is to indicate all the characteristic data of the transported dangerous goods, and the special traffic conditions.

#### 2.4.4 Tunnel Restrictions

The Romanian Railway Infrastructure comprises 171 tunnels with a total length of 62 km.

The tunnels are not restricted for the diesel traction traffic.

The loading gauge through the tunnels is: GA, GB, GC according to the construction year or the last overhaul. The transports exceeding the loading gauge of the tunnels are dealt with in accordance with Article 2.5 of the NS.

No out-of-loading gauge transports are permitted on the Oravita – Anina Line.

#### 2.4.5 Bridge Restrictions

The Railway Network comprises 17 694 bridges and culverts (4 216 of them are bridges) with a total length of 143.65 km.

The traffic restrictions on the bridges refer to the loading gauge or to the load per linear meter. The restrictions are determined by the ratio between the bearing capacity of the bridge, and the load per axle or linear meter of the rolling stock.

The restriction refers to the enforcement of a value of the load per axle/linear meter or the speed restriction and tonnage acceptance. This restriction is mentioned at C3 in Annex II RIV.

These restrictions may be exceeded only after obtaining some special approvals which have to be required in advance by the RU.

### 2.5 Availability of the Infrastructure

In principle, the stations (the traffic sections) have full availability (uninterrupted activity), with the following exceptions:

- a) infrastructure maintenance or repairing works;
- b) infrastructure overhaul or upgrading works;
- c) activity suspended on low-traffic sections, during certain periods of the day;
- d) urgent works;
- e) force majeure cases;

There are set out in the annual working timetable "windows" (reserve capacities) for the maintenance and repairing of the railway infrastructure. They may be operatively cancelled if there are no works scheduled or the train paths allocated may contain remarks regarding the availability within the "windows" that are published before enforcing the timetable.

- a) The overhauling or upgrading works are scheduled in due time, and are set down in the working timetable.
- b) The activity may be suspended on certain low-traffic sections (for time intervals smaller than 24 hours), especially at night, if no train path is allocated.

The intervals for suspending the activity are established according to the low-traffic periods in the working timetable. After the entry into force of the timetable, the traffic of the RU's trains within these time intervals is subject to a prior approval taking into account the technical possibilities, and the recovery of the additional costs for resuming the activity.

At the request of the RU, CFR may supply the services related to the resumption of the activity on the sections with suspended traffic, under the conditions set down at point 5.5.5.

The list of these sections and suspension intervals is set out in [Annex 11](#).

- c) If urgent works on the railway infrastructure are necessary in the situations when there is a danger for the traffic safety, CFR orders the closure of the traffic on the relevant sections until the repairs have been performed.
- d) If the infrastructure is affected due to a force majeure case making the railway infrastructure unavailable, the RUs are operatively notified, and alternative train paths are made available to them on deviated routes. The specific provisions are set out in the access contract

These cases of unavailability of the infrastructure are notified to the RUs in accordance with the provisions of Article 53 of Law No. 202/2016.

## 2.6 Infrastructure Development

Infrastructure is the most important logistical resource of the railway transport, and the development of the infrastructure must be seen from the perspective of the need to develop the railway transport. The development of the railway infrastructure includes, first of all, the maintenance, repair and renewal actions necessary for the rehabilitation of the existing infrastructure, and its maintenance at the performance parameters necessary to support a competitive railway transport at national level. The development of the railway infrastructure also includes the modernization and development actions needed to meet the current and future mobility needs of the people and goods, as well as the identified requirements for increasing the competitiveness of the railway transport. Last but not least, the development of the railway infrastructure includes actions for modernizing the operation of the railway infrastructure, on the one hand, in order to increase the performance of the train traffic, and, on the other hand, in order to streamline the operation with a view to limiting the railway transport costs. Finally, the development of the railway infrastructure includes actions designed to maintain a high level of the train traffic safety, with a view to strengthening one of the important strengths of the railway transport on the transport market.

In accordance with the provisions of Article 8(1) of Law No. 202/2016, CFR, in collaboration with the specialized departments of the Ministry of Transport, Infrastructure and Communications, prepared the Strategy for the Development of the Railway Infrastructure in the Period of Time 2021-2025.

The strategy aims at substantiating the needs of financing the Romanian railway infrastructure for the next 5 years (period of time 2021-2025). Against this background, it should be noted that the general objectives, the specific objectives and the strategic actions are defined in accordance with a medium- and long-term strategic vision, which includes as benchmarks the years 2025, 2030 and 2050. But within each direction of strategic action there are identified actions with a priority nature from a time perspective, which should be carried out in the next 5 years. These priority actions are quantified in terms of estimated costs, in order to identify the financing needs for the next 5 years. It is envisaged not to exceed a sustainable financing level, estimated on the basis of the information available at the time of developing the strategy.

In accordance with the provisions of Article 8 of Law No. 202/2016, based on the financing need identified within this strategy, there is going to be established and approved the plan of actual financing of the railway infrastructure for the next 5 years. Based on the approved financing plan, the CFR business plan for the next 5 years will then be drawn up, which will also identify the feasible investment plan within the approved financing plan.

The development strategy of the Romanian railway infrastructure is correlated with the General Transport Master Plan of Romania, approved by means of the Government Decision No. 666/2016, as well as with the Management Plan of the company. Moreover, following the approval by the Government, the railway infrastructure development strategy will be integrated in the development strategy of Compania Nationala de Cai Ferate "CFR" SA, the manager of the Romanian railway infrastructure.

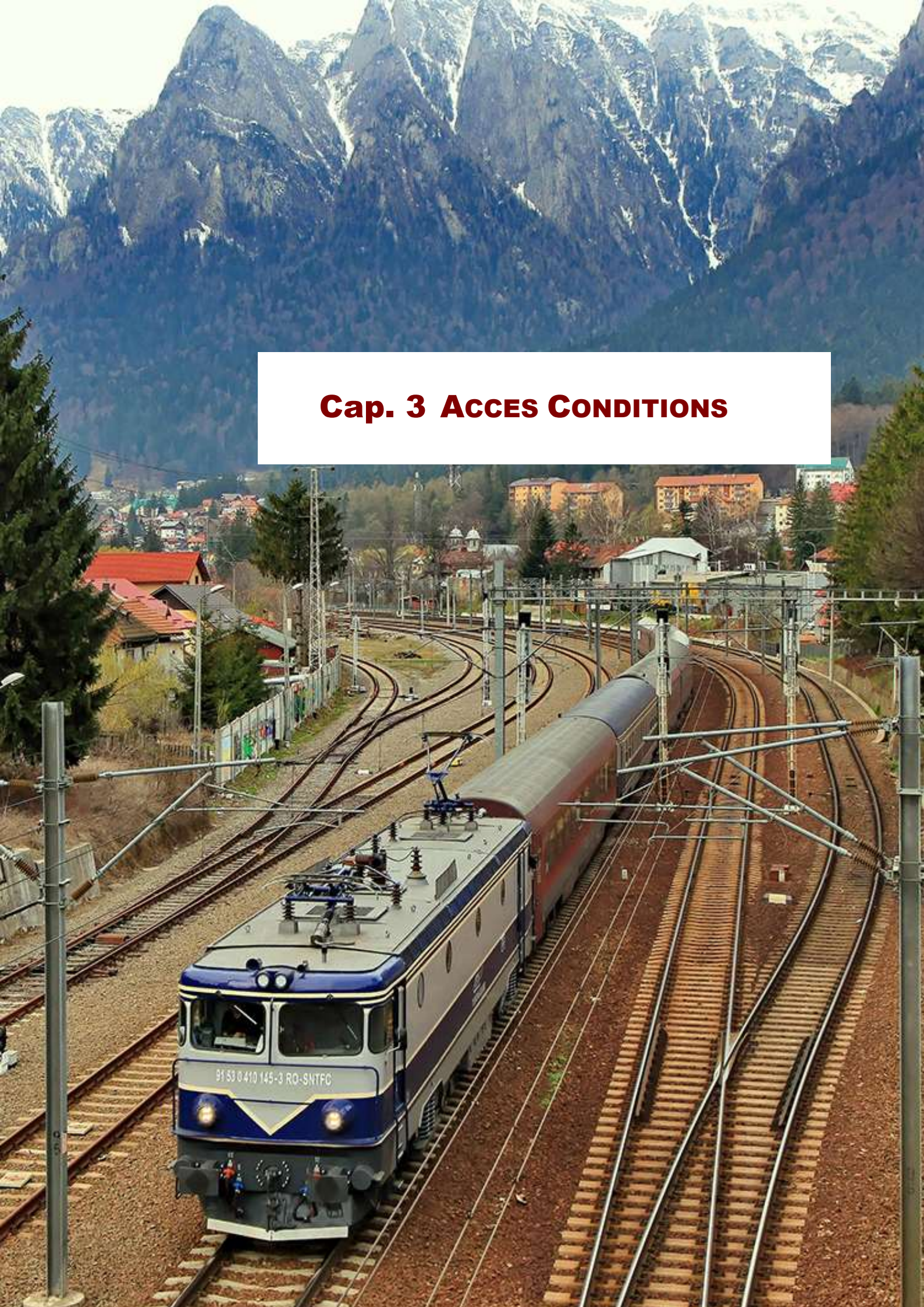
Some relevant elements of the railway infrastructure development strategy are summarized in [Annex 12.a](#).

The railway infrastructure development strategy for the period of time 2021-2025 is published on: <https://cfr.ro/programe-si-strategii-2/>.

The status of the investment projects aimed at modernizing the infrastructure related to the European railway corridors and the TEN-T network is summarized in [Annex 12.b](#). These projects are eligible for financing from European grants.

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## **Cap. 3 ACCES CONDITIONS**



## 3.1 Introduction

The public railway infrastructure on the Romanian territory belongs to the Romanian State, and is awarded in concession to Compania Nationala de Cai Ferate "CFR"-SA in its capacity as infrastructure manager.

The concrete elements of the public railway infrastructure are defined in Annex 2 to GD No. 581/1998 on setting-up Compania Nationala de Cai Ferate "CFR"-SA, as further amended, and in Annex 1 to Law No. 202/2016.

The access to the railway infrastructure is granted on a non-discriminatory basis to all the RUs that fulfil the necessary and sufficient conditions, and require and conclude an access contract with CFR or an allocation agreement in case of the other applicants.

## 3.2 General Access Requirements

The access to the Romanian railway infrastructure is granted in accordance with the normative acts set out in [Annex 13](#).

### 3.2.1 Conditions for Applying for Capacity

An infrastructure capacity may be requested by an applicant (RU) defined in accordance with Article 3(28) of Law No. 202/2016, as further amended and supplemented.

For requesting infrastructure capacity, the applicant shall fulfil the following requirements:

- if it is a Romanian or a foreign RU and/or an international grouping of RUs:
  - to hold a railway transport licence;
  - to hold a safety certificate for the routes requested and
  - to have concluded an infrastructure access contract with CFR;
- if it is a non-RU applicant, it shall hold an allocation agreement concluded with CFR SA

### 3.2.2 Conditions for Access to the Railway Infrastructure

The freight or passenger transport may be performed by the RUs that hold:

- a railway transport licence;
- a safety certificate;
- an access contract concluded with CFR;
- train paths allocated for the transport route.

For the traffic on the CFR railway lines at the border – at the first border station on the Romanian territory, the foreign RUs may run on the railway infrastructure in accordance with the law, and the international conventions and agreements to which Romania is a party.

In such cases, the access right is granted in accordance with the Intergovernmental Agreement regarding the performance of the railway traffic at state borders concluded between Romania and the neighbouring country.

### 3.2.3 Licences

The railway transport licence means an authorisation issued by a licensing authority to an undertaking, by which its capacity to provide rail transport services as a railway undertaking is recognised. The capacity may be limited to the provision of specific types of services.

The railway transport services on the Romanian railways are classified in the following types:

- a) Type A – passenger railway transport performed in the public and/or own interest;
- b) Type B – freight railway transport performed in the public and/or own interest;
- c) Type C – only railway shunting in the public and/or own interest.

The railway transport licence is granted in accordance with the provisions of Law No. 202/2016, of OMT No. 683/2017 on approving the charges for the specific services supplied by AFER, and of GD No. 361/27.07.2018 on approving the procedures for granting railway transport licences. The authority responsible for granting railway transport licences in Romania is the Romanian Railway Licensing Body (OLFR), an independent body functioning within the Romanian Railway Authority – AFER.

The railway transport licence granted by OLFR is also valid in the other EU Member States for comparable railway transport services.

OLFR and CFR acknowledge the validity on the Romanian railways of the railway transport licences granted by the authorities responsible for licensing the RUs in the other EU Member States, for a service of equivalent nature to the one specified in the licence, in accordance with the applicable Community law, respectively Law No. 202/2016.

Contact data:

#### **The Romanian Railway Licensing Body - OLFR**

<b>Address:</b>	393 Calea Grivitei, 1 Bucharest, Romania
<b>Phone:</b>	+4021.307.79.07 +4021.307.79.45
<b>Fax:</b>	+4021.316.05.97 +4021.307.79.87
<b>Web:</b>	<a href="https://eradis.era.europa.eu/safety_docs/licences/default.aspx">https://eradis.era.europa.eu/safety_docs/licences/default.aspx</a>
<b>Email:</b>	<a href="mailto:olfr@ofer.ro">olfr@ofer.ro</a>

### **3.2.4 Safety Certificate**

The single safety certificate is the document certifying the fact that a RU holding a licence may supply a type of railway transport service on the traffic sections of the Romanian railways;

The safety certificate comprises the following specific documents:

- Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented;
- GD No. 361/2018 on approving the procedures for granting railway transport licences;
- Order no. 932/2020 on measures for the application of Commission Regulation (EU) 2018/763 of 9 April 2018 laying down the practical arrangements for issuing single safety certificates to the railway undertakings;
- Order No. 743/2020 on issuing the single safety certificate to the undertakings performing only railway shunting operations on the Romanian railways, issued by the Ministry of Transport and Infrastructure;
- GEO No. 73/2019 on railway safety transposing Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union, and Directive (EU) 2016/798 of the European Parliament and the Council of 11 May 2016 on railway safety into the national law.

The authority responsible for granting safety certificates in Romania is the Romanian Railway Safety Authority (ASFR), an independent body functioning within the Romanian Railway Authority – AFER.

The safety certificate Part A is also valid in the other EU Member States for comparable railway transport services.

ASFR acknowledges the validity on the Romanian railways of the safety certificates which confirm the acceptance of the safety management system (Part A), and are granted by the authorities responsible for the safety certification of the RUs in the other EU Member States, for comparable railway transport services, in accordance with the applicable Community law, respectively Order No. 743/2020 on issuing the single safety certificate to the undertakings performing only railway shunting operations on the Romanian railways, and Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented.

The contact data of ASFR:

**The Romanian Railway Safety Authority – ASFR**

**Address:** Strada Turda, nr. 98, bloc 29A, tronson 3, sector 1, Bucuresti, cod postal: 011333

**E-mail:** [office.asfr@sigurantaferoviara.ro](mailto:office.asfr@sigurantaferoviara.ro)

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### 3.2.5 Insurance

In order to obtain the licence, the RU shall conclude insurance contracts with certified insurance companies or take the necessary measures for covering its civil liability in case of railway accidents or technical incidents related to the requested railway transport services, in accordance with GD No. 361/2018 on approving the procedures for granting railway transport licences. These insurances are attached to the licence issued by OLF, and are submitted to CFR upon concluding the access contract.

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## 3.3 Contractual Arrangements

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### 3.3.1 Framework Agreement

The framework agreement is regulated by Article 42 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, which sets down that CFR may conclude a framework agreement with an applicant. This framework agreement refers to the characteristics of the railway infrastructure capacities requested by an applicant as well as of the infrastructure capacities offered to it, for any period of time exceeding one working timetable period. The framework agreement will not specify the train path in detail, but it will be drawn up so that it may meet the commercial needs of the applicant.

This framework agreement is subject to the prior approval of the National Railway Supervision Council.

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### 3.3.2 Contracts with RUs

For the access to the railway infrastructure managed by CFR, the RU shall conclude an infrastructure access contract with CFR.

The access contract sets down the rights and obligations of CFR and of the RU with regard to the allocation and use of the infrastructure capacities as well as to the other services provided or supplied by CFR.

The access contract is generally concluded for the validity period of a timetable, and has a standard structure applicable to all the RUs, for the same traffic type.

The access contract includes at least the following provisions:

- a) the services offered to the RU, in accordance with Annex II to Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, classified per categories as follows:
  - minimum access package;
  - access, including track access, to service facilities, if they exist, and supply of services within these facilities;
  - additional services;
  - ancillary services;
- b) the railway infrastructure operating rights and the allocated train paths;
- c) the obligations and responsibilities of the parties;
- d) the performance parameters regarding the quality of the contracted services;
- e) the level of the IAC and of the charges for the other services included in the contract;
- f) the duration of the contract and the termination clauses;
- g) other elements.

The contract also sets down the rights and obligations of CFR and of the RU with regard to the allocation of capacities.

The access contract shall be concluded between CFR and the RU before the allocation of the requested train paths.

The access to the railway stations and the freight terminals is included in the access contract.

The standard template of the access contract is set out in [Annex 14](#). This is mandatory for the RU requesting to use the railway infrastructure managed by CFR. Its structure can be modified in accordance with the development of the law in the railway field.

For the conclusion of the access contract, the RU shall submit the documents set out in [Annex 15.a](#). The list of the RUs that concluded access contracts with CFR up to the publication date of this NS is set out in [Annex 16](#).

### 3.3.3 Contracts with non-RU Applicants

In accordance with the provisions of Article 38(2) and (3), and of Article 41(1) of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, CFR may also conclude contracts with other applicants than the RUs, as defined in Article 3(28) of the same law:

- other natural or legal persons or entities (such as the competent authorities under Regulation (EC) No. 1370/2007 on public passenger transport services);
- shippers, freight forwarders and combined transport operators that want to obtain capacities for public-service or commercial activities.

The allocation agreement sets down the rights and obligations of CFR and of the applicant in terms of train path allocation.

The allocation agreement is generally concluded for the validity period of a timetable, and has a standard structure applicable to all the applicants.

The allocation agreement includes at least the following provisions:

- a) the train paths allocated to the applicant;

- b) the RU designated by the applicant for the use of each train path allocated to the applicant;
- c) the obligations and responsibilities of the parties;
- d) the performance parameters regarding the quality of the contracted services;
- e) the level of the charges for the services included in the contract;
- f) the duration of the contract and the termination clauses;
- g) other elements.

The standard model of the allocation agreement is given in the [Annex 17](#).

### 3.3.4 General Terms and Conditions

EGTC – European Grouping of Territorial Cooperation tool was designed to facilitate the implementation of territorial cooperation programmes and projects. In Romania, the ministry responsible for managing the EGTC is the Ministry of Development, Public Works and Administration.

In principle, CFR SA, an entity under the coordination of the Ministry of Transport and Infrastructure, is not directly involved in the activities of the EGTC.

## 3.4 Specific Access Requirements

### 3.4.1 Rolling Stock Acceptance

In accordance with the regulations in force, the RU is responsible for the rolling stock (RS) in its trains. Therefore, the RU is responsible for the authorisation of its own RS, the check of the RS it uses or the acceptance of the RS from another RU at the border stations (by concluding taking-over agreements).

CFR is not responsible for the homologation of the rolling stock, whereas the relevant responsible authority is the Romanian Railway Notified Body (ONFR) which functions within AFER, and has the following contact data:

#### The Romanian Railway Notified Body - ONFR

**Address:** 393 Calea Grivitei, 1 Bucharest, Romania  
**Phone:** +4021.307.79.00  
**Fax:** +4021.316.42.58  
+4021.316.05.97  
**Web:** [www.afer.ro/rom/ONFR](http://www.afer.ro/rom/ONFR)  
**Email:** [office.onfr@afer.ro](mailto:office.onfr@afer.ro)

### 3.4.2 Staff Acceptance

The operating staff of the RU who have traffic safety related responsibilities, and are to perform specific railway transport activities on their own liability shall hold authorisations for exerting the relevant positions issued by AFER in accordance with OMT No. 2262/2005.

The locomotive drivers shall hold a locomotive driver permit issued by AFER in accordance with GD No. 1611/2010 on the approval of the norms on licensing locomotive drivers.

The locomotive driver permit and the authorisation shall be issued upon the RU's request, following the examination of the professional knowledge.

ASFR is the body within AFER responsible for issuing locomotive driver permits, and authorisations for exerting a position. The contact data are set out in Article 3.2.4. – Safety Certificate.

The compliance with the staff acceptance conditions is verified both during the process of granting the safety certificate to the RU and during the performance of the activity by the RU.

The RU shall also hold its own training staff or a contract with an authorised entity. CENAFER is the national body within the Ministry of Transport and Infrastructure appointed to ensure the formation-qualification, training and regular professional examination of the staff performing specific railway transport activities under conditions of traffic safety, transport security and railway service quality, and to participate in the commissions authorising the staff with railway traffic safety related responsibilities.

CENAFER was set up in accordance with GO No. 58/2004, approved by means of Law No. 408/2004, and is organised and functions as a public institution with legal personality, subordinated to the Ministry of Transport, Infrastructure and Communications, and has the following contact data.

#### **The National Centre for Railway Qualification and Training – CENAFER**

**Address:** 343B Calea Grivitei, 1 Bucharest, Romania  
**Phone:** +4031 620 39 02  
**Fax:** +4031 620 39 11  
**Web:** [www.cenafer.ro](http://www.cenafer.ro)  
**Email:** [cenafer@cenafer.ro](mailto:cenafer@cenafer.ro)

### **3.4.3 Exceptional Transport**

A transport is considered exceptional if, due to its dimensions, its loading gauge or its weight, in correlation with the characteristics of the railway infrastructure on which it will run, it can be admitted only when complying with certain special technical or operating conditions.

The following transports are considered exceptional transports:

- a) the loads that do not comply with the binding conditions set out in the UIC Loading Guidelines;
- b) the loading units that need to be transhipped, if the mass of each object exceeds 25 tones;
- c) the shipments that have to be loaded on a ferry-boat and comply with the provisions set out in GCU and CUV (former Annex IV to RIV);
- d) the wagons with more than 8 axles, if loaded,
- e) the railway track vehicles running on own wheels which represent the purpose of a transport contract, if not marked,
- f) other transports representing the purpose of the specific instructions approved by means of the order of the Minister of Transport.

For the guidance of the exceptional transports in the international traffic, there are needed taking-over agreements from all the railways participating in the transport or only from the railways holding the lines on which the relevant transports are considered exceptional. The taking-over agreements are to be requested and obtained by the RU.

The detailed regulations on exceptional transports are set out in the ***Instructions on Approving and Dispatching Exceptional Transports on the Public Railway Infrastructure – No. 328/2008.***

The method of allocating infrastructure capacity for exceptional transports is described in Article 4.5.3.

CFR may offer assistance for the performance of exceptional transports in accordance with the conditions specified in Article 5.4.3.

The department responsible for approving the exceptional transport traffic on the CFR Network is:

- a) the Central Office for Railway Traffic Coordination of the Traffic Directorate for the international transports and for the transports in the area of two or several regional railway branches. Contact data:

**Traffic Directorate, Central Office for Railway Traffic Coordination**

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania  
**Phone:** +40 21 319 25 10  
**Fax:** +40 21 319 25 11  
**Mobil:** +40 722 693 161  
**E-mail:** [nicuta.borcan@cfr.ro](mailto:nicuta.borcan@cfr.ro)

- b) the Regional Railway Branch for the transports in the area of only one regional railway branch.

### 3.4.4 Dangerous Goods

Dangerous goods (substances) (DS) are those chemical products that, during the transport on the railways (in tank wagons, containers or other packages), due to some traffic accidents, damages to the means of transport or packing, unexpected chemical reactions, non-compliances with the packing and transport technical norms or some other unexpected factors, may lead to the occurrence of explosions, fires, gas, vapour, aerosol or toxic liquid emissions released on the ground and in the environment. The explosion, fire, gas or vapour emissions may occur directly in the means of transport or/and following the spreading of the dangerous substance on the ground.

The dangerous substances (goods) may be transported by rail in tank wagons, containers or other types of packing units, in form of:

- gas, at normal pressure;
- compressed gas;
- liquid gas;
- liquid;
- solid (compact, crystals, powders)

In order to be permitted to transport dangerous goods on the CFR network, the freight RUs shall have the remark "inclusively dangerous goods" included in the licence, in the "Service Type" column".

On the CFR network, there apply the provisions of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) as well as other specific regulations set out in the railway instructions, whereas some of these are mentioned below:

- GD No. 1175/2007 on approving the Rules for transporting dangerous goods in Romania;
- Regulation concerning the International Carriage of Dangerous Goods by Rail RID – Appendix C to the Convention concerning International Carriage by Rail (COTIF) signed in Bern on 9 May 1980, and amended by means of the Protocol ratified by means of the GO No. 69/2001 which was approved by means of Law No. 53/2002;
- GO No. 7/2005 on approving the Regulation on the Romanian railway transport, republished;
- OMT No. 590/2007 for establishing the rules on the domestic transport of dangerous goods by rail;

The infrastructure capacity allocation method for the transport of dangerous goods is set out in Article 4.7.

CFR may provide assistance for the performance of the transport of dangerous goods in accordance with the conditions set out in Article 5.4.3.

The body responsible for approving the transport of dangerous goods on the CFR Network is:

**Traffic Directorate, Central Office for Railway Traffic Coordination**

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania  
**Phone:** +40 21 319 25 10  
**Fax:** +40 21 319 25 11  
**E-mail:** [nicuta.borcan@cfr.ro](mailto:nicuta.borcan@cfr.ro)

### 3.4.5 Test Trains and Other Special Trains

The applicant shall submit the request for the test, specifying the context and type of test required, to identify the legislation and regulations related to its conduct. When submitting the application, both the agreement for carrying out the test issued by the Romanian Railway Authority and the designation of the OTF involved (if the applicant is not himself an RU) is required. At the same time, the applicant shall submit the characteristics of the rolling stock necessary/relevant for the conduct of the experiment, approved by AFER.

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A high-speed train, possibly a Shinkansen, is shown on a set of tracks. The train is silver and blue, with a sleek, aerodynamic front. It is moving towards the viewer. Above the train, there is a complex system of overhead power lines and support structures. The background shows a clear blue sky and some greenery on the left side. The train is on a track with gravel ballast. In the foreground, there are several tracks and a small orange sign with the number '14' on it.

## **Cap. 4 CAPACITY ALLOCATION**

## 4.1 Introduction

The infrastructure capacity allocation is regulated in Chapter IV, Section 3 of Law No. 202/2016, and by the Regulation on the allocation of railway infrastructure capacity (GD No. 1696/2006 – under updating).

In accordance with these, the Romanian infrastructure capacity allocation body is CFR, in its capacity as an infrastructure manager independent from the specific activities of a RU.

The available infrastructure capacities are allocated by CFR upon the requests of the RUs as well as of other applicants.

Any transaction between the RUs regarding the allocated infrastructure capacities is forbidden, and triggers the cancellation of the access contract, except in the case of the applicants that are not RUs, in accordance with Law No. 202/2016.

CFR satisfies, as far as possible, all the requests for infrastructure capacity, also depending on the availability of the railway infrastructure. Within the scheduling and coordination procedure, CFR may consider as priorities certain services specified in Articles 47 and 49 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented.

The right to use the infrastructure capacities established as train paths is granted to the RUs or to other applicants for a maximum period of time corresponding to one working timetable period.

If an applicant intends to request infrastructure capacity for supplying a passenger railway transport service on a route where the right of access to the railway infrastructure is limited, it notifies the infrastructure manager and the National Railway Supervision Council with regard to its intention to supply this new passenger railway transport service at least 18 months before the entry into force of the working timetable to which the capacity request refers, in accordance with the provisions of Article 38(4) the first sentence of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented.

According to Article 3(e) of the Regulation laying down the procedure and criteria for the application of the economic equilibrium test issued by the National Railway Supervisory Board, a new rail passenger transport service is a rail passenger transport service intended to operate as a regular-time service, which is either entirely new, it involves a substantial modification of an existing rail passenger service, in particular to increase the frequency of services or to increase the number of stops, and which is not provided under a public service contract.

The regulation establishing the procedure and criteria for applying the economic equilibrium test issued by the National Railway Supervisory Board, can be accessed at the address

<http://www.consiliulferoviar.ro/wp-content/uploads/2020/07/Regulament-test-echilibru-economic - CNSDFLdocx.pdf>

## 4.2 General Description of the Process

The infrastructure capacity allocation is performed by CFR in its capacity as the allocation body.

The Regulation on the allocation of infrastructure capacity is set out in [Annex 18](#).

CFR supervises the carrying-out of the allocation procedures, and monitors the train path allocation on a fair and non-discriminatory basis, and by complying with the law and the confidentiality.

The requests for infrastructure capacity are submitted in accordance with the law by:

- A. the RUs which have concluded an infrastructure access contract with CFR, in accordance with the allocation regulation;

B. other applicants in accordance with Law No. 202/2016, which have concluded access agreements.

The requests of the foreign RUs, and of the international groups made up of these RUs are accepted in accordance with the law and the international agreements and conventions to which Romania is a party.

The allocated train paths are published in the rail service books.

The rules for path identification and train numbering on the Romanian railway network are established in the *Operational procedure: "Path Identification and Train Numbering on the Romanian Railway Network – section [Operational Procedures](#)*

The path identification and train numbering system mainly ensures:

- a) the numerical identification of the passenger and freight trains along the entire route;
- b) facilitating the information of the passengers;
- c) the supply of information to the railway staff on the characteristics of the trains;
- d) the possibility of electronic data processing, providing a precise criterion for identifying trains in all the areas of the railway activity (traffic management, control-command and signalling, hot axle box, passenger notification systems, electronic ticketing, statistics, etc.).

CFR is also the allocation body for the non-interoperable sections leased to the managers of non-interoperable railway infrastructure.

CFR consults the interested parties with regard to the draft of the working timetable, and these may submit remarks within a month at least. The interested parties are all the parties that have submitted a request for infrastructure capacity as well as the other parties that wish to formulate comments with regard to the influence that the working timetable might have on their capacity of supplying railway services during the working timetable period.

## 4.3 Reserving Capacity for Temporary Capacity Restrictions

### 4.3.1 General Principles

Within the allocation programme, CFR shall highlight the Infrastructure Capacities necessary for performing the maintenance works (train paths, blank intervals in the working timetable, etc.) in accordance with the provisions of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, and of the Instruction No. 317 – the Instruction on speed restrictions, line closures and voltage cut-offs, approved by means of OMT No. 417/2004. The list of the sections and stations with capacity restrictions may be found in [Annex 19](#) to the NS.

### 4.3.2 Deadlines and Information Provided to Applicants

At the deadlines set out in Annex VII to law no. 202/2016 on the integration of the railway system in Romania into the single European railway area, with subsequent amendments, CFR publishes in the [Annex 19](#) the temporary restrictions on the capacity of railway lines that have a duration of more than seven consecutive days and due to which more than 30% of the estimated volume of daily traffic on a railway line is cancelled, re-routed or replaced by other modes of transport. The details of the coordination and consultation process with the applicants, the main operators of the service facilities concerned and the neighbouring infrastructure managers can be found in the RNE guide:

[https://rne.eu/wp-content/uploads/2019-10-17\\_TCR\\_Guidelines\\_V3.00.pdf](https://rne.eu/wp-content/uploads/2019-10-17_TCR_Guidelines_V3.00.pdf)

## 4.4 Impacts of Framework Agreements

To date, no RU has requested the conclusion of any framework agreement and therefore cannot assess the impact of such an agreement.

## 4.5 Path Allocation Process

The capacity allocation process shall be carried out in accordance with the provisions of Law No. 202/2016, on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, and of GD No. 1696/2006. In special cases, CFR SA may establish special conditions and train paths, may provide assistance (under the conditions specified at Article 4.7) for exceptional transports/dangerous goods, to which, in addition to the above-mentioned provisions, there also apply the provisions set down in the Regulation No. 005 on train traffic and railway vehicle shunting.

### 4.5.1 Annual Timetable Path Requests

The deadlines for designing the CFR timetable (requesting, analysing and timetabling) are presented in the schedule of the infrastructure capacity allocation process in the regulation set out in [Annex 18](#). It is drawn up in accordance with the provisions of Annex VII to Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, with subsequent amendments and completions, Chapter III of GD No. 1696/2006, as well as with the Handbook for Designing the Annual Timetable, respectively the Allocation Calendar for the valid timetable, prepared by Rail Net Europe:

[https://rne.eu/wp-content/uploads/HB\\_Annual\\_TT\\_planning\\_2.0\\_2024-03-19.pdf](https://rne.eu/wp-content/uploads/HB_Annual_TT_planning_2.0_2024-03-19.pdf)

<https://rne.eu/wp-content/uploads/RAILNETEUROPE-CALENDAR-FOR-2025-TIMETABLE-2026-V1.4-%E2%80%93-RFC-CALENDAR.pdf>

(updated according to the years of validity)

Within the specific railway bodies, CFR participates together with the infrastructure managers from other states in agreeing on the international train paths, before starting the consultations on the new working timetable.

### 4.5.2 Late Annual Timetable Path Requests

The late path requests are those received after the deadlines for the submission of the path requests for the designing of the annual timetable as set out in [Annex 18](#). These requests may be accepted no later than two months before the entry into force of the relevant timetable, in accordance with the provisions of GD No. 1696/2006, and the Handbook for Designing the Annual Timetable prepared by Rail Net Europe:

[https://rne.eu/wp-content/uploads/HB\\_Annual\\_TT\\_planning\\_2.0\\_2024-03-19.pdf](https://rne.eu/wp-content/uploads/HB_Annual_TT_planning_2.0_2024-03-19.pdf)

The late path requests are analysed and solved according to the first-come-first-served rule within each category of trains as set out in [Annex 18](#), within the limits of the infrastructure capacity remaining after the requests submitted in due time.

### 4.5.3 Ad-Hoc Path Requests

The RUs may submit ad-hoc requests for train paths after the timetable comes into force by complying with the provisions of Annexes 4.1, 4.2, 5.1, 5.2 to GD No. 1696/2006, and of the Handbook for International Ad-hoc Request Management prepared by Rail Net Europe:

[https://rne.eu/wp-content/uploads/HB\\_Ad\\_Hoc\\_Management\\_4.0\\_2024-12-10.pdf](https://rne.eu/wp-content/uploads/HB_Ad_Hoc_Management_4.0_2024-12-10.pdf)

CFR answers the ad-hoc requests for individual train paths as quickly as possible, but within 5 working days at the latest.

The information regarding the non-used and available infrastructure capacity is made available to all the applicants that might be interested to use this capacity.

If necessary, CFR may evaluate the need to keep available a reserve infrastructure capacity in the final working timetable, which could enable it to rapidly respond to the foreseeable ad-hoc requests for capacity.

The Reserve Capacity is established in accordance with CFR's internal procedures.

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#### **4.5.4 Revocation of routes**

CFR may require the abandonment of a train path (revocation of a train path) that has not been used for a certain period, according to art. 13 of GD. 1696/2006 on the allocation of railway infrastructure capacities:

"if it has not been used for a certain period:

- (i) for passenger trains - 45 consecutive days;
- (ii) for freight trains - less than 20% in the last two months."

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#### **4.5.5 Coordination process**

CFR monitors the fulfillment of allocation procedures and aims to allocate train paths on a fair and non-discriminatory basis and in compliance with legal provisions.

If, during the previously provided programming process, CFR is faced with the existence of conflicts, it will try to ensure the best possible harmonization of all requirements through coordination of requests.

The principles governing the coordination procedure are defined and are shown in [Annex 20.a](#).

For this, CFR will propose to the OTF different paths from those that were requested.

The resolution of any path conflicts will be done by consulting CFR with the respective OTFs, in accordance with the provisions of art. 46 paragraph (2) of Law 202/2016 on the integration of the Romanian railway system into the single European railway area, with subsequent amendments and completions.

CFR will communicate to the OTF, in writing, the method of resolution within a maximum of 10 working days.

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#### **4.5.6 Conflict resolution process**

In the event of disputes regarding the allocation of infrastructure capacities, a dispute resolution system is provided for their prompt resolution. The principles governing the dispute resolution process are defined and are shown in [Annex 20.b](#).

The OTF may submit a complaint to the CFR regarding the allocation of infrastructure capacities. The CFR will communicate to the OTF, in writing, the resolution method within a maximum of 10 working days.

## 4.6 Congested Infrastructure

In the event that, after coordinating the requested train paths and consulting the applicants, it proves that it is impossible to satisfy all requests for infrastructure capacity in a favorable manner, CFR will immediately declare the respective infrastructure section as infrastructure with saturated capacity. The same procedure will be followed in the case of infrastructures that can be expected to have insufficient capacity in the near future, according to art. 47, point (1) of Law 202/2016 on the integration of the Romanian railway system into the single European railway area, as subsequently amended and supplemented. Infrastructure in railway stations may also be declared infrastructure with saturated capacity for certain periods (24 hours or other time intervals).

The list of the sections declared by CFR as congested infrastructure sections is set out in [Annex 21](#).

The priority criteria for saturated infrastructure capacity allocation are established by means of an OMT, and are set out in [Annex 22](#).

CFR analyses infrastructure capacities annually, within the process of developing the next train schedule, in order to establish capacity restrictions that do not allow train path requests to be met properly.

Also, whenever necessary (for example, scheduling new rehabilitation works), when infrastructure capacities are significantly reduced, CFR prepares capacity analyses and declares, if applicable, sections with saturated infrastructure capacity. If the infrastructure has been declared saturated, the infrastructure manager carries out a capacity analysis, according to the provisions of art. 50 of Law 202/2016, if a capacity improvement plan has not already been introduced, according to the provisions of art. 51 of the same law.

On sections declared with saturated infrastructure, CFR may impose the abandonment of a train path (revocation of a train path) that, for a period of at least 30 days, has not been used, according to art. 52(2) of Law 202/2016.

The revocation of the route can be made if its non-use was not due to causes other than economic ones, independent of the will of the applicant.

## 4.7 Exceptional Transport and Dangerous Goods

The RU shall notify CFR about any exceptional transport (in terms of loading gauge, axle load or load per linear meter, special wagons, etc.) or transport of dangerous goods upon requesting the allocation of a train path or, at the latest, upon scheduling the train with such a transport for traffic, so that it may be properly handled.

## 4.8 Rules regarding the modification, cancellation or non-use Path

### 4.8.1 Rules for Path Modification by the applicant

Only minor changes to the train path can be accepted in accordance with the RNE regulations at:

[https://rne.eu/wp-content/uploads/HB\\_Path\\_Modification\\_Management\\_4.0\\_2023-12-05.pdf](https://rne.eu/wp-content/uploads/HB_Path_Modification_Management_4.0_2023-12-05.pdf)

at Annex B – Minor/Major Modification of Allocated Paths

These changes should not have an impact on the paths of other RUs.

If major changes are requested, the initial path (or a certain portion thereof) must be cancelled and the major changes shall be considered as a new path request, which shall be dealt with depending on the time of the request in relation to the intended train timetable.

## 4.8.2 Rules for Path Alteration by the IM

In case of any train traffic disturbances caused by a technical breakdown, a railway accident, unfavourable weather conditions or any other unforeseeable situation, CFR may take all the necessary measures to resume the normal situation. At the same time, it notifies the interested bodies. The notification and investigation of the railway accidents and incidents shall be performed in accordance with the Regulation on accident and incident investigation, and for developing and improving the railway safety, approved by means of GD No. 117/2010.

[https://rne.eu/wp-content/uploads/HB\\_Path\\_Alteration\\_3.0\\_2023-05-31.pdf](https://rne.eu/wp-content/uploads/HB_Path_Alteration_3.0_2023-05-31.pdf)

### Principles

In emergency cases temporarily blocking the infrastructure, the allocated train paths may be cancelled without prior notice, for the period of time necessary for resuming the traffic. CFR may require the RU to make available the means which it considers adequate for resuming the normal situation as soon as possible, in accordance with the conditions set out in the access contract, and in the regulations in force.

In such cases, CFR establishes together with the RUs involved the alternative traffic routes, whereas the IAC is levied for the direct initial route.

### Operational Rules

For the recovery of the movement of trains affected by disruptions to the movement schedule, the provisions of the Regulation for the movement of trains and the maneuvering of railway vehicles no. 005/2005 approved by Order of the Minister of Transport, Construction and Tourism no. 1.816 of October 26, 2005, with subsequent amendments and additions, and the Signaling Regulation no. 004/2006, approved by Order of the Minister of Transport, Construction and Tourism no. 1.482 of August 4, 2006 with subsequent amendments and additions.

### Foreseen (Planned) Issues

In case of any train traffic disturbances caused by some foreseen or planned issues (such as line closing), the RUs shall be notified in due time, in accordance with the provisions set down at Article 9 of the standard railway infrastructure access contract, and in Law No. 202/2016, Annex VII, and are offered alternative routes.

### Unforeseen Issues

In case of any train traffic disturbances caused by some unforeseen issues (such as accidental line closing), the provisions of the instructions in force apply for resuming the traffic.

### Temporary restrictions on capacity in international traffic

Coordination with the infrastructure managers in neighbouring countries regarding capacity restrictions that could involve a cancellation, a re-routing of a train path or a replacement with other modes is made on the basis of the principles set out in Annex VII to Law no. 202/2016 on the integration of the railway system in Romania into the single European railway area. At the same time, the reference for carrying out the coordination process is the RNE guide on the management of temporary capacity restrictions that can be accessed at the web address:

[https://rne.eu/wp-content/uploads/2022/12/HB\\_TCR\\_2.0\\_2022-12-06.pdf](https://rne.eu/wp-content/uploads/2022/12/HB_TCR_2.0_2022-12-06.pdf)

Coordination shall determine the possible diversion of train paths through other border posts (in particular in the case of total closures) and the train paths shall be adapted by mutual agreement. RU can also be co-

opted in the process. The solutions identified together with the concrete changes to be drawn shall be brought to the attention of the RU.

#### **4.8.3 Non-Usage Rules by the applicant**

In case of non-use by an applicant of the allocated capacities, proceed according to GD 1696/2006 - Regulation for the allocation of railway infrastructure capacities.

#### **4.8.4 Rules for Cancellation by the applicant**

The cancellation or revocations (in case of non-usage) of the routes allocated to an RU is done under the conditions of GD No. 1696/2006 - Regulation on the allocation of railway infrastructure capacity, and the Manual for the procedures for canceling routes at the request of applicants:

[https://rne.eu/wp-content/uploads/HB\\_Path\\_Cancellation\\_1.0\\_2023-05-31.pdf](https://rne.eu/wp-content/uploads/HB_Path_Cancellation_1.0_2023-05-31.pdf)

#### **4.8.5 Suspension of Railway Infrastructure Access**

CFR may suspend the railway infrastructure access of the RU's rolling stock if it finds out any technical irregularities that may affect the railway traffic safety, in accordance with [Annex 11](#) to the Access Contract.

In case of a payment delay beyond the due date of the IAC invoice, CFR may also temporarily suspend (in whole or in part) the access to the railway infrastructure for the trains of the RUs that have not complied with the IAC payment deadlines if the payment delay is longer than 3 working days for the RU that has not set up a guarantee or 15 calendar days for the RU that has set up a guarantee.

The conditions and the manner in which this measure is to be applied is set out in art. 5.9.1 lit. a) to the NS.

## **4.9 TTR – Timetable Redesign**

#### **4.9.1 Objectives of TTR**

TTR is the programme to simplify, unify and solidify improvements to the European rail timetabling to significantly increase the competitiveness of railways.

A systematic redesign of timetabling processes is needed as they differ considerably across European countries, which makes international cooperation difficult.

Despite the increasing importance of cross-border rail traffic, the current system is leading to unnecessary delays due to poorly coordinated railway infrastructure rehabilitation works and timetable clashes. In addition, the capacity products (paths) currently provided by the Infrastructure Managers do not serve all market needs.

To remedy this unsatisfactory situation, both RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA), agreed that changes to these procedures were needed, and launched the TTR project.

Detailed information about this project can be found on:

<https://rne.eu/ttr> and <https://www.forumtraineurope.eu/services/ttr>

## 4.9.2 Process Components

The TTR process is built around the following components:

Advance Planning Phase	Capacity Strategy		
	Capacity Model		
	Capacity Partitioning		
Capacity Planning & Publication of Capacity Supply			
Capacity Request Phase	Path/Capacity Requests		
	Annual Requests (including Late Requests)	Rolling Planning Requests	Ad-Hoc Requests
	Path Allocation	Path/Capacity Allocation	Path Allocation
	Path Modification/Alteration/Cancellation		
	Train Operation		

The essential components are described in further detail below.

### Capacity Strategy (X\*-60 to X\*-36 months):

- is the long-term capacity planning of the IM for a certain infrastructure section, a part of the network or entire network.
- the main aim of the Capacity Strategy is to provide a first overview of available capacity on the infrastructure in the future and of future Capacity Needs.
- it enables the IM to share future Capacity Needs with neighbouring IMs and applicants and agree on the main principles to be used for the Capacity Model construction.

### Capacity Model (X\*-36 to X\*-18 months) with Capacity Partitioning:

It provides an overview of available capacity, and includes:

- the Capacity Restrictions affecting the relevant sections during the intended timetable;
- the capacity intended for allocation by traffic types for the Annual Timetable;
- the multiannual Rolling Planning;
- the capacity for Ad-hoc Requests and the Reserve Capacity.

The main benefits of a Capacity Model are, firstly, transparency in capacity usage and, secondly, the early detection of potential capacity conflicts and blockages, thus offering more time to take action.

### International alignment on TCRs:

- TCRs may occur in case of maintenance, modernization, or building of new infrastructures, and have an impact on the available capacity. Depending on the duration and impact on the traffic, they are divided into TCRs with major, high, medium and minor impact, as well as other restrictions. TCRs are necessary to keep the infrastructure and its equipment within the designed parameters, and to allow infrastructure development in accordance with the transport market needs.

Feasibility Studies are requested by the Applicants to get information on the feasibility of a request before submitting it to the Infrastructure Manager.

However, a response to a Feasibility Study is not binding for the Infrastructure Manager. Therefore, the Feasibility Study result is not a commitment to a path allocation.

The Feasibility Studies are described in Chapter 4.9.3.4.

#### Path/Capacity Requests:

- Capacity for Annual requests: Capacity to be coordinated at a defined deadline or made available for requests placed after this deadline.
- Capacity for Rolling Planning requests: Dedicated capacity based on capacity bands for a defined time window or path, with specific requesting deadlines.
- Capacity for Ad-hoc requests: Unplanned capacity or residual capacity for requests submitted after X-2.
- Capacity for Short-Term Ad-hoc requests: Unplanned capacity or residual capacity for requests submitted less than 30 days before the train operation.

The European Capacity Management Tool (ECMT) is a software tool for Infrastructure Managers (IMs)/Allocation Bodies (ABs) and Applicants, which helps IMs in the coordination and publication of their Capacity Models and Capacity Supply (provided capacity), and Applicants for submission of Capacity Needs Announcements.

Access to ECMT is free of charge. A user account can be requested via the following link: <https://ecmt-online.rne.eu/user/register>.

More information can be found on <https://ecmt-online.rne.eu/>.

### **4.9.3 Implementation**

CFR participates in the implementation of the project at the national level according to the TTR project according to the calendar developed at the RNE level.

Details regarding the TTR process implementation calendar can be found on the website:

[https://rne.eu/wp-content/uploads/Long\\_Description\\_of\\_the\\_TTR\\_process\\_V4.0\\_2024-12-10.pdf#page=8](https://rne.eu/wp-content/uploads/Long_Description_of_the_TTR_process_V4.0_2024-12-10.pdf#page=8)

[ACP-Deadlines—Calendar-Year-2026.pdf](#)

As part of the implementation process of the TT project, in 2023 CFR developed the Capacity Strategy for the 2025/2026 road plan on the traffic sections located on the freight corridors RFC 7 and RFC 9, as well as on their alternative routes. CFR has also published the Capacity Strategy both on its own website ([www.cfr.ro](http://www.cfr.ro)) and on the Rail Net Europe website ([www.rne.eu](http://www.rne.eu)).

#### **4.9.3.1 Capacity Strategy**

CFR decided to define the Capacity Strategy for the 2028 Timetable for the traffic sections located on the freight corridor Rin-Dunăre, as well as on their alternative routes.

The traffic data was harmonized with the Infrastructure Managers of Hungary (MAV) and Bulgaria (NRIC).

In line with the joint process laid down in the Handbook for Procedures for Capacity Strategy, CFR published the document on the website of the NS as [Annex 4.a](#), as well as on the RNE website (<https://rne.eu/capacity-management/capacity-strategies/>).

The calendar for preparing the Capacity Strategy is:

Initial moment of the process	Process defining
X – 60	Start of the process
X - 60 to X – 54	Data gathering and preparation of first draft
X - 54 to X – 36	Harmonization with neighbouring railway networks
X - 39	Publication of the draft Capacity Strategy in DRR 2026 Annex 4 and on the website <a href="https://rne.eu/">https://rne.eu/</a> .
X – 39 to X - 37	Sending any comments/observations (email <a href="mailto:drd.cfr@cfr.ro">drd.cfr@cfr.ro</a> )
X - 36	Publication of the Capacity Strategy in NS 2026, Annex 4.a and on site <a href="https://rne.eu/">https://rne.eu/</a>
X - 36 to X – 12	Update of the Strategy (when applicable)

#### 4.9.3.2 Capacity Model

Based on the principles for planning the traffic and the Temporary Capacity Restrictions (TCR), which are published in the 2027 Capacity Strategy, CFR prepares the Capacity Model for the Curtici - Simeria infrastructure section to be published 18 months before the date of entry into force of the relevant timetable.

It includes: the capacity restrictions affecting the relevant sections during the period of the relevant timetable, the capacity intended for allocation by traffic types (passenger, freight) for the Annual Timetable, the multiannual Rolling Planning, the capacity intended for Ad-hoc Requests and the Reserve Capacity.

The main benefits of a Capacity Model are, firstly, transparency in capacity usage and, secondly, the early detection of potential capacity conflicts and blockages, thus offering more time to take action.

The data source for the preparation of the Capacity Model is:

- The Capacity Strategy.
- The competent authorities: the expected traffic flows from Public Service Contracts
- The competent authorities: the available funding for new infrastructure or RS modernization projects.
- The multi-annual Rolling Planning requests
- The Capacity Needs Announcements
- Historical data about the railway services operated in the previous years.
- Own analyses (own estimates and hypotheses regarding the future market developments)
- Framework agreements

The available volumes for passenger and freight traffic can be split between:

- capacity available for Annual TT requests (see chapter 4.9.2);
- capacity safeguarded for Ad-hoc requests (see chapter 4.9.2);

- capacity safeguarded for Rolling Planning requests (see chapter 4.9.2);
- (if available) Unplanned capacity.

The capacity model is published at X-21 in draft and at X-18 in final form in ECMT (<https://ecmt-online.rne.eu>).

#### **4.9.3.2.1 Capacity Needs Announcements**

The Capacity Needs Announcements (CNAs) are a new means by which the applicants may contribute to the advance capacity planning.

For now, RNE is developing the way to elaborate the new phases of the CNA, which is why it was decided to temporarily suspend the application of these processes for the 2028 train schedule.

#### **4.9.3.3 Capacity Supply**

The Capacity Offer represents a refined Capacity Model resulting in a precise allocation for different types of capacity and different types of requests, depending on the moment of their submission.

The Capacity Offer includes:

- the infrastructure capacity available to be allocated to applicants;
- the infrastructure capacity non-available to be allocated to applicants.

For the 2024/2025 Timetable, for consultation purposes, the applicants will receive a draft Capacity Supply before its final publication, according to the timeline set out in Annex 18 and the procedures set out in paragraphs 4.5.1, 4.5.2 and 4.5.3 of the NS.

#### **4.9.3.4. Feasibility Study**

Applicants can submit Feasibility Study requests from X-15 at the earliest. In case of an international request, the study will be elaborated jointly by the concerned Infrastructure Managers. Feasibility Studies can be requested due to various reasons, including e.g., path study of new traffic, published Capacity Supply does not provide enough information to the Applicant etc.

Feasibility Studies shall in principle not lead to a revision of Capacity Partitioning (please see 4.9.3.2).

For best results, it is recommended that Applicants use the Path Coordination System (PCS (<https://pcs-online.rne.eu>)) requesting Feasibility Studies.

The detailed description of the Feasibility Study requests can be found in the Handbook for Procedures for Feasibility Studies: [https://rne.eu/wp-content/uploads/hb\\_feasibility\\_studies\\_1.0\\_2021-12-07\\_2.pdf](https://rne.eu/wp-content/uploads/hb_feasibility_studies_1.0_2021-12-07_2.pdf)

#### **4.9.4 TTR Pilot Projects**

CFR does not participate in any TTR project.

### **4.10 The principles of allocation infrastructure capacities on the European Rail Freight Corridors (RFC)**

All rules concerning applicants, the use of the C-OSS (Corridor One Stop Shop) and its products — Pre-arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained in [Annex 4.b](#). The processes, provisions and steps related to PaPs and RC refer to Regulation (EU) No. 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in other parts of the CFR Network Statement are applicable.



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## **Cap. 5 SERVICES AND CHARGES**



## 5.1 Introduction

The services supplied by CFR to the RUs are those specified in Annex No. II to Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented, and they are structured in the following categories:

1. The minimum access package (paragraph 1 in Annex No. II to Law No. 202/2016)
2. The services supplied within the service facilities and the access services, including the track access, to service facilities, if they exist, and the supply of services within these facilities (paragraph 2 in Annex No. II to Law No. 202/2016). These services are presented in Chapter 7.
3. The additional services (paragraph 3 in Annex No. II to Law No. 202/2016).
4. The ancillary services (paragraph 4 in Annex No. II to Law No. 202/2016).

At the request of the RUs, CFR can provide other services in addition to those provided for in Law No. 202/2016, depending on the possibilities, such as:

- Services for drawing up train paths;
- Services for carrying out experiments to increase the tonnages to be towed or changing the towing method;
- Services for the resumption of activity in case of suspension of movement activity;
- The service for the operational management of train traffic on the leased non-interoperable sections;

## 5.2 Charging principles

In order to ensure a unified framework in the field of railway infrastructure pricing, the National Supervisory Council for the Railway Domain - CNSDF - has developed the "Guide on the pricing principles applicable to railway infrastructure and service infrastructures" which is presented at the web address:

<https://www.consiliulferoviar.ro/wp-content/uploads/2025/03/Ghid-tarifare.pdf>

For the services provided by CFR regarding the use of the railway infrastructure, the charging system includes two groups of charges that are applied in a non-discriminatory manner to all RUs in similar transport conditions:

### A. The Infrastructure Access Charge (IAC);

IAC represents the charge paid by the RUs for the access to the public railway infrastructure managed by CFR.

IAC is calculated and collected by CFR to ensure the trains traffic within the minimum access package defined in paragraph 1 of Annex No. II to Law No. 202/2016.

The value of the IAC is determined at the level of direct costs recorded by CFR for ensuring the operation of the railway infrastructure according to art. 31(3) of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area (and which represents the transposition of EU Directive 2012/34 on the creation of the single European railway area).

At the same time, the determination of costs related to IAC is consistent with the provisions of "Regulation (EU) 2015/909 on the methods of calculating the costs generated directly from the operation of the railway transport service". The regulation specifies the eligibility principles of the direct costs related to IAC from the total costs of infrastructure manager and indicate their determination methods.

Detailed information regarding the services provided under paragraph 1 of Annex II to Law 202/2016 (minimum access package) as well as the method of establishing IAC is presented in Art. 5.3. from this Chapter.

## B. Charges for additional or ancillary services (CAS).

CAS referred to in some normative provisions also as ancillary charges, represent a group of charges additional to IAC, which are calculated and collected by CFR for the provision of the services defined in paragraphs 2, 3 and 4 of Annex No. II to Law No. 202/2016.

CAS also include charges for the services provided by CFR in addition to those in Annex II to Law No. 202/2016.

The value and application method of these charges is established by CFR, so as not to exceed the cost of providing them, plus a reasonable profit of 3%, in accordance with the applicable legal provisions (Law No. 202/2016, CFR's Activity and Performance Contracts, GD No. 581/1998). Supply costs comprise labour and material expenses plus administrative overheads.

An exception is the Charge for the access of the shunting convoys to/from the CFR railway infrastructure which is part of the access service to the infrastructure connecting the service facilities (within paragraph 2, Annex II to Law No. 202/2016) and which is determined at the level of direct costs in accordance with the provisions of art. 31.3 of Law No. 202/2016.

The details of the services provided by CFR under paragraphs 3 and 4 of Annex II to Law No. 202/2016 (additional services and ancillary services) and the related tariffs are presented in Art. 5.4. respectively 5.5 of this Chapter.

Information on the services provided by CFR under paragraph 2 of Annex II to Law No. 202/2016 and the related charges are presented in Section 7 - Service Facilities.

### Services and charges related to managers of non-interoperable infrastructure

Information about the services provided by the infrastructure managers on the non-interoperable sections rented by them, as well as the information about the charges related to these services, are published on the web pages of the infrastructure managers mentioned in [Annex 7.a](#) to the NS. The charges related to the services provided by the infrastructure managers on the leased non-interoperable sections are presented in [Annex 7.b](#).

#### 5.2.1 Application of Other Charges Related to IAC (from Law No. 202/2016)

For the time being, no additional charges are applied on the CFR network for cases of insufficiency (saturation) of the infrastructure capacity (Art. 31(4) of Law No. 202/2016).

Also, CFR does not apply changes of the IAC to take into account the costs of environmental effects determined by railway operation, (Art. 31(5) of Law No. 202/2016).

CFR does not currently apply exceptions to the charging principles as defined in Art. 32 of Law No. 202/2016.

#### 5.2.2 List of Market Segments

The list of market segments used in railway infrastructure charging is as follows:

1. Passengers traffic;
2. Freight traffic;
3. Combined transport (multimodal);
4. Light engines.

#### 5.2.3 Financial Guarantees

In order to guarantee the fulfilment of the RUs financial obligations towards CFR, CFR requests the establishment by the RUs/applicants of a financial guarantee under the conditions set out in the

Implementing Regulation (EU) no. 2015/10 of the European Commission of January 6, 2015 regarding the criteria applicable to applicants for railway infrastructure capacities.

The financial guarantee is requested by CFR in the conditions where a specialized credit rating assessment firm indicates difficulties of the RUs in making payments by the RUs.

CFR contracted the credit rating assessment service with a specialized risk assessment firm, which assigns an assessment score on a scale between 0 (extremely high risk) and 10 (extremely low risk).

The threshold established by CFR for the establishment of financial guarantees for contracts starting from 09.12.2018 represents the level of the credit rating score below the value of 4 (risk above the average level).

RUs whose credit rating score, established by the evaluation firm, is below this threshold, must provide a guarantee covering the forecast value of IAC for at least two months of traffic.

This provision applies in a non-discriminatory manner to all RUs whose assessment is below the established threshold.

Details regarding the guarantee can be found in Chapter 5 of the standard access contract ([Annex 14](#) to NS).

## **5.3 Minimum Access Package and Infrastructure Access Charge**

### **5.3.1 Services for Minimum Access Package**

The minimum access package includes the services supplied by CFR in order to allow at least the transit of a train on the network, without shunting or (re)fuelling services.

According to the provisions of Law No. 202/2016, CFR supplies to any applicant/RU, on a non-discriminatory basis, according to the availability of the railway infrastructure, the minimum access package including:

- a) The processing of the requests for railway infrastructure capacity;

It means the activity of analysing the applicants' requests for capacity for the traffic of the trains between two stations of the railway network, in principle during the validity period of a timetable, depending on the capacity and characteristics of the requested route. This includes the determination of the travelling times, the preparation and assembly of the train paths for designing the working timetable of the trains as well as the train path allocation. This also includes the preparation of additional train paths and the scheduling of the freight trains. For the specially ordered trains and for those with occasional traffic, this service is separately charged.

- b) The right to use the infrastructure capacity allocated;

It means the right to use the infrastructure capacity allocated, in accordance with the provisions of Annex II paragraph 1(b) of Law No. 202/2016.

- c) The use of the railway infrastructure, including of the switches and junctions;

It means the actual use of the railway infrastructure by the RU's trains in accordance with the allocated train paths and/or the timetable.

- d) The train traffic coordination including the signalling, regulation, dispatching as well as the communication and supply of information on train traffic;

It means the activity of conducting the railway traffic at the level of the regional organizational structures, and at the level of the railway stations through the signalling and safety installations as well as the supply of information on train traffic.

- e) The use of the traction current supply equipment, if available (without the supply of electric power)  
It means to make available to the RUs' electric traction railway vehicles of the elements of the traction current supply system of the contact wire necessary for its distribution, where they exist (electrified lines).
- f) Any other necessary information for introducing or operating the services for which infrastructure capacities have been granted.  
It means to make available to the RUs the data regarding the scheduling of the trains and the infrastructure condition. This is mainly performed with the help of the IT systems which enable the RUs to schedule and locate their own trains.

CFR also provides the hot axle box detection service (HABD) for the rolling stock of RUs trains in traffic, depending on the availability of specific equipment. Details are presented in Art. 5.5.3.

### 5.3.2 Infrastructure Access Charge

To ensure the minimum package of services provided for in Law No. 202/2016 on the integration of the Romanian railway system in the single European railway area, with subsequent amendments and additions and in the access contracts, CFR charges an infrastructure access charge (IAC).

IAC is charged for the movement of a train on the railway infrastructure managed by CFR between two points (stations) of the network, without shunting or (re)fuelling services. IAC applies on a non-discriminatory basis to all RUs for similar conditions of transport.

The method of allocating the direct costs related to the minimum access package (MPA) is presented in [Annex 25.c](#). This allocation method is valid from 01.03.2024 and is in force until further modification.

#### a) IAC calculation methodology

IAC is calculated based on a methodology approved, according to the legal provisions, by the Activity and Performance Contract of the National Railway Company "C.F.R." - SA. The activity and performance contract of CFR SA for the period 2021-2025, approved by GD No. 920/2021, is presented in [Annex 24.a](#). The extract with the **IAC calculation methodology** is presented in [Annex 25.a](#).

The IAC calculation methodology is based on the following elements:

- a) the distance travelled by the train;
- b) the gross tonnage of the train;
- c) type of traffic: freight or passengers;
- d) traffic route;
- e) line class
- f) equipping with electrification systems to ensure traction current.

#### b) Line classes (sections) for IAC calculation

The modality to include an IAC section into a line class for IAC calculation is presented in the IAC calculation methodology.

The list of sections for IAC calculation, classified by line classes, mentioned in the methodology, is approved by Addendum No. 1 for the year 2025 to the Contract of Activity and Performance of CFR SA for the period 2021-2025, presented in [Annex 24.b](#). The extract with the List of sections for IAC calculation is presented in [Annex 25.b](#). Currently the CFR network is divided into over 1300 sections for IAC calculation.

### c) The values of the basic tariff elements for the IAC calculation

The basic tariff elements are what actually determine the IAC value for a running train. These represent the average costs per km, recorded by the CFR for ensuring the operation of the railway infrastructure for the running of a train on each class of line, such as those for the maintenance and repair of the lines depending on the tonnage of the trains, those for traffic activities (traffic management and signalling) and those for electrification.

From the assembly of the values of these charges elements specific to the line classes related to the traffic route of a train within the methodology formula, it results the IAC value for the respective train.

The values of the basic tariff elements for the calculation of IAC for each class of IAC and by type of freight or passenger traffic mentioned in the methodology, are established by CFR SA, in accordance with the provisions of the Contract of Activity and Performance of CFR SA for the period 2021-2025 in compliance with Law No. 202/2016 and the Implementing Regulation (EU) 2015/909.

The values of the basic tariff elements for the IAC calculation are presented in paragraph 1.1 of [Appendix 26.a.](#)

When establishing the new values of the basic tariff elements, the following were taken into account:

- the increase in costs caused by the price increases for energy and fuel used for the operation of the public railway infrastructure;
- the decrease in the tonnage factor (Ft) for freight traffic from 0.00025 to 0.00020 was maintained, given that the structure of the OTF freight wagon fleet has improved, in the sense that the share of wagons with braking proportional to the load has increased;
- the decrease in the value of the basic tariff elements for lower category lines in class D;
- the results of the consultancy project carried out for CFR by the company First Class Partnerships Limited, for the "TUI calculation consultancy" service.

Following simulations carried out by SC Informatica Feroviara with the circulation of passenger and freight trains across the entire CFR network, it resulted that the application of these values leads to an increase in the amounts related to TUI compared to the previous period by an average of 14.43% for passenger traffic and 13.86% for freight traffic with an overall average of 14.24%.

### d) IAC Calculation

IAC is also calculated for each running train, based on the elements provided in the methodology by applying the values of the basic tariff elements in the IAC calculation formula.

On the railway lines equipped with electrification systems, IAC includes the costs of electrical equipment, only for trains using electric traction. However, this does not include the value of traction current (electricity) which is an additional service and it is dealt with in Article 5.4.1.

For the running of light engines (for freight RUs or passenger RUs), the type of traffic that generates the lowest IAC value, i.e., the value for passenger traffic, is taken into account.

The IAC calculation is done according to the formula in the methodology, through the Calipso computer system that receives the reports on the traffic of trains through the sectioning points in the IRIS computer system. For each running train, a calculation report is then generated that includes the sections on which the train ran, their class and the related charge. The list of the RU' trains, run in a given period as well as the IAC value for these trains is forwarded to the RU for analysis and confirmation. After its confirmation, CFR issues the invoice to the RU under the conditions and at the terms stipulated in the access contracts.

For information, in paragraph 1.2 of [Annex 26.a](#), examples of unit values of IAC in lei/train-km are presented for passenger and freight trains with various tonnages and for electrified or non-electrified sections, corresponding to line classes from A to D, obtained following the application of the IAC calculation methodology and using the previously mentioned basic tariff elements.

#### e) IAC collection

For interoperable railway infrastructure and for non-leased non-interoperable railway infrastructure the calculation and collection of IAC is the responsibility of CFR.

For the leased non-interoperable infrastructure, the IAC calculation and collection are the responsibility of the manager of this infrastructure, according to Law 202/2016 and [GD No. 643/2011](#).

IAC is paid under the terms and conditions established by the access contract (see [Annex 14](#) to the NS).

In case of late payment compared to the due date of the IAC invoice, CFR suspends (totally or partially) the access to the railway infrastructure for the trains of the RU in delay in accordance with the provisions of Art. 5.9.1 a) from NS.

#### f) IAC for alternative routes

Based on the provisions of the Activity and Performance Contract in force, in the case of line closures that involve traffic interruption or in the case of infrastructure sections with saturated capacity, at the request of the RU, CFR makes available the shortest possible alternative (bypass) traffic routes without applying additional IAC to the reference route, in accordance with the provisions of the access contract.

#### g) The RNE information system regarding IAC

At the European level, RNE has developed an application regarding the Information System on Charging the Infrastructure (SIT) for applicants. Information is provided by infrastructure managers or allocation bodies (where applicable). The application provides quick information on the indicative charges related to the use of the European rail infrastructure and estimates the price for the use of international routes.

Access to SIT is free and without user registration.

For more information, you can visit the RNE website:

<http://cis.rne.eu> or contact RNE SIT support: [support.cis@rne.eu](mailto:support.cis@rne.eu).

## 5.4 Additional Services and Charges

In accordance with paragraph 3 in Annex II to Law No. 202/2016, the additional services may comprise:

- a) supply of traction current;
- b) preheating of passenger trains;
- c) assistance for exceptional transports and dangerous goods.

If CFR supplies one of the presented additional services at the request of a RU, then it supplies it to any RU that requests it. These services are specified in the access contract.

Information on additional services, applicable to OSF and the rights that RUs have by complying with Regulation 2017/2177 can be found in the *"Guide on auxiliary railway services and service infrastructure"*, developed by the National Railway Supervision Council and published on its own website. The guide can be consulted by accessing the following link:

<https://www.consiliulferoviar.ro/wp-content/uploads/2025/02/Ghid-infrastructura-de-servicii.pdf>

### 5.4.1 Supply of Traction Current

#### a) Description of the service

The supply of the traction current actually means the supply of traction current (TC) through the TC supply (distribution) system set out in paragraph 5.3.1 (e), on the electrified railway lines, for the RUs using rolling stock (self-propelled units) with electric traction.

The traction current is supplied by "Electrificare CFR" SA, a subsidiary of CFR, on the basis of a supply contract concluded by it with each RU that has already concluded an access contract with CFR, under the following conditions:

- the RUs that hold electric traction units shall require and conclude the supply contract with "Electrificare CFR" before using the relevant traction units.
- even if the RU does not hold electric traction rolling stock - the supply contract shall be concluded for the use of the electric locomotives belonging to other RUs such as relief locomotives, leased locomotives, pushing locomotives, or to successive RUs, for hauling the trains on the border traffic sections with electrified railway lines, etc.

For further details regarding these contracts:

#### S.C. „Electrificare CFR” S.A.

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest  
**Phone:** 021-3192512  
**Fax:** 021-3119838  
**Web:** [www.electrificarecfr.ro](http://www.electrificarecfr.ro)  
**E-mail:** [secretariat@e-cfr.ro](mailto:secretariat@e-cfr.ro)

#### b) Charges

The payment of traction electricity (current) by RU is made on the basis of the electricity supply contract concluded between SC "Electrificare CFR" SA and RU, which contains provisions on how to forecast and track consumption, the amount of the charge (Annex 5 to electricity supply contract) and its billing.

The methodology for calculating the charge for the supply of traction current provided in Annex No. II of the Law No. 202/2016 is presented in [Annex 27.b.](#), and is published on the website of S.C. "Electrificare CFR" S.A.

<https://www.electrificarecfr.ro/metodologie-calcul-si-oferte-furnizare/>

The contract provides clauses by which, in case of payment delays, "Electrificare CFR" can suspend (via CFR) the access to the TC supply infrastructure of the traction units belonging to the RU in question.

### 5.4.2 Preheating of passenger trains

CFR does not hold facilities for the coach pre-heating service. In some technical groups of lines situated in some passenger stations, there are electric coach pre-heating systems which are connected to separate meters. The relevant electric current is paid by the RUs using such systems, at a rate established proportionally to the electric current consumed.

### 5.4.3 Services for Exceptional Transports and Dangerous Goods

#### a) Description of the service

CFR ensures the supply of the necessary services for exceptional transports or transports of dangerous goods in accordance with the conditions set out in Paragraphs 3.4.3 respectively 3.4.4 from NS, as follows:

**a.1)** In order to analyse the RUs' requests regarding the traffic of trains with exceptional loads, CFR provides the service of verifying the load data according to the provisions of the regulations in force and their inclusion in the characteristics of the transport route, as well as the transmission of the approval of traffic to all stations and traffic control offices related to the route. In special cases, special traffic conditions are established (e.g., wagon with geometrical contour).

**a.2)** In order to evaluate the actual characteristics of the wagons and the cargo that is the subject to exceptional transports, CFR ensures in the railway stations, measurement and verification services of the enclosing of the transports within the limits provided in the traffic approval.

**a.3)** CFR provides assistance and the establishment of special traffic conditions for the transport of dangerous goods provided for in the domestic and international regulations in force.

#### **b) Charges**

For the service from paragraph a.1) above, CFR charges a Tariff for exceptional transports whose value and application conditions are presented in paragraph 3.1 of [Annex 26.a](#).

For the service from paragraph a.2) above, CFR charges a Tariff for checking railway vehicles with exceptional transports whose value and application conditions are presented in paragraph 3.2 of [Annex 26.a](#).

For the service from paragraph a.3) above, CFR does not charge any tariffs.

### **5.5 Ancillary Services and Charges**

According to paragraph 4 in Annex II to Law no. 202/2016, ancillary services may include:

- a) access to the telecommunications network;
- b) supply of additional information;
- c) technical inspection of rolling stock – this service is not ensured by CFR;
- d) ticketing services in passenger stations;
- e) capital maintenance services provided within infrastructures dedicated to high-speed trains or other types of rolling stock that require specific facilities - This service is not available on the CFR network;
- f) other services performed in addition.

Information on additional services, applicable to OSF and the rights that RUs have by complying with Regulation 2017/2177 can be found in the *"Guide on auxiliary railway services and service facilities"*, developed by the National Railway Supervision Council and published on its own website. The guide can be consulted by accessing the following link:

<https://www.consiliulferoviar.ro/wp-content/uploads/2025/02/Ghid-infrastructura-de-servicii.pdf>

#### **5.5.1 Access to the Telecommunications Network**

##### **a) Description of the service**

The RUs have access to the land-based and radio railway telecommunications network which is managed by SC "Telecomunicatii CFR" SA which functions under the authority of the Ministry of Transport.

Information on the telecommunications facilities and the services provided within these facilities are presented in [Annex 28.a](#). The information presented in this annex is structured similarly to the presentation of information on service facilities.

CFR ensures through its own staff (mainly TM) radio communications with RU staff (engine drivers) in accordance with the provisions in force. For this, the RUs must have the necessary technical means (radio-telephone stations) in working condition on the traction means they use on the railway infrastructure of CFR.

In accordance with the normative provisions in force, radio-telephone communications constitute a helpful means of communication/information and cannot replace the means of communication/signalling regarding traffic safety defined in the railway regulations.

For additional information regarding the technical characteristics required for specific equipment, the RUs may contact SC "Telecomunicatii CFR" SA.

The technical data required for the use of the radio telecommunications network are presented in paragraph 2.3.12. For the use of the land-based (conventional) and radio telecommunications network managed by SC "Telecomunicatii CFR" SA, the RUs shall conclude specific agreements (contracts) with this company.

Additional information (contact):

**SC „Telecomunicatii CFR” SA**

**Address:** 38 Dinicu Golescu Blvd., 1 Bucharest 010873, Romania  
**Phone:** +40 21 314 60 46  
**Fax:** +40 21 314 60 45  
**Email:** [office@tccfr.ro](mailto:office@tccfr.ro), [comercial@tccfr.ro](mailto:comercial@tccfr.ro)  
**Web:** [www.telecomunicatii CFR.ro](http://www.telecomunicatii CFR.ro)

**b) Charges**

The charges related to the services provided by SC "Telecomunicatii CFR" SA are presented in [Annex 28.b.](#)

## 5.5.2 Supply of Additional Information

**a) Description of the service**

Upon the request of the RU, CFR may supply additional information regarding the train scheduling and traffic especially with the help of CFR's IT applications (IRIS – the Integrated Railway Information System) managed by its specialized subsidiary, SC "Informatica Feroviara" SA, within the limits of their availability, on the basis of some specific agreements (contracts) concluded by this subsidiary with the RUs. This information refers only to the trains of the relevant RU, and the access to train information of other RUs is not allowed.

In exceptional cases, CFR supplies additional information through the Traffic Directorate, as specified in the access contracts concluded with the RUs.

The information about the scheduling/traffic of the RUs' trains is supplied only with the help of the specific IT applications of CFR (IRIS).

Additional information (contact):

**SC „Informatica Feroviara” SA**

**Address:** 1 Garii de Nord Blvd., 1 Bucharest 010855, Romania  
**Phone:** +40 21 311 98 36  
**Fax:** +40 21 223 27 79  
**E-mail:** [office@infofer.ro](mailto:office@infofer.ro)  
**Tel Mobil:** +40 744 337 369  
**Web:** [www.infofer.ro](http://www.infofer.ro)

**b) Charges**

The charges for the specific services provided by SC "Informatica Feroviara" SA to RUs are presented in paragraph 4.1 of [Annex 26.a.](#)

### 5.5.3 Technical Inspection of the Rolling Stock

In accordance with the specific normative provisions (GD No. 581/1998), CFR's business purpose does not include and CFR does not supply inspection (overhaul) services for the rolling stock.

The rolling stock technical verification/ inspection services are the responsibility of the RU managing/using this rolling stock. RUs can provide these services directly or through providers approved by the Notified Romanian Railway Body (ONFR), an independent body that operates within AFER (The Romanian Railway Authority), in accordance with the normative provisions in force.

For additional information regarding the approval of these entities:

#### The Romanian Railway Notified Body – ONFR

**Address:** 393 Calea Grivitei, 1 Bucharest, mail code 010719, ROMANIA  
**Phone:** +40 21 307 79 00  
**Fax:** +40 21 316 42 58  
+40-21-316 05 97  
**E-mail:** [office.onfr@afcr.ro](mailto:office.onfr@afcr.ro)  
**web:** [www.afcr.ro/rom/onfr](http://www.afcr.ro/rom/onfr)

In order to prevent situations of disruption to railway traffic, in some railway stations CFR has equipment for the Detection of Hot Axle Boxes (DCOS) of the rolling stock of trains in traffic.

The information provided by the DCOS equipment has a technical informative nature and does not fall into the category of technical verification/inspection services of the rolling stock in each train, which involve a complex of specific operations, including the remedy of some non-conformities.

Through the DCOS facility, RU's personnel (engine drivers) and CFR (TM) is notified in case of detection of hot axle boxes on the rolling stock of trains running through stations where the availability of this equipment is ensured, in order to take measures to stop the trains and ensuring traffic safety conditions.

The equipment for DCOS is installed in principle in the vicinity of the input signals of the stations indicated in [Annex 38](#). The service is provided by CFR without charging a specific tariff.

### 5.5.4 Ticketing Service

If possible, CFR may supply by his own personnel, the ticketing services on the basis of a separate commercial agreement concluded with each applicant RU.

The charges for this service may be found in paragraph 4.2 of [Annex 26.a](#).

### 5.5.5 Other Services

In addition to the services related to Annex II of Law No. 202/2016, CFR provides also, depending on the possibilities, other services at the request of the RU, as follows:

- The services for the preparation of train paths;

The charges and conditions of application are presented in paragraph 5.1 of [Annex 26.a](#);

- The services for performing experiments to increase the towed tonnages or to modify the towing modality;

The charges and conditions of application are presented in paragraph 5.2 of [Annex 26.a](#);

- The services for restarting the activity in case of interruption/suspension of movement activity.

The charges and conditions of application are presented in paragraph 5.3 of [Annex 26.a](#);

- The service for the operational management of train traffic on the leased non-interoperable sections;

The charges and conditions of application are presented in paragraph 5.4 of [Annex 26.a](#);

## 5.6 Financial Penalties and Incentives

### 5.6.1

#### Penalties for Path Modification

In case of a train path modification requested by the RU on a short-term basis, there shall be paid the penalties set down in the "Train Traffic Performance Regime on the CFR Network" which is an annex to the Access Contract presented in [Annex 14](#) to the NS.

### 5.6.2 Penalties for Path Alteration

The train path modification is handled in two stages: (i) the cancellation of the train path, and (ii) the request of the additional train path. The penalties for these two stages are set out in the "Train Traffic Performance Regime on the CFR Network" which is an annex to the Access Contract presented in Annex No. 14 to the NS.

### 5.6.3 Penalties for Non-usage

In case of the non-usage of the allocated infrastructure capacity, there is levied the same charge as for the train path cancellation set down at item 5.6.4 below.

### 5.6.4 Penalties for Path Cancellation

In case of a train path cancellation requested by the RU on a short-term basis, there shall be paid the penalties set down in the "Train Traffic Performance Regime on the CFR Network" which is an annex to the Access Contract presented in [Annex 14](#) to the NS.

### 5.6.5 Incentives/Discounts

According to Art. 33 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, with subsequent amendments and supplements, CFR SA can introduce, for all users of the infrastructure, discount systems for determined traffic flows, by which it grants discounts for a limited period to encourage the development of new rail transport services or discounts favouring the use of lines used far below their capacity.

#### A) Charges discounts for freight intermodal traffic

Based on the legislative provisions and those of the Activity Contract concluded with MTI, CFR applies an IAC value reduced by 33% for complete trains in intermodal traffic, based on agreements concluded

between CFR and RUs valid for the duration of the access contract. The standard template of this agreement is presented in [Annex 29](#).

Agreements are concluded with OTFs that do not have overdue debits against CFR for more than 35 days. Similar discount systems apply for similar services. The discount systems apply in a non-discriminatory manner to all RUs. Tariff discounts are granted to RUs that do not have outstanding debits against CFR for more than 30 days.

The tariff discounts mentioned above are also specified in [Annex 26.a](#), at paragraph 1.3.

The agreement regarding the granting of the facility of IAC reduction by 33% for complete trains in intermodal traffic is terminated if RU registers debts (debentures) to CFR, older than 35 days resulting from the application of specific agreements and from the performance of the access contract in force concluded between CFR and RU.

Also, the specific agreement is automatically terminated in the event that non-conformities are found regarding the RU's statutory declaration regarding the enclosure of trains in the conditions of application of the agreement.

#### **b) Fare reductions for sections on which no passenger or freight traffic was carried out**

In order to attract traffic on the traffic sections on which no freight traffic was recorded in 2025 but passenger trains were running, CFR has established a 50% reduction in the TUI for freight transport within a pilot project that applies starting with February 2026 until December 31, 2026.

The list of sections within the pilot project on which the 50% reduction in the TUI for freight transport is applied is presented in [Annex 26.c](#).

Scheduling requests for trains to run on sections in [Annex 26.c](#), will be made only for the respective section.

The TUI calculation will be made at a value of 50% of the TUI value determined using the calculation methodology and basic tariff elements in force.

In the event that the section in [Annex 26.c](#) has the measure of suspension of movement activity and the railway transport operator wishes to run outside the working hours, the provisions of [Annex 26.a](#) (chapter 5, point 5.3) of the DRR will apply.

#### **c) Charges discounts for framework agreements**

CFR has not received requests regarding the conclusion of framework agreements and has no such agreements in progress.

#### **d) Charges discounts for ERTMS**

At this moment CFR does not grant discounts for ERTMS, as the system is not yet used by rail transport operators.

## **5.7 Performance Scheme**

In order to ensure the efficient use of the allocated train paths, and to stimulate the RUs and CFR to comply with the train timetable, RNE (RailNet Europe) prepared, in cooperation with the UIC (the International Union of Railways), a Handbook for the European Performance Regime (EPR). <https://rne.eu/traffic-management/train-performance-management/other-activities/>

This is also set down in Article 35 of Law No. 202/2016 on the integration of the Romanian railway system into the single European railway area, as further amended and supplemented.

In fact, the EPR sets out the conditions under which the RUs and the railway infrastructure managers are liable for the delays caused to the trains as well as the modality of registering and mutually sanctioning these delays.

In accordance with the provisions of Commission Regulation (EU) No. 1305/2014, Article 4.2.3.2, the RUs shall send to CFR the list with the rolling stock included in the composition of the freight trains, by using the computer message in the format set out in Regulation No. 1305/2014. The computer message shall be sent by the RU before the departure of the train from the departure station, respectively before the departure of the train from the station where the change in the train composition took place. In the first phase, there shall be sent the computer messages for the international freight trains (which run in the international traffic), and then the computer messages for all the freight trains.

The implementation of a performance regime is also a requirement set out in Law No. 202/2016. The basic principles of the performance regime listed at item 2 in Annex No. VI to Law No. 202/2016 apply to the entire network.

The performance regime of train traffic on the CFR network uses the delay classes and subclasses provided for in point 2 lit. c) from Annex VI of Law no. 202/2016".

Currently CFR and OTF have jointly established a document regarding the Performance Scheme which is part of the access contract. This document, which is presented in [Annex 30](#), applies starting from 01.01.2018.

This document also provides for the situations in which the infrastructure capacities already allocated are not used or in which additional capacities are requested.

## 5.8 Changes to Charges

a) The Infrastructure Access Charge (IAC) may be modified/updated by CFR depending on the progress of the direct cost of the railway transport service operation, in accordance with the provisions of Law No. 202/2016, and of Regulation (EU) No. 2015/909.

IAC is valid for the validity period of the access contract. If the IAC modification is determined, it will be brought to the attention of the RU in accordance with the provisions of Law No. 202/2016. In this case, if the parties agree to extend the validity period of the contract, the conditions of application and the new values of the IAC will be entered in the extension addendum.

Moreover, the IAC calculation method will be updated by taking into account the possible binding legal provisions to apply after the conclusion of the access contract.

The charge modifications will define the setting-up of the charging system, and shall allow the management of CFR, as the railway infrastructure manager, and the management of the RU to have a clear basis for substantiating their operational and financial planning. It will also allow the Ministry of Transport to substantiate on objective principles the level of the subsidy for CFR's activity in accordance with the specific legislative requirements.

b) The charges for additional services (CAS) may be modified/updated by CFR in accordance with the legal provisions in force, only in duly justified cases, in accordance with the provisions in the access contract.

There are excluded the charges for the transport of the CFR cranes and the relief trains as well as the charge for the use of relief trains, to be indexed to the inflation index whenever it exceeds 3% as compared to the last indexation.

These charges shall enter into force after the publication in the CFR Network Statement and after the prior notification of the RU at least 60 working days before their effective implementation.

## 5.9 Billing Arrangements, Processing Late Payments

The invoicing methods, the terms and conditions of payment for the services provided by CFR are presented in Art. 5 of the Standard Access Agreement which can be found in [Annex 14](#) of the NS.

### 5.9.1 Processing of Late Payments

In case of late payment of invoices issued by CFR, after the due date provided in the access contract, RUs pay a penalty which is also provided in the access contract.

Considering the provisions of Art. 23(1<sup>6</sup>) of GEO No. 12/1998 with subsequent amendments and supplements, CFR temporarily suspends, until the payment of the charges provided for in art. 5.2. from NS, the provision of services provided in Annex No. II to Law No. 202/2016 to the operator in question or, as the case may be, to the applicants who exceed the payment terms provided in the contracts.

The suspension of the provision of services is applied temporarily, until the outstanding payment obligations are settled as follows:

a) in case of delays in paying IAC related to Art. 5.2.(A) of NS, CFR suspends the provision of the access service on the railway infrastructure related to the charge from paragraph 1 of [Annex 26.a](#) (total or partial) for the trains of the RU in question; the measure also includes restricting the access of the RU trains to the railway infrastructure (e.g., restricting the scheduling of trains requested to run on additional paths compared to those allocated by the Rail Service Book).

b) in the case of delays in paying CAS related to Art. 5.2. (B.) of NS, CFR suspends the provision of services related to all CAS mentioned in paragraphs 2, 3, 4 and 5 of [Annex 26.a](#), except those related to subparagraphs 2.1, 2.5, 2.6 and 2.7. from the same Annex, which for objective reasons cannot be suspended.

Specific provisions are contained in the access contract presented in [Annex 14](#) of the NS.

In order to secure the collection of the payments for the supplied services, CFR may require the setting-up of guarantees by the RUs, and it may execute these guarantees under the conditions set out in Article 5.2.3 of the NS.

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## Cap. 6 OPERATIONS



## 6.1 Introduction

This chapter describes the RU's obligations that must be respected in the trains traffic and at the shunting of the rolling stock on the railway infrastructure managed by CFR.

## 6.2 Operational Rules

The language in which communications between the infrastructure manager's staff and the RU's staff are carried out is Romanian. The international documents invoked by the RU must be presented in Romanian.

Engine drivers and train staff who drive and, respectively, accompany the trains foreign RU's running between the state border stations and the state border, respectively between the handover stations (designated as such in the Border Conventions that CFR signed with the infrastructure managers from neighbouring countries) and the state border are exempt from the obligation to know the Romanian language.

The RU must comply with the regulations in the trains traffic and the shunting of rolling stock on the railway infrastructure managed by CFR presented in [Annex 31](#)

- Regulation for the trains traffic and shunting of railway vehicles No. 005, 2005 edition;
- Towing and braking regulation No. 006, 2005 edition;
- Signalling regulation No. 004, 2006 edition;
- Instructions for the admission and dispatch of exceptional transports on the public railway infrastructure No. 328, 2008 edition;
- Instruction for speed restrictions, line closures and disconnections No. 317, 2004 edition;
- Instruction regarding the effective use of radiotelephone installations, maintenance, operational troubleshooting and their repair No. 322, 1978 edition;
- Loading rules Book I and II (Annex II RIV);
- RID, 2021 edition;
- OMTI No. 1684/2012 regarding the management and servicing of direct freight trains in a simplified system;
- OMT No. 745/09.04.2013 – for the approval of the Norms regarding the traffic of towed passenger trains in a simplified system on gauntleted railway lines;
- Order No. 1634/1983 - The modality to notify the emergency braking;
- Order 25A/206/1975 DTV - The traffic of transposed SZD wagons, completed with RGSC letter No. 26a/FN/1985;
- OMT No. 256/29.03.2013 for the approval of the Norms regarding the maximum continuous service allowed on the locomotive, performed by the personnel who drives and/or services locomotives in the railway system in Romania;
- Operational procedure - The traffic of trains and the shunting of railway vehicles on traffic sections
  - equipped with line electronic interlocking installations, PO code 0-8.5.02;
  - Operational procedure - Train traffic scheduling, PO code 0-8.5-09;
- The technical operation plan of the station (with all the annexes);
- The guide for the use of the drag shoes on the CFR network (ICPTT 4855/1981);
- The border conventions that CFR signed with the infrastructure managers of the neighbouring countries.

## 6.3 Operational Measures

### 6.3.1 Principles

Currently, the interoperability standard is being implemented in Romania regarding the "Operation and traffic management" subsystem of the railway system in the European Union, approved by the Commission's Implementing Regulation No. 773/2019. Until the completion of the TSI implementation process in the traffic of trains and the shunting of rolling stock on the railway infrastructure managed by CFR, the provisions of the regulations listed in paragraph 6.2, apply.

The publication of the national rules is carried out by the issuer usually in the Official Gazette of Romania and in other specific publications or brochures.

The publication of international rules is carried out by the issuer in specific publications.

### 6.3.2 Operation Regulation

Currently, the management of trains traffic on the CFR network is carried out by means of 8 regional traffic regulators (RTR) and 10 traffic regulators (TR) coordinated at the central level by the Central Traffic Coordination Regulator (CTCR) within the Traffic Directorate. The activity in RTRs and TRs is ensured by traffic operators who have assigned several traffic sections for which they direct the traffic by means of the information received and the dispositions transmitted to the traffic managers in the stations. Traffic data is transmitted by stations by telephone and through the IT applications of the IRIS system (Integrated Railway Informatics System) which is implemented in more than 600 stations, at all RTRs, TRs and CTCRs.

The IRIS system ensures the monitoring of railway traffic, the graphic representation of train paths and their position. The system comprises three main components:

- Atlas – for train scheduling
- Cronos - for reporting the train traffic by the TM
- Focus – for monitoring the train traffic

IRIS is not a traffic management system and does not compete to train traffic safety, as it has the role of acquiring, processing and monitoring train traffic data. Trains can travel on the railway infrastructure in Romania only if they are provided in a traffic schedule, they have assigned a number and a pre-established schedule.

Train traffic scheduling is the process of allocating traffic capacity to passenger and freight RUs. This process has two stages:

- elaboration of the annual traffic program (of the traffic timetable) – allocation of long-term traffic capacity; through this process, traffic capacities are allocated to transport operators RUs (materialized by paths) and there are defined the time intervals in which maintenance work can be carried out to the railway lines and traffic safety installations.
- elaboration of the daily traffic schedule - allocating short-term traffic capacity; through this process, last-minute changes (requests from RUs and estimation of the consequences of unforeseen events on the railway infrastructure) are carried out for one day.

The daily traffic schedule actually represents the operational adaptation/modification of the timetable plan depending on the status of the railway infrastructure and the requests of the RUs.

Through the daily traffic schedule, CFR, based on the requests of the RUs, determines which of the traffic paths of the trains allocated to them are to be used in a 24-hour period. Also, additional routes are elaborated compared to the rail service books for trains that, for various reasons, cannot use the existing paths in the annual working timetable.

The daily train schedule is in fact a *forecast* of train traffic reported over a 24-hour interval from 0.00 to 23.59.

In cases of unavailability of the railway infrastructure (accidental interruption of railway traffic, temporary capacity restrictions, etc.) the use of paths can be suspended, and when there are alternative routes, trains can travel on these routes at the request of the RUs.

The scheduling of train traffic is carried out according to the interoperability standard relating to the "telematic applications for freight transport" subsystem of the railway system in the European Union, approved by EU Regulation No. 1305/2014 of the Commission, with subsequent amendments and supplements, and the *Operational Procedure for scheduling the traffic of trains* from [Operational Procedures](#).

Coordination with the infrastructure managers in the neighbouring countries regarding the capacity restrictions that could involve a cancellation, a redirection of a path or a replacement with other modes is done based on the principles stated in Annex VII to Law No. 202/2016 regarding the integration of the Romanian railway system into the single European railway area. At the same time, the reference for the development of the coordination process is the RNE Guide on the management of temporary capacity restrictions (<https://rne.eu/wp-content/uploads/TCR-Guidelines.pdf>).

Following the coordination, the possible diversion of the paths through other border points is established (especially in the case of total closures), and the paths are adapted by mutual agreement. RUs can also be co-opted in this process. The solutions identified together with the concrete paths' changes are brought to the attention of the RUs.

RUs must submit the composition of the trains they operate to CFR in accordance with the provisions of Article 4.2.3.2. "The message regarding the composition of the train" from EU Regulation No. 1305/2014 of the Commission, with subsequent amendments and supplements, and with the provisions of Article 4.2.2.7.2. "Pre-departure data" from the Commission Implementing Regulation No. 773/2019.

The technical-operational analysis of train traffic is carried out by the railway infrastructure manager, who determines how the capacities of the railway infrastructure allocated to the RUs were used, taking into account:

- deviations from the traffic schedule occurring in train traffic (delays and overruns);
- statistical data regarding the quantitative analysis of train traffic (volume of service performed);
- statistical data regarding the qualitative analysis of train traffic (deviations from the daily traffic schedule and the regularity of the traffic).

The analysis of the execution of the traffic schedule, respectively its adaptation to the needs of the RUs and to the needs of maintenance and repairs of the railway infrastructure is carried out, from the point of view of:

- a) Quantitative: estimation of the volume of service performed (train kilometres travelled);
- b) Qualitative: estimation of the quality of the performance achieved (determining the disruptive factors that affect the traffic capacity of the railway infrastructure and the way in which train traffic is framed in relation to the allocated paths, on the basis of which remedial measures can be foreseen).

The technical-operational analysis of train traffic is done according to the provisions of the *Operational Procedure - the analysis of the execution of the traffic schedule* - [from the Operational Procedures](#).

### 6.3.3 Disturbances

Currently, on the CFR network, the operational procedure "Management of situations in which the train traffic is disrupted" is being approved and implemented. Until the implementation of the procedure for the recovery of the train traffic affected by disruptions of the timetable, the provisions of the Regulation for the train traffic and the shunting of railway vehicles No. 005/2005 and of the Signalling Regulation No. 004/2006.

CFR applies the provisions of the manual issued by RNE (Rail Net Europe) regarding the Management of the situations in which international train traffic is disrupted (RNE ICM Handbook). Mainly, the provisions of the handbook are:

For traffic disruptions affecting international trains, longer than 3 days with a high impact on international traffic, CFR will take into account the International Contingency Management Handbook (ICM) when cooperating with other infrastructure managers.

Rail freight corridors act as facilitators in the disruption management and communication process. They developed and published re-routing presentations and operational scenarios together with member infrastructure managers. A reference to the re-routing overview and scenarios can also be found in section 4 of the Corridor Information Document (see Chapter 1.7.1 of this document).

In urgent cases, as a result of which the infrastructure is temporarily unusable, the allocated paths can be cancelled without notice, for the time necessary to restore traffic. CFR can request the RU to make available to it the means that it considers to be the most appropriate for the purpose of restoring the normal situation as soon as possible, under the conditions established in the access contract and in the regulations in force.

In such cases, CFR establishes together with the involved RUs alternative traffic routes (when this is possible).

In the event of disruptions to the train traffic, caused by a technical problem, a railway accident, unfavourable weather conditions or another unforeseeable situation, CFR is empowered to take all necessary measures to restore the normal situation. At the same time, it notifies the interested bodies.

In case the accidents have significant consequences, which require the action of several bodies, the convention on "*Unitary management of forces participating in the intervention in the event of railway accidents*" applies ([Annex 32](#)). RUs that are not signatories of the mentioned convention, will apply the specific provisions of the RUs that are signatories thereof.

The notification and investigation of railway accidents and incidents is done in accordance with the Regulation on the investigation of accidents and incidents, on the development and improvement of railway safety on railways approved by GD No. 117/2010.

## 6.4 Tools for Train Information and Monitoring

CFR has an integrated IT system called IRIS. A component of the IRIS system is the FOCUS application, which allows monitoring the train traffic on the CFR network. The IRIS IT system is developed and maintained by SC "Informatica Feroviara" SA, a branch specialized in IT services of CFR.

SC "Informatica Feroviara" SA can offer to the RUs, on a contract basis, railway IT services, including those related to the train traffic (statistics, the position of trains, the value of the Infrastructure Access Charges, specific applications, etc.). More information is available at: <https://www.infofer.ro/index.php/ro/>.

CFR transmits real-time information on the traffic of international passenger trains and on the traffic of all freight trains to TIS – Train Information System, an application developed by RNE.

TIS is a web application that supports international train management by providing real-time train data regarding the international trains. The relevant data is obtained directly from the IT system of CFR and all information from different infrastructure managers is combined in a single train that runs from the departure or origin to the final destination. In this way, a train can be monitored from start to finish, across borders.

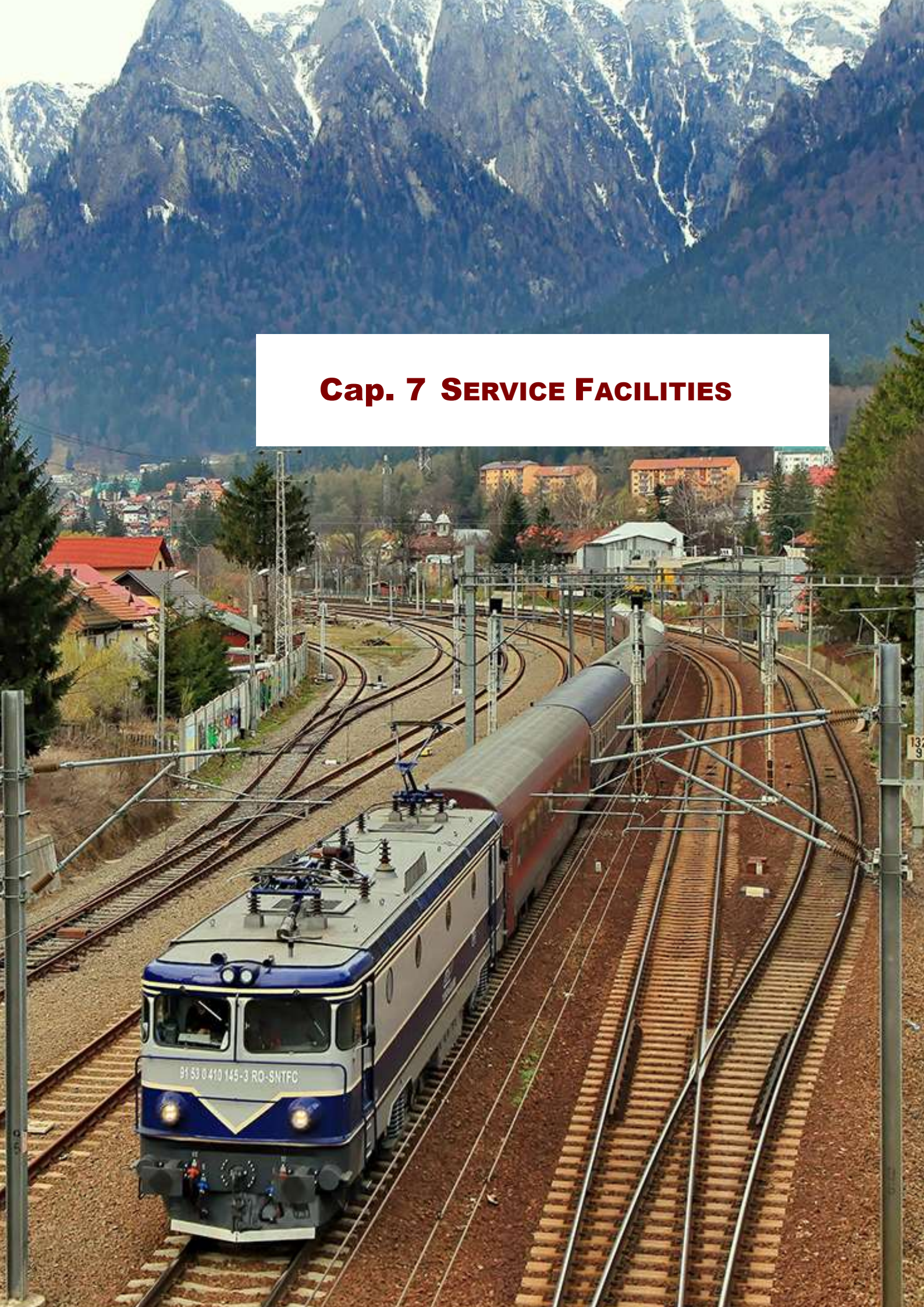
Applicants and terminal operators can also be granted access to the TIS by signing the TIS User Agreement with the RNE. By signing this Agreement, the TIS user agrees to RNE sharing train information with cooperating TIS users. The TIS user will have access to data related to its own trains and to the trains of other TIS users, if they cooperate in the same train traffic (i.e., data exchange by default).

Access to TIS is free. A user account can be requested via RNE TIS Support: [support.tis@rne.eu](mailto:support.tis@rne.eu).

More information is available at <http://tis.rne.eu>.

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## **Cap. 7 SERVICE FACILITIES**



The information in this chapter is provided by CFR for the SFs operated by the CFR or, depending on the availability of data/information, for the service facilities connected to its network.

The information on the service facilities that are not managed by CFR is set out in Subchapter 7.4.

## 7.1 Introduction

This chapter contains information on the service facilities held/operated by CFR or on those connected to the CFR infrastructure.

The information presented in this chapter ensures the compliance with the provisions of Law No. 202/2016, especially of Article 13, Article 27(2), Article 31 and Annex No. IV, as well as with the provisions of Regulation (EU) No. 2017/2177 on access to service facilities and rail-related services.

The information on the service facilities/the operators of the service facilities not managed by CFR are integrated in the procedure described at Article 5.1 of Regulation (EU) No. 2017/2177.

The RUs may exercise their right to be granted, on a non-discriminatory basis, access, including access via the CFR network, to the service facilities held by CFR.

This refers to the services supplied by CFR for granting track access in the service facilities managed by CFR.

## 7.2 Service Facility Overview

At European level, there was designed a common European web portal, the Rail Facilities Portal (RFP), which provides a platform for service facility operators – such as freight terminals, marshalling yards, etc. - to publish information about their facilities/services in compliance with the relevant EU regulations and to promote their facilities and services. At the same time, for shippers, applicants, combined transport operators and other logistics service providers using rail the portal is meant to be a single source of information allowing them to identify relevant facilities for the planning of their services and the optimisation of their transport and logistics chains.

Access to RFP is free of charge without user registration.

For more information, you can visit the RFP at: <http://railfacilitiesportal.eu>.

Moreover, the operator of a service facility/the supplier of rail-related services in a service facility that intends to publish the legally binding information in line with Implementing Regulation 2017/2177 on access to service facilities and rail-related services can do so easily and in a user-friendly way via the RFP as well.

For more information, please contact the RFP Support: <https://railfacilitiesportal.eu/>

For information on the Romanian rail facilities there can be used only the website of CFR – under the Network Statement section, according to what is set out below.

The information provided in this Chapter corresponds to the provisions of Article 4 and Article 5 of Regulation (EU) No. 2017/2177.

a) The relevant information on the service facilities held/operated by CFR are set out in [Annex 34.a](#), respectively on the maritime and inland port facilities held by CFR in [Annex 34.b](#).

These service facilities are set out in Subchapter 7.3.

b) The relevant information on the service facilities held/operated by SFOs are set out in [Annex 37.a](#), respectively on the maritime and inland port facilities held by SFOs in [Annex 37.b](#).

These service facilities are set out in Subchapter 7.4.

## 7.3 Service Facilities Managed by CFR

This subchapter contains data on the service facilities operated (held) by CFR, the conditions of access to them and the charging principles.

In accordance with item 2 of Annex II to Law No. 202/2016, the service facilities (SFs) managed by CFR include the services supplied by CFR for track access to the following service facilities (if they exist), and to the services supplied in these facilities:

- a) passenger stations, their buildings and the other facilities, including the display of travel information and the appropriate location for the ticketing services;
- b) freight terminals;
- c) marshalling yards and train formation facilities, including shunting facilities;
- d) storage sidings;
- e) maintenance facilities (Note: CFR does not hold such SFs);
- f) other technical facilities, including cleaning and washing facilities (CFR does not hold such SFs);
- g) maritime and inland port facilities related to railway activities;
- h) relief facilities;
- i) refuelling facilities (Note: CFR does not hold such SFs).

The access to the services supplied in these service facilities refers to the situations in which they are held/provided by CFR.

The transparency regarding the conditions of access to the service facilities and to the ancillary railway services, as well as the information on the levied charges is a prerequisite for granting all applicants non-discriminatory access to the service facilities and to the services supplied in these facilities.

In order to describe the IS connected to the CFR railway infrastructure, CFR has developed a Framework Model for the description of service infrastructures in stations and the services provided, which is presented in [Annex 33.a](#).

This Framework Model is in accordance with the most recent "Common Structure for Service Infrastructures" developed by RNE, which can be found on the RNE website in the Network Statement section.

Information regarding the service infrastructures managed by CFR is presented:

- on the portal [www.cfr.ro](http://www.cfr.ro) in the DRR 2023 section - [Annex 34.a](#),
- by directly accessing [Annex 34.a](#).

### 7.3.1 Common Provisions

#### 1. Access to service infrastructures

##### a) How to request access

The use of a CFR service infrastructure is made through a request addressed by an applicant, as the case may be, to:

- the path development structure or the scheduling structure (regional or central, as the case may be) to which the train routing/scheduling is requested, mentioning the train dispatch/destination station and the stations along the route where commercial or technical operations stops are requested (attachments-detachments of wagons, exchange of locomotives and/or traction personnel, etc.);
- the station where access to the service infrastructure is requested.

The applicant may be an OTF, an operator licensed only for railway shunting or an LFI holder who is authorized to shunt on the lines of the CFR station.

In some situations, access to infrastructures may be granted without a request (e.g. standstill for technical reasons - locomotive failure, waiting for registration in circulation, etc.)

#### b) Concurrent requests

After receiving a request for access to the CFR service infrastructure from the applicant, CFR analyses this request in order to determine the possibility of satisfying it, after which it proceeds as follows:

- If there are no other concurrent requests registered (scheduled) with this one (in the same time slots), CFR grants the request for access to the service infrastructure in order for the applicant to perform the necessary operations.
- If the request for access to the service infrastructure is concurrent with a previous request from another applicant and which was accepted (scheduled) by CFR, CFR tries through discussions with the applicants involved to coordinate these requests in order to ensure the best possible solution to all requests. One of the following actions is considered within the framework of this coordination:
  - the possibility of postponing the time slot requested by the second applicant to another nearby period in which there is available capacity;
  - the possibility of postponing the time slot requested by the first applicant (with his/her consent) to another nearby period in which there is available capacity;

#### c) Priority criteria

If none of these actions is possible or is not accepted by the applicants, CFR will apply the following priority criteria for access to the service infrastructure:

- operation of services for ensuring military transport;
- operation of services with perishable transport;
- applicants who have already been allocated a train path to the station where access to the service infrastructure is scheduled and who respect the allocated train path;
- applicants who have submitted their request for access to the service infrastructure in advance compared to those who submit it shortly before access to the service infrastructure;
- operation of services for which there is already a contract with the beneficiaries of the operators for which the service infrastructure is used;
- provision of the shunting locomotive for operations on the service infrastructure;
- prioritization established by the providers of additional and auxiliary services (e.g. loading-unloading);
- applicants who do not have outstanding debts to CFR for similar services;
- the availability of the beneficiary's operating front capacity;
- applicants who have a good track record of respecting the use of the service infrastructure.

In the event that the applicant/operator has outstanding debts to CFR resulting from the use of the service infrastructure, CFR may temporarily suspend the provision of access services to the service infrastructure to the operator in question until the outstanding debts are paid, in accordance with the provisions of art. 23(16) of OG 12/1998.

## **2. Tariff principles**

The pricing principles for the provision of services related to the service infrastructures managed by CFR presented above are included in point B. of subchapter 5.2. of the DRR.

The value of the tariffs related to these services is presented in point 2 of Annex 26.a.

The invoicing methods, payment terms and conditions for these services are presented in the standard Access Contract which can be found in Annex 14 of the DRR.

In the event of delay in payment of invoices issued by CFR for these services, after the due date provided for in the access contract, the OTFs pay a penalty which is also provided for in the access contract.

At the same time, if the delays in payment of these invoices exceed the payment terms provided for in the access contracts, CFR temporarily suspends, until the outstanding payment obligations are paid, the provision of services related to subchapter 7.3 above, in accordance with the provisions of subchapter 5.9.1 letter. b) from the DRR.

## 7.3.2 Passenger Stations

CFR grants access to the SFs related to the passenger stations in accordance with Annex II, item 2(a) to Law No. 202/2016.

### 7.3.2.1. General Information

The list of the CFR stations open to passenger traffic, and the information on the SFs held by CFR in these stations are set out in [Annex 34.a](#).

### 7.3.2.2. Services

The service of providing the access of the passengers to the passenger stations represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and involves the provision of access to the station premises, the platforms and the station spaces intended for them, the waiting rooms, the access road from the platform to the road and vice versa, the ticketing offices, where applicable, the facilities such as: ramps, elevators, access tunnels, stairs, lighting, specific signage, facilities for notifying and informing the passengers, for embarkation/disembarkation and/or waiting for trains.

The stations where there are scheduled commercial stops for the passenger trains are established upon the request of the RUs carrying out passenger traffic, and are then set out in the Passenger Train Timetable.

Moreover, as far as possible, there is also supplied the appropriate location for the ticketing service. For this, depending on the existing availability, CFR supplies to the passenger train operators services for leasing the ticketing spaces or for the adequate arrangement of the ticket vending machines.

The leasing takes place on the basis of a contract that is published in [Annex 36](#). The procedures that regulate the activity of leasing the real estate belonging to the public railway infrastructure are set out on the CFR website, under the [Operational Procedures](#) section.

### 7.3.2.3. Service Facility Description

In accordance with the definition in EU Regulation 2015/1100 on the reporting obligations of the Member States in the framework of rail market monitoring, passenger stations are defined as locations on a railway where a passenger train service can start, stop or end.

In accordance with the Romanian normative acts, this actually includes the stations as defined in [Annex 1](#), open to passenger traffic, as well as the stopping points. The stations open to passenger traffic are equipped with specific facilities for the passengers' access.

The stopping point (SP) means the place situated on the running line on the railway network, equipped with platforms, without diverting lines, intended exclusively for the stopping of the trains for the embarkation/disembarkation of the passengers.

The geographical location of the stations is set out in the sketch in [Annex 2.a](#).

Also, the location of the stations and of the SPs can be found in the passenger rail service books, as well as in the passenger timetable, which are annually prepared by CFR before the entry into force of the working timetable.

#### 7.3.2.4. Charges

a) For the services related to the electric power for lighting the spaces and platforms for the public, those with passenger information systems and timetable displays and other passenger information facilities, such as audio information systems, CFR levies from the passenger train operators a Charge for the commercial stops of the passenger trains in stations and movement halts.

There are taken into consideration the stops in the stations equipped with facilities for announcing the arrivals/departures of the passenger trains for the trains of each passenger RU. There are not taken into consideration the stops in the stopping points (SPs) on the running line.

The stops of the passenger trains are established in accordance with the requests of the RUs, and are operationally taken over from CFR's IT systems.

b) For the supply of the spaces related to ticketing or for the arrangement of the ticket vending machines, CFR levies from the passenger RUs the leasing charges for these spaces.

The values related to both types of charges, as well as the levying conditions are set out in [Annex 26.a](#).

#### 7.3.2.5. Access Conditions

The access to the passenger stations is granted on a non-discriminatory basis to all the passengers on the trains of the passenger RUs who have concluded an access contract with CFR, depending on the technical availability.

#### 7.3.2.6. Capacity Allocation

The stations where there are established commercial stops for the passenger trains are established upon the request of the RU with passenger traffic sent to CFR, within the infrastructure capacity allocation process described in Chapter. 4.5.

### 7.3.3 Freight Terminals

CFR supplies the service of providing access to the SFs related to the freight terminals in accordance with Annex II, item 2(b) to Law No. 202/2016.

#### 7.3.3.1. General Information

The stations in which CFR supplies the service of providing access to the freight terminals are set out in [Annex 34.a](#).

The information on the freight terminals held/operated by the SFOs is set out in [Annex 37.a](#)

#### 7.3.3.2. Services

The service of providing access to the freight terminals represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and consists in granting the access of the shunting convoys/trains on/from the lines belonging to CFR from/to the freight terminals held by other economic operators. Shunting convoy also means light engine.

The access of the shunting convoys/trains on/from the lines belonging to CFR from/to the freight terminals held by other economic operators involves the provision by CFR of the existing infrastructure (line, switches,

signalling) to the RUs, and the carrying-out of the movements necessary for the running of the convoy/trains on the CFR infrastructure up to the limit of the IRL or the freight terminal.

### 7.3.3.3. Service Facility Description

a) To the CFR network there are also connected "freight terminals" which, in accordance with Implementing Regulation (EU) 2015/1100, mean places equipped for the transshipment and storage of intermodal transport units, where at least one of the modes of transport is rail. CFR does not hold such terminals. The services in these SFs are supplied by the relevant SFO. The conditions of access to these terminals, as well as their capacity, are established by the owner or by the service operator.

Basically, these terminals are industrial railway lines (IRLs). There are carried out on them operations of loading/unloading goods at the final beneficiary or of changing the transport mode of (e.g. from rail mode to road or naval mode).

b) CFR holds in some stations facilities for the manipulating a small volume of conventional goods. These facilities mainly consist of loading/unloading lines, ramps and warehouses. The facilities are made available to the RUs on a non-discriminatory basis, depending on technical availability and the available capacities. These can be considered freight terminals.

### 7.3.3.4. Charges

a) For the access of the shunting convoys/trains to the freight terminals of other operators, CFR levies from the RUs a Charge for the access of the shunting convoys to/from CFR's railway infrastructure.

b) For the access of the shunting convoys to the freight terminals of CFR (loading/unloading lines or public lines), CFR levies from the RUs a Shunting Charge.

The charges are not levied for the access/shunting of the rolling stock held by CFR.

The values related to both types of charges, as well as the levying conditions are set out in [Annex 26.a](#).

The amounts related to the two charges are established on the basis of the bordereaus prepared at the level of the CFR stations, and confirmed by the representatives of the RUs, in accordance with the Procedure "The Circuit of the Bordereaus Prepared for Charging the Additional Services" prepared by CFR.

For the calculation of the amounts related to the two charges, there apply the specific procedures prepared by CFR:

- The Procedure "The Levying of the Charge for the Access of the Shunting Convoys to/from CFR's Railway Infrastructure by Using the Analytical Method";

- The Procedure "The Levying of the Shunting Charge based on Bordereaus".

The procedures are published on the CFR website, under the [Operational Procedures](#) section.

### 7.3.3.5. Access Conditions

The services for the access to these facilities are supplied by CFR, and the operations of running the actual convoys/trains (or of shunting) are carried out with the traction means and the staff belonging to the operators that meet one of the conditions:

- it is a RU and holds a railway transport licence and has concluded an access contract with CFR;
- it holds only a railway transport licence and the holder of the IRL has concluded the IRL Operation Agreement with CFR;
- it is the holder of the IRL, performs the shunting operation with its own means and has concluded the IRL Operation Agreement with CFR.

Moreover, the necessary observations are specified in the safety certificates issued by AFER both for the RU and the IRL.

### **7.3.3.6. Capacity Allocation**

The access to the freight terminals and their use are not a part of the allocation process described at Cap. 4.5.

## **7.3.4 Marshalling Yards and Train Formation Facilities, including Shunting Facilities**

CFR supplies the service of providing access to the SFs related to the marshalling yards and train formation facilities, including shunting facilities, in accordance with Annex II, item 2(c) to Law No. 202/2016.

### **7.3.4.1. General Information**

The marshalling yards and train formation facilities, including shunting facilities, and the information on the SFs held by CFR in these yards are set out in [Annex 34.a](#).

### **7.3.4.2. Services**

The service of providing access to the marshalling yards and train formation facilities, including shunting facilities, represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and involves the granting of access of the RU's shunting trains/convoys to the marshalling or shunting facilities and equipment.

The service mainly consists in making the railway infrastructure available to the RUs for carrying out shunting operations for the marshalling of the wagons, for the formation of trains or for the shunting of the wagons or other railway vehicles. The movements related to these operations are carried out in the vast majority of cases by the specialized staff of CFR.

The shunting operations as such are carried out by the RUs or other authorized operators.

Shunting operation means the set of shunting operations performed by a RU, for a certain purpose (for example: the train shunting operation, the train formation operation, the locomotive introduction/removal operation in/from the train, the operation for removing a defective wagon from the train, the operation of attaching a group of wagons, etc.), regardless of the number of vehicles in the shunting convoys within the shunting operation.

CFR supplies on a transparent and non-discriminatory basis the services in these facilities, including the necessary logistical support (infrastructure, signalling installations, the carrying-out of movements, etc.).

### **7.3.4.3. Service Facility Description**

a) The marshalling yards are meant for the processing of the flows of wagons and their distribution (separation) for various destinations. The marshalling yards are set down in Annex No. 2 to GD 581/1998; CFR holds 8 marshalling yards equipped with the specific equipment for the processing of freight trains, such as:

- at least three groups of specialized lines for receiving, sorting (decomposing) and composing (forming) and dispatching trains;
- equipment for the centralized control of the routes (at automated marshalling yards)
- marshalling humps or inclined planes.

b) The train formation stations (for the passenger and freight trains) - are the stations meant for the formation of passenger or freight trains, and are equipped with shunting facilities, specific technical facilities (two groups of lines, switches, signalling, route control, etc.).

c) The shunting facilities represent the infrastructure elements (lines, switches) and the related installations (signals, control equipment) necessary for the access of the rolling stock from one station line to another, or to other service facilities held or not by CFR. These are located within the CFR stations.

#### **7.3.4.4. Charges**

For the services supplied in the marshalling yards and for the train formation facilities, including for the shunting facilities, CFR levies a Shunting charge.

The charge is not levied for the shunting of the rolling stock held by CFR

The values related to the Shunting charge, as well as the levying conditions are set out in [Annex 26.a](#).

The amounts related to the this charge are established on the basis of the bordereaus prepared at the level of the CFR stations, and confirmed by the representatives of the RUs, in accordance with the Procedure "The Circuit of the Bordereaus Prepared for Charging the Additional Services" prepared by CFR.

For the calculation of the amounts related to the charge, the procedure "The Levying of the Shunting Charge on the Basis of the Bordereaus Prepared by CFR" is applied.

The procedures are published on the CFR website, under the [Operational Procedures](#) section.

#### **7.3.4.5. Access Conditions**

The services for the access to the marshalling yards and the train formation facilities, including the shunting facilities, are supplied by CFR, and the actual shunting operations are carried out with the traction means and the staff of the RUs that have concluded an access contract with CFR. Those stations must be located on the route of the traffic sections set down in the single safety certificate of the RU.

The access only to the shunting facilities in the station is also allowed to the operators that meet one of the conditions:

- it holds only a railway shunting licence and carries out the shunting operation in the interest of a holder of a IRL that has concluded the of the IRL Operation Agreement with CFR;
- it is the holder of the IRL, performs the shunting operation with its own means and has concluded the IRL Operation Agreement with CFR.

In some stations, in exceptional cases, the RU's staff may have access to the marshalling and shunting equipment and installations in accordance with the provisions of the Technical Operation Plan of the station and on the condition of holding the necessary authorizations.

#### **7.3.4.6. Capacity Allocation**

The access to the marshalling yards and the train formation facilities, including the shunting facilities, is not a part of the allocation process described at Cap. 4.5.

#### **7.3.5 Storage Sidings**

CFR supplies the service of providing access to the lines for the parking, stabling or storage of the rolling stock in accordance with Annex II, item 2(d) to Law No. 202/2016.

### 7.3.5.1. General Information

The rolling stock parking, stabling or storage services are supplied in most CFR stations. The list of these stations, as well as the information on the SFs held by CFR in these stations are set out in [Annex 34.a](#).

### 7.3.5.2. Services

The service of providing access to and ensuring the use of the rolling stock parking, stabling or storage lines represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and involves the provision of some lines in the CFR stations for the parking, stabling or storage of the railway vehicles.

The rolling stock stabling is classified as follows:

- **The operational rolling stock stabling** represents the service supplied by CFR for the stabling of the rolling stock on the station lines, after the expiry of a free stabling period of 6 hours from the arrival of the rolling stock on the station lines, within the limits of existing capacities;
- - The parking of isolated locomotives and trains without locomotive personnel is allowed on certain lines and in certain stations/Hm, in accordance with the "Regulations regarding the shunting of isolated locomotives and the parking of trains without locomotive personnel on the lines of stations/movement halts.
- - The list of "Lines from stations/Hm that can be used for drawing locomotives and parking train sets" provided in the above-mentioned regulations, is published in [Annex 35.b](#).
- **The long-term rolling stock stabling** represents the service supplied by CFR for the stabling of the rolling stock on certain lines of the station, for periods of at least 30 days, in the stations where there is sufficient available capacity. This service is supplied upon the request of the RU and the consent of CFR;
  - The long-term rolling stock stabling service is not supplied by CFR in the (maritime/inland) port stations and in the border stations.
  - The list of available capacities for long-term storage of rolled material is published in [Annex 35.a](#) and is updated periodically, at least twice a month.
- **The stabling for wagon loading/unloading** on the loading/unloading lines or on the public lines represents the service supplied by CFR for the stabling of the wagons with a view to carrying out the specific operations, after the expiry of a free stabling period of 24 hours.

### 7.3.5.3. Service Facility Description

Most of CFR stations have lines for parking the trains. These lines can be used for the short-term parking /stabling of the rolling stock (operational stabling), within the limits of the useful lengths and the available capacities. Under normal conditions, CFR does not allow the stabling of the rolling stock on the running lines in the station, except for the performance of the specific technological processes.

Some stations that have excess capacity can be used for stabling the rolling stock for a long period of time (rolling stock storage).

In certain stations, which have loading/unloading lines or public lines, CFR supplies the stabling service for carrying out the specific operations.

The loading/unloading lines are lines meant for this purpose, which are basically equipped with ramps and/or warehouses.

Public lines are lines which are made available to the beneficiaries for the loading/unloading operations and which are not necessarily equipped with ramps.

The availability of the rolling stock stabling lines depends on the degree of use of these lines, which has a dynamic evolution.

#### 7.3.5.4. Charges

For the supply of rolling stock stabling services on the CFR lines, there are levied the following charges:

- For the operational rolling stock stabling service – there is levied an Operational rolling stock stabling charge;
- For the long-term rolling stock stabling service - there is levied a Long-term rolling stock stabling charge;
- For the stabling service for wagon loading/unloading - there is levied a Stabling charge for wagon loading/unloading;

The charges are not levied for the rolling stock held by CFR.

The values related to the three types of stabling charges, as well as the levying conditions are set out in [Annex 26.a](#).

The amounts related to the three charges are established on the basis of the bordereaus prepared at the level of the CFR stations, and confirmed by the representatives of the RUs, in accordance with the Procedure "The Circuit of the Bordereaus Prepared for Charging the Additional Services" prepared by CFR.

For the calculation of the amounts related to the three charges, there apply the specific procedures prepared by CFR:

- The Procedure "The Levying of the Operational Rolling Stock Stabling Charge based on Bordereaus";
- The Procedure "The Levying of the Long-Term Rolling Stock Stabling Charge based on Bordereaus";
- The Procedure "The Levying of the Stabling Charge for Wagon Loading/Unloading based on Bordereaus".

The procedures are published on the CFR website, under the [Operational Procedures](#) section.

#### 7.3.5.5. Access Conditions

The access to the rolling stock stabling lines is allowed to the operators that meet one of the conditions:

- it is a RU and holds a railway transport licence and has concluded an access contract with CFR;
- it holds only a railway shunting licence and the holder of the IRL has concluded the IRL Operation Agreement with CFR;
- it is the holder of the IRL, performs the shunting operation with its own means and has concluded the IRL Operation Agreement with CFR.

#### 7.3.5.6. Capacity Allocation

The supply of the stabling services is allowed within the limits of the available capacities of each station.

For the long-term rolling stock stabling service, the RU's request and CFR's written consent are required.

#### 7.3.6 Maintenance Facilities

CFR does not hold the maintenance facilities (for the rolling stock/the RUs' trains) set down in Annex II, item 2(e) to Law No. 202/2016.

These belong to the RUs or to other specialized economic operators.

CFR grants the right of access on the CFR railway infrastructure to these centres or facilities to the RUs or the operators that have this right established by the holder of the centres, in compliance with the legal provisions in force.

### 7.3.7 Other Technical Facilities

CFR does not hold other technical facilities, including cleaning and washing facilities, as set down in Annex II, item 2(f) to Law No. 202/2016.

These belong to the RUs or to other specialized economic operators.

CFR grants the access to these facilities to the RUs or the operators that have this right established by the holder of the facility or by the service supplier, in compliance with the legal provisions in force.

### 7.3.8 Maritime and Inland Port Facilities

CFR supply the service of providing access to the maritime and inland port facilities related to railway activities in accordance with Annex II, item 2(g) to Law No. 202/2016.

#### 7.3.8.1. General Information

The list of the stations equipped with maritime and inland port facilities related to railway activities, which are held by CFR, and the information on them in these stations are set out in [Annex 34.b](#).

The information on the maritime and inland port facilities related to railway activities held/operated by other operators is set out in [Annex 37.b](#).

#### 7.3.8.2. Services

The service of providing access to the maritime and inland port facilities related to railway activities, which are held by CFR, represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and involves the provision of the SFs specific to the railway activities in the port stations.

The services related to the maritime and inland port facilities related to railway activities, which are held by CFR, mainly consist in making available to the RUs or other operators carrying out shunting operations the CFR railway infrastructure in the port berths for introducing the convoys of wagons from the lines of the port stations to the lines in the berths, for loading/unloading operations. Moreover, the CFR staff carries out the movements for the access to the berths.

The lines in the port berths are provided with equipment and machines for loading/unloading from wagons to sea/river ships. However, these SFs are held and operated by other economic operators, known as Port Operators. As shown in the previous paragraph, the information on these facilities and the SFOs is set out in [Annex 37.b](#).

In some port railway stations, there may be other operators that hold maritime and inland port facilities related to railway activities, facilities representing IRLs.

The services supplied by CFR for port facilities mainly represent:

- shunting services;
- service of granting the access of the shunting convoys to/from the CFR railway infrastructure (in case of IRLs);

- rolling stock stabling services, except for the long-term rolling stock stabling service (which is not supplied by CFR in the port stations).

- other services required by the RUs depending on the availability to be supplied by CFR

These services were described in the previous articles of this chapter.

### **7.3.8.3. Service Facility Description**

The maritime or inland port facilities held by CFR represent in most cases facilities for the access from the lines of the port stations to the lines in the port berths.

These facilities mainly consist of lines, switches and signalling equipment.

If these facilities belong to other specialized economic operators (IRL), CFR grants the right of access on the railway infrastructure to these facilities to the RUs or the operators that have this right established by the holder of the facility or by the service supplier, in compliance with the legal provisions in force.

### **7.3.8.4. Charges**

For the services supplied in the port facilities held by CFR, there are levied the charges for the supplied services:

- Shunting charge;

- Charge for the access of the shunting convoys to/from the CFR railway infrastructure (in case of IRLs);

- rolling stock stabling charge, , except for the long-term rolling stock stabling service (which is not supplied by CFR in the port stations)

The charges are not levied for the rolling stock held by CFR.

The amounts related to the three types of stabling charges, as well as the levying conditions are set out in [Annex 26.a](#). These charges and the specific levying procedures were also set out in the previous subchapters of this chapter.

### **7.3.8.5. Access Conditions**

The access to the maritime and inland port facilities related to railway activities is allowed to the operators that meet one of the conditions:

- it is a RU and holds a railway transport licence and has concluded an access contract with CFR;

- it holds only a railway shunting licence and has concluded a Shunting agreement with CFR;

- it holds only a railway shunting licence and the holder of the IRL has concluded the IRL Operation Agreement with CFR;

- it is the holder of the IRL, performs the shunting operation with its own means and has concluded the IRL Operation Agreement with CFR.

### **7.3.8.6. Capacity Allocation**

The priorities regarding the access to the maritime port facilities held by CFR in case of large flows of goods (such as the Constanța Port Railway Complex) are established by the port operators that hold/operate the loading/unloading facilities depending on the availability of storage/operation capacities or the provision of transport ships.

Moreover, the priority of receiving the trains in the stations of the Constanța Port Railway Complex is also established by the port operators depending on the elements shown above, in an IT application developed by SC Informatica Feroviară SA and CFR.

## **7.3.9 Relief Facilities**

CFR supplies the service related to the relief facilities in accordance with Annex II, item 2(h) of Law No. 202/2016.

### **7.3.9.1. General Information**

CFR's relief facilities are placed in the following locations:

- a) The 20 relief trains equipped with railway cranes are stored in the Bucharest, Craiova, Deva, Cluj, Braşov, Paşcani, Galaţi and Constanţa stations.
- b) The 8 relief wagons (simple or with hydraulic winches) are stored in the Bucuresti Triaj, Craiova, Cluj and Braşov stations.
- c) The 33 (simple and hydraulic) snow ploughs are stored in the stations of the Regional Railway Branches 1-8.
- d) The 129 power cars and relief means and the 75 tower wagons are stored in specialized facilities in the stations of the Regional Railway Branches 1-8.

### **7.3.9.2. Services**

The service of supplying relief facilities represents one of the basic services (in accordance with Article 3 of EU Regulation 2107/2177), and involves the quick and efficient intervention with specialized railway means with a view to removing the consequences of the railway accidents, the railway events or of the damage to the elements of the railway infrastructure that may endanger the railway traffic safety.

The purpose of the interventions is to restore the traffic safety conditions in the affected areas, and to ensure the continuity of the railway traffic with a view to reducing the disturbances in the traffic of the passenger and freight trains.

The servicing of the relief means is provided by the specialized staff of CFR on a permanent basis.

In case of the works for removing the consequences of the railway accidents/events, the coordination of the relief trains equipped with railway cranes and the relief wagons is ensured by the General Inspectorate of Railway Traffic Safety of CFR.

### **7.3.9.3. Service Facility Description**

CFR holds the following relief facilities:

- A. trains equipped with railway cranes, with a load between 20 and 250 tons;
- B. relief wagons equipped with mechanized relief equipment and machinery;
- C. relief train with wagons with hydraulic winches;
- D. simple blade snow ploughs;
- E. hydraulic snow ploughs, with hydraulically operated rotary blades;
- F. multifunctional power cars (power cars for line relief and tower wagons for interventions at the contact line for the supply of traction power).

The movement of the relief means to the intervention place can be ensured by self-propulsion (power cars), with traction means/equipment of CFR or with traction means of the RU.

#### 7.3.9.4. Charges

The interventions for restoring the safe traffic conditions in the affected areas are carried out by CFR as soon as possible.

If culpability is established for the damage to the railway infrastructure, as in the inquiry reports of the legal bodies (AGIFER), the related costs are established at the value of the specific charges:

- Charges for the transport of the CFR cranes and relief trains for restoring the traffic;
- Charge for using the relief trains for restoring the traffic.

The values related to the two charges, as well as the levying conditions are set out in [Annex 26.a](#).

#### 7.3.9.5. Access Conditions

Since all the relief facilities/means are held by CFR, no special access conditions are required. If the movement of the relief means is ensured with the locomotives of a RU, it must meet the general conditions for the access to the railway infrastructure.

#### 7.3.9.6. Capacity Allocation

The movement of the relief means to the place of intervention is based on the operational paths prepared by CFR. The relief trains for restoring the traffic run over any rank, i.e. they have priority in traffic over any other trains of rank I-VII (IC, IR, Regio, freight trains).

#### 7.3.10 Refuelling Facilities

CFR does not hold any refuelling facilities as set down in Annex II, item 2(i) to Law No. 202/2016.

These facilities are usually located in depots or sheds, and are owned by the RUs or other economic operators. CFR supplies access to these facilities, for the RUs or the operators that have this right established by the owner of the facility or by the service supplier, in compliance with the legal provisions in force.

### 7.4 Service Facilities Managed by Other Operators of Service Facilities, not by CFR

The service facilities are those provided for at item 2 of Annex II to Law No. 202/2016.

In addition, some economic operators may hold and/or operate other service facilities besides those above. In accordance with the provisions of Article 5(2) of Regulation (EU) No. 2017/2177, the service facility operators make the description of the service facility available to the public free of charge, in one of the following ways:

- a) By publishing it on their own web portal or on a common web portal, and by making available to the infrastructure manager - CFR a link to be included in the NS;
- b) By making available to the infrastructure manager – CFR the relevant and ready-to-be-published information, to be included in the NS.

In order to facilitate other service infrastructure operators' compliance with the provisions of art. 5 para. (1) lett. (b) and para. (2) of Regulation (EU) no. 2017/2177, CFR has developed a Framework Model

recommended to service operators for the description of service infrastructures and the services provided, which is presented in [Annex 33.b](#).

This Framework Model is in accordance with the most recent "Common Structure for Service Infrastructures" developed by RNE, which can be found on the RNE website in the Network Statement section.

The description of the coordination procedures and priority criteria in the case of competing requests for access to service infrastructures and related railway services, as referred to in art. 4(2) letter (k) and art. 10 and art. 11 of EU Regulation no. 2177 of 2017 on access to service infrastructures and related railway services must be presented by the OIS in [Annex 37.a](#), in accordance with point 7 of the framework model in [Annex 33.b](#).

The service facility operators and the infrastructure managers must transmit to CFR the necessary links or information in accordance with the indications provided for in Article 1.5.2(a) of the NS.

Moreover, if the service facility operators and the infrastructure managers change the information related to the operated service facilities, they must send the up dated version to the infrastructure manager as soon as possible, to be published in the NS. The service facility operators are responsible for the correctness of the information sent to the infrastructure manager for publication in the Network Statement Document.

In order to provide an overview of the rules applicable to the SFOs and the rights that the SFOs have by complying with Regulation 2017/2177, CNSDF prepared and published on its own website the "*Guide on rail-related services and service facilities*", which contains information regarding the applicable rules and regulations, the services and the service facilities, the way in which access is granted to these services and service facilities, the charging principles, as well as the conditions regarding the possibility of exemption from the provisions or a part of the provisions of Regulation (EU) No. 2017/2177. The guide can be found by accessing the following link:

<https://www.consiliulferoviar.ro/wp-content/uploads/2025/02/Ghid-infrastructura-de-servicii.pdf>

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