



CFR NETWORK STATEMENT - 2027

**ANNEX 26.a**      **CHARGES FOR SERVICES PROVIDED BY CFR**

**Validity:**      13.12.2026 – 11.12.2027

**Version:**      16.0.0

**Update:**      20.01.2026



COMPANIA NATIONALA DE CAI FERATE CFR SA

## **Content**

<b>1. Charge for the use of infrastructure (IAC)</b> .....	<b>3</b>
1.1 Value of basic tariff elements for IAC calculation .....	3
1.2 Exemplification .....	4
1.3 Facilities granted by CFR .....	4
<b>2. Charges for services provided under service infrastructures</b> .....	<b>5</b>
2.1 Charge for the commercial stops of the passenger trains in the stations and movement halts .....	5
2.2 Charge for leasing spaces for ticketing offices .....	5
2.3 Charge for the access of the shunting convoys to/from the CFR railway infrastructure .....	5
2.4 Charge for shunting railway vehicles .....	5
2.5 Charge for the operative parking of the rolling stock .....	6
2.6 Charge for the long-term parking of the rolling stock.....	6
2.7 Parking charge for wagon loading/unloading .....	6
2.8 Charges for the transport of the CFR cranes and intervention trains for resuming traffic .....	7
2.9 Charge for using intervention trains for resuming traffic.....	7
<b>3. Charges for additional services supplied by CFR upon the request of the RU</b> .....	<b>9</b>
3.1 Charge for the supply of traction current.....	9
3.2 Charge for exceptional transports .....	9
3.3 Charge for verifying the railway vehicles with exceptional transports .....	9
<b>4. Charges for ancillary services supplied by CFR</b> .....	<b>10</b>
4.1 Charges for additional information regarding the train scheduling and traffic .....	10
4.2 Charge (commission) for the ticketing service.....	10
<b>5. Other charges</b> .....	<b>11</b>
5.1 Basic charges for train path preparation.....	11
5.2 Charge for performing experiments with a view to increasing the tonnages to be hauled or modifying the hauling modality .....	11
5.3 Charge for interrupting the suspension of the movement activity .....	11

## 1. CHARGE FOR THE USE OF INFRASTRUCTURE (IAC)

(services in accordance with pct.1 of Annex II - Law no. 202/2016)

### 1.1 Value of basic tariff elements for IAC calculation

The basic tariff elements for IAC calculation are determined at the value of the direct cost for the provision of the services from the minimum access package defined in point 2 of Annex II of Law 202/2016.

**Valid from 01.03.2024**

#### Freight traffic

IAC basic charging elements	Basic charge			
Charging elements depending on train tonnage	Charge per train-km depending on tonnage (lei/train-km)			
Category of traffic section	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Electrified sections (Ttse)	0,676	0,676	0,676	0,676
Non-electrified sections (Ttsn)	3,45	2,80	2,14	1,48
Minimum tonnage (Tmin)	60	60	60	60
Tonnage factor (Ft)	0.00020	0.00020	0.00020	0.00020
Charging elements depending on distance covered	Charge per train depending on distance (lei/train-km)			
Category of traffic section	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Traffic (Tc)	16,457	16,457	15,026	7,085

#### Passenger traffic

IAC basic charging elements	Basic charge			
Charging elements depending on train tonnage	Charge per train-km depending on tonnage (LEI/train-km)			
Category of traffic section	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Electrified sections (Ttse)	0,676	0,676	0,676	0,676
Non-electrified sections (Ttsn)	3,45	2,80	2,14	1,48
Minimum tonnage (Tmin)	60	60	60	60
Tonnage factor (Ft)	0.00014	0.00014	0.00014	0.00014
Charging elements depending on distance covered	Charge per train-km depending on distance (LEI/train-km)			
Category of traffic section	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Traffic (Tc)	9,562	9,562	9,108	4,085

## 1.2 Exemplification

Examples of IAC values [lei/train-km] at the direct cost level for the services in the minimum package depending on the line category and the tonnage of the train, for one km:

### a) freight traffic

LINE CATEGORY	A							B							C							D						
Tonnage brute/tren	60	500	1000	1500	2000	2500	3000	60	500	1000	1500	2000	2500	3000	60	500	1000	1500	2000	2500	3000	60	500	1000	1500	2000	2500	3000
IAC Non-Electrified line	19,91	20,21	20,56	20,90	21,25	21,59	21,94	19,26	19,50	19,78	20,06	20,34	20,62	20,90	18,60	18,79	19,00	19,21	19,43	19,64	19,86	8,57	8,70	8,84	8,99	9,14	9,29	9,44
IAC Electrified line	20,58	20,89	21,23	21,58	21,92	22,27	22,61	19,93	20,18	20,46	20,74	21,02	21,30	21,58	19,27	19,46	19,658	19,89	20,10	20,32	20,53	9,24	9,37	9,52	9,67	9,82	9,96	10,11

### b) passenger traffic

LINE category	A							B							C							D						
Tonnage brute/tren	60	100	250	300	400	500	800	60	100	250	300	400	500	800	60	100	250	300	400	500	800	60	100	250	300	400	500	800
IAC Non-Electrified line	13,01	13,03	13,10	13,13	13,18	13,22	13,37	12,36	12,38	12,44	12,46	12,50	12,53	12,65	11,25	11,26	11,30	11,32	11,35	11,38	11,47	5,57	5,57	5,60	5,61	5,64	5,66	5,72
IAC Electrified line	13,69	13,71	13,78	13,80	13,85	13,90	14,05	13,04	13,05	13,11	13,13	13,17	13,21	13,33	11,92	11,94	11,98	12,00	12,03	12,06	12,15	6,24	6,25	6,28	6,29	6,31	6,33	6,39

## 1.3 Facilities granted by CFR

- CFR grants to the RUs the following IAC facilities:

0 Access Contract, as follows:

- by 33% for the block trains in intermodal traffic;

The agreement is concluded under the conditions mentioned in paragraph 5.6.5 of the DRR.

- CFR has established a 50% reduction in TUI on sections where there was no passenger or freight traffic (in the first quarter of 2025).

The reduction is applied within a pilot project starting from 01.07.2025 until 13 December 2025 (date of the change of train schedule 2025/2026).

The conditions of application are presented in art.5.6.5, letter b) of the DRR text.

If the economic results are positive, the parties can agree to extend the validity of the agreement or conclude a new agreement only if there is an access contract concluded between the parties on the railway infrastructure.

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

Also, the specific agreement is automatically terminated in the event that non-conformities are found regarding the OTF's self-responsible declaration regarding the inclusion of trains in the conditions of application of the agreement.

## 2. CHARGES FOR SERVICES PROVIDED UNDER SERVICE INFRASTRUCTURES

---

(services in accordance with item 2 of Annex II - Law no. 202/2016)

### 2.1 Charge for the commercial stops of the passenger trains in the stations and movement halts

---

(services in accordance with item 2, let. (a) of Annex II - Law no. 202/2016)

**T = 2,45 LEI / stopping** (valabil from 01.04.2025)

The charges for the commercial stops of trains in stations and movement stops includes the costs regarding:

- a) electricity,
- b) display panels,
- c) the sound

### 2.2 Charge for leasing spaces for ticketing offices

---

(services in accordance with item 2, let. (a) of Annex II - Law no. 202/2016)

The charges for renting spaces for ticket offices/information offices/ticket machines are indexed with the inflation index for the period January - December, and their value are:

- |  |                                  |
|--|----------------------------------|
| a) ticketing offices,                          | <b>Ca = 28,91 LEI/sqm/month</b>  |
| b) information services - information offices, | <b>Ca = 28,91 LEI/sqm/month</b>  |
| c) automated ticketing services,               | <b>Ca = 165,25 LEI/sqm/month</b> |

NOTE: For railway transport operators (OTF), when renting the sites for ticketing services, information services (information offices) and ticketing services through automatic machines, the rates related to them will be indexed at the beginning of each year with the index of inflation related to the period January-December of the previous year, regardless of the date on which the rental contract was concluded, this becoming a clause in all contracts that will be concluded with the object of renting with the destinations mentioned above.

### 2.3 Charge for the access of the shunting convoys to/from the CFR railway infrastructure

---

(services in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)

**C = RON 11,13/convoy/km.** (valid from 01.04.2025);

The charge shall be levied for the distance between the line from where the convoy is sent to the connecting switch (branch) on the CFR railway infrastructure, regardless of the number of vehicles in the convoy.

Vehicles shall mean wagons and/or motor rolling stock.

### 2.4 Charge for shunting railway vehicles

---

(services in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)

**C = RON 24,32/shunting operation** (valid from **01.04.2025**);

Shunting operation shall mean the totality of the manoeuvres performed by a RU for a specific purpose (e.g.: the manoeuvre of introducing/taking out a locomotive in/from the train, the manoeuvre of taking out a defect wagon from the train, the manoeuvre of attaching a group of wagons, etc.), regardless of the number of the vehicles in the manoeuvre convoys within the shunting operation.

Vehicle shall mean wagons and/or traction rolling stock.

## **2.5 Charge for the operative parking of the rolling stock**

(services in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)

It shall comprise:

- the wagon parking charge

**C = RON 0,83/wagon-hour** (valid from **01.04.2025**).

- the motor rolling stock parking charge

**C = RON 1,38/motor rolling stock-hour** (valid from **01.04.2025**).

The tariff shall apply after the expiry of a period of free parking of 6 hours.

Wagon shall mean physical wagon, regardless of the number of axles.

Rolling stock shall mean motor rolling stock (locomotives, railcars, multiple units, etc.)

## **2.6 Charge for the long-term parking of the rolling stock**

(services in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)

**C = RON 2,55/wagon-day** (valid from **01.04.2025**).

The charge shall be levied for the wagons parked for more than 30 days based on the consent of CFR SA, after the analysis of the RU's request.

The long-term rolling stock parking service is not provided by CFR in port stations (maritime, river) and border stations. The tariff is applied for the number of days of parking, calculated from the start date of parking of the wagons registered in the approval, until the date of their dispatch from the station.

Wagon shall mean physical wagon, regardless of the number of axles.

## **2.7 Parking charge for wagon loading/unloading**

(services in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)

**C = RON 0,83/wagon-hour** (valid from **01.04.2025**).

The charge shall be levied for the parking on the loading/unloading lines or on the public loading/unloading lines, after the expiry of a period of free parking of 24 hours.

The loading/unloading lines are lines intended for that purpose and are, in principle, equipped with ramps and/or sheds.

The public lines are made available to the beneficiaries for loading/unloading operations and are mandatory equipped with ramps.

Wagon shall mean physical wagon, regardless of the number of axles.

## **2.8 Charges for the transport of the CFR cranes and intervention trains for resuming traffic**

(services in accordance with item 2, let. (h) of Annex II - Law nr. 202/2016)

### **Charges valid until 01.01.2026**

CHARGE VALUE

(RON/km):

CHARGE VALUE	(RON/km):
For crane vehicles	5,60
For railway cranes Type EDK of 20 tf	6,70
For railway cranes Type EDK of 60 tf	17,85
For railway cranes Type EDK of 80 tf	22,31
For intervention trains with crane and for specialized intervention trains	39,04

**Note:**

*1. This charge shall refer only to the transport of cranes and intervention trains and shall not include the charge for the hauling services to/from the intervention place and the shunting services at the intervention place to be separately charged by the trading company or the railway undertaking supplying these services.*

*2. The charge shall not include the labour and fuel costs to be separately invoiced by the trading company which operates the crane or the train intervention.*

*3. The 20 tf crane in the formation of the specialized intervention train shall not be separately directed for performing works or interventions*

## **2.9 Charge for using intervention trains for resuming traffic**

(services in accordance with item 2, let. (h) of Annex II - Law nr. 202/2016)

### **Charges valid until 01.01.2026**

CHARGE VALUE	
<b>a) Charge for making available (RON)</b>	
Train with crane of 20 tf	513,13
Train with crane of 80 tf	513,13
Train with crane of 125 tf	513,13
Train with crane of 250 tf	1031,85
Specialized intervention train	513,13
Specialized intervention train for works performed only with the 20 tf crane of the train formation	513,13

b) Use charge (RON/hour)		
Train with crane of 20 tf		736,24
Train with crane of 80 tf		920,32
Train with crane of 125 tf		1.104,35
Train with crane of 250 tf		2.208,69
Specialized intervention train		1.104,35
Specialized intervention train for works performed only with the 20 tf crane of the train		736,24

**NOTE:**

- 1. For the cases when there are used for the work or the intervention two cranes which arrived in the formation of the same intervention train, the charge for making available shall be calculated for the crane with the greater load.*
- 2. The use charge shall be calculated for each crane, depending on the time of use.*
- 3. For the railway cranes, other than those in the formation of the intervention trains, the charge shall be 50% of the above-mentioned charges.*
- 4. The charge for making available shall be calculated for each 24-hour period, even started, during which the intervention train or the crane were at the place of the work, made available to the beneficiary of the work.*
- 5. The charging shall be performed by adding the use charge to the charge for making available, depending on the time of use. There shall be added to this the charges from Item 2.8 and the labour and fuel costs.*
- 6. The use charge shall be levied for the actual time in which the cranes, the intervention trains with crane or the specialized intervention trains were made available to the beneficiaries, including the time required for putting them into service and taking them out of service.*
- 7. For the use of the cranes, the intervention trains with crane or the specialized intervention trains on the running line, the charge shall be levied from the time of departure from and until the time of return in the home station serving the point on the running line where the operations with the train or equipment are performed.*
- 8. The requests shall be submitted to:*
  - for the crane vehicles – to the station where the loading or unloading takes place.*
  - for the intervention trains with cranes or the specialized intervention trains – to the management of Compania Nationala de Cai Ferate "CFR" SA, through its General Safety Departament, after obtaining the approvals from the Regional Safety Departament, corresponding to the place of the work.*
- 9. The requests shall be submitted at least 5 working days before the day on which the work is carried out (or started).*

### **3. CHARGES FOR ADDITIONAL SERVICES SUPPLIED BY CFR UPON THE REQUEST OF THE RU**

---

(services in accordance with item 3 of Annex II – Law no. 202/2016)

#### **3.1 Charge for the supply of traction current**

---

(services in accordance with item 3 of Annex II - Law no. 202/201)

Traction current supply rates are stipulated in the electricity supply contract concluded between SC "Electrificare CFR" SA and each OTF.

#### **3.2 Charge for exceptional transports**

---

(services in accordance with item 2, let. (c) of Annex II - Law no. 202/201)

**C = RON 626,78/ transport** (valid from **01.04.2025**);

The charge shall be levied for the totality of the railway vehicles subject to an exceptional transport on the railway infrastructure, for analysing the characteristics and establishing the access and traffic conditions.

#### **3.3 Charge for verifying the railway vehicles with exceptional transports**

---

(services in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)

**C = RON 42,89/ railway vehicle** (valid from **01.04.2025**);

The charge shall be levied for each railway vehicle that is part of an exceptional transport. Railway vehicle shall mean, as appropriate: wagon, wagon group, traction rolling stock.

## **4. CHARGES FOR ANCILLARY SERVICES SUPPLIED BY CFR**

---

(services in accordance with item 4 of Annex II – Law no. 202/2016)

### **4.1 Charges for additional information regarding the train scheduling and traffic**

---

(services in accordance with item 4, let. (b) of Annex II - Law no. 202/2016)

The charges for additional information regarding train scheduling and traffic supplied by CFR through the IT applications (IRIS) managed by its specialized branch SC „Informatica Feroviară” SA shall be set down in the specific agreements and/or are presented in the publications of SC Informatica Feroviară SA.

### **4.2 Charge (commission) for the ticketing service**

---

(services in accordance with item 4, let. (d) of Annex II - Law no. 202/2016)

The charge (commission) for the ticketing service shall be 5% of the total amount of the tickets issued.

## 5. OTHER CHARGES

### 5.1 Basic charges for train path preparation

Passenger trains		Freight trains	
Rank II	84%*IAC passenger	Rank V	49%*IAC freight
Rank III	78%* IAC passenger	Rank VI	45%* IAC freight
Rank IV	73%* IAC passenger	Rank VII	42%* IAC freight

**NOTE:**

a. For the Interoperable railway infrastructure and for the non-leased non-interoperable railway infrastructure managed by CFR:

a.1. the charges shall be levied from the railway undertakings for the preparation of the train paths allocated to the specially commissioned trains and the trains with occasional traffic,

a.2. the charges shall not be levied for:

- the preparation of the train paths due to reasons attributable to CFR (e.g. infrastructure works);

- any change in the schedule of an already prepared and allocated train path.

b. For the non-interoperable railway infrastructure leased by CFR to the non-interoperable railway infrastructure managers:

b.1. the charges shall be levied from the non-interoperable railway infrastructure managers for the preparation of the train paths allocated to the RUs operating on the relevant infrastructures;

b.2. the charges shall not be levied for any change in of an already prepared and allocated train path.

c. The reference value of the IAC (for freight or passenger traffic) shall be the average statistical value registered by CFR for the second month before the one in which the benefit is performed, expressed in RON/train-km.

d. The amount for a train path shall be calculated by multiplying the basic charge by the train path distance in kilometres

### 5.2 Charge for performing experiments with a view to increasing the tonnages to be hauled or modifying the hauling modality

**NOTE:**

It will be established on the basis of cost calculation (quote for each experiment) for each man/hour, at the value of the actual personnel right used and their related obligations, to which are added the costs of related activities.

### 5.3 Charge for interrupting the suspension of the movement activity

**NOTE:**

It will be established on the basis of cost calculation (estimate) according to the model in Annex 26.b. The rate is applied for the service performed by CFR regarding the resumption (lifting of the interruption) of the movement activity during the temporary interruption of the activity in the stations on the sections in which this measure is provided.

The calculation model shall be applied upon the request of the RTO for resuming the activity during the suspension/temporary interruption period on the sections concerned. The request of the RTO shall also include an indication of the acceptance to pay the amounts related to the removal of the service suspension/interruption.