



CFR NETWORK STATEMENT - 2027

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

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COMPANIA NATIONALA DE CAI FERATE CFR SA

SERVICE INFRASTRUCTURE OPERATORS TARIFFS

No.	Supply of charges/services	Operators of service facilities	RC-CF TRANS	VEST TRANS RAIL	TFIN
	pages	Web	www.rcct.ro	www.vesttransrail.ro	www.transferovianfrastructura.ro
1	Infrastructure usage rate - IAC for the minimum access package (lei/train*km) Passenger Charge elements depending on the tonnage of the train Line class C D Tonnage rate 6,07056 6.58667 Minimum tonnage 60 60 Tonnage factor 0.00014 0.00014 Charge elements depending on the distance travelled Line class C D Traffic tariff 8,14530 8,14530 Freight Charge elements depending on the tonnage of the train Line class C D Tonnage rate 5,6203 7,99606 Minimum tonnage 60 60 Tonnage factor 0.00020 0.00020 Charge elements depending on the distance travelled Line class C D Traffic tariff 10,78309 10,78309				
2	Charge for the access of the shunting convoys to the railway infrastructure (lei/convoy/km)		29,67 (*1)	11,13	11,13
3	Charge for shunting on the railway infrastructure lines for railway vehicles (lei/RS)		-	-	24,32
4	Charge for parking the rolling stock (lei/RS)	wagons	2,43 (Lei/ wagon/hour)	0,83 (Lei/ wagon/hour)	0,83

		other rolling stock (*2)	4,06 (for wagons) 6,49 (for rolling stock between 25-100 m) 11,36 (for rolling stock between 25-100 m)	1,38 (lei/other rolling stock other than wagon/hour just started)	1,38
5	Charge for long time storage the rolling stock (lei/wagon/hour) (*3)	other rolling stock other than wagons:	3,21 with prolonged stay; 5,35 (lei/locomotive /day) for locomotives; 8,56 (lei/MR/day) for MR with length between 25-50 m; 14,98 (lei/MR/day) For MR with a length between 50-100 m.	-	2,55
6	Charge for maneuvering railway vehicles on non-interoperable railway infrastructure (on station lines)		20,73 lei/ maneuver operation (*4)	-	-
7	Charge for exceeding work schedule (lei/hour/employee)		98,15 (*5)	69,48 (lei/employee /hour actually started)	-
8	Charge (commission) for ticketing service performed by CFR (lei/travel pass)		Tickets 1,51 Subscriptions ID 2,34	-	-
9	Charge for rolling stock supervision (lei/hour/employee)		28,42	-	-
10	Charge for reopening during the service suspension period		98,15 (*6)		estimate of expenses
11	Charge for non-compliance/change of drawn path	Charge for cancelled trains (value/train km)	-	Without charge	-
		Charge for additional trains (value/train km)	-		-
12	Charge for additional services supplied by Operator of Service Facility - OSF (lei/mp/month)	Charge for renting spaces property of	-		-
		Minimum* charge for renting land property of OSF *(the auction price)	-		-
13	Charge for personal check in stations (lei/check person)		-		-
14	Charge for parking for loading / unloading wagons (lei/wagon per hour)		2,43		0,83
15	Charge for commercial stops of passenger trains in stations and movement stops (lei/stop with audio approval)		-		2,45

16	Charge for treating exceptional transports (lei/transport)	-		626
17	Charge for checking railway vehicles with Exceptional transports (lei/railway vehicle)	-		42,89
18	Charge for carrying out experiments to increase the tonnage to be towed or to change the towing method	-		estimate of expenses
19	Charge for accompanying exceptional consignments (oversized and / or outdated)	-		estimate of expenses
20	Freight storage charge on TFIN infrastructure management land (lei/freight on a loaded/unloaded train)	-		500
21	Price for using locations for advertising, artistic and documentary filming lei/day	-		4997

Note:

(*1) the tariff applies to the access of shunting convoys to/from the non-interoperable railway infrastructure LFI (entry/exit on/from industrial railway lines regardless of the length of the route;

(*2) - For the tariff for operational parking of rolling stock on lines:

- the tariff is charged per day even started;

- by wagon is understood a physical wagon;

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

a) for locomotives $\text{Tariff} = K1 \times 1.71 = 4.06 \text{ lei/locomotive/hour}$

($K1 = 25/15 = 1.67$)

25m – calculation length for locomotives

15m – calculation length for a physical wagon

b) – for rolling stock with a length between 25-50m $\text{Tariff} = K2 \times 1.71 = 6.49 \text{ lei/MR/hour}$

($K2 = 40/15 = 2.67$)

40m – calculation length for rolling stock between 25-50m (AMX VT2, 628 etc.)

15m – calculation length for a physical wagon.

c) – for rolling stock with a length between 50-100m $\text{Tariff} = K3 \times 1.71 = 11.36 \text{ lei/MR/hour}$

($K3 = 70/15 = 4.67$)

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

(*3) - Long-term parking is parking for more than 30 days, with prior request from OTF. The fee is charged per day, even if it has already started.

- in the case of rolling stock, other than wagons (locomotives, railcars, frames, equipment, etc.), an equivalence coefficient is applied as follows:

a) for locomotives $\text{Tariff} = K 3.87 = 5.35 \text{ lei/locomotive/day}$

($K1 = 25/15 = 1.67$)

25m – calculation length for locomotives

15m – calculation length for a physical wagon

b) – for rolling stock with a length between 25-50m $\text{Tariff} = K2 \times 3.87 = 8.56 \text{ lei/MR/day}$

$(K2 = 40/15 = 2.67)$

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

15m – calculation length for a physical wagon.

c) – for rolling stock with a length between 50-100m $\text{Tariff} = K3 \times 3.87 = 14.98 \text{ lei/MR/day}$

$(K3 = 70/15 = 4.67)$

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

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

By maneuvering operation is understood the set of maneuvers performed by the OTF, for a specific purpose, such as but not limited to: inserting/detachment of the locomotive from the train, inserting/removing double traction, pusher and/or interleaved locomotives, attaching/detachment of a group of wagons, inserting wagons to public lines, loading/unloading lines, choosing wagons, etc.)

(*5) Determined according to the personnel costs involved: IDM, switchman, needle inspector, barrier guard

(*6) Determined according to the personnel costs involved: IDM, switchman, needle inspector, barrier guard