



CFR NETWORK STATEMENT - 2023

ANNEX 26.a1 **CHARGES FOR ADDITIONAL SERVICES (CAS)**
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COMPANIA NATIONALA DE CAI FERATE CFR SA

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1.

1. CHARGES FOR SERVICES PROVIDED UNDER SERVICE INFRASTRUCTURES

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

(Modified charge, valid from 01.03.2023)

T = 1,53 LEI / oprire

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

1.2 Charge for leasing spaces for ticketing offices

(Unchanged charge)

The charges for renting spaces for ticket offices/information offices/ticket machines have been indexed with the inflation index for the period January 2022 - December 2022, and their value are:

- a) ticketing offices, **Ca = 23,18 LEI/ sqm / month;**
- b) information services - information offices, **Cb = 23,18 LEI/ sqm / month;**
- c) automated ticketing services, **Cc = 132,46 LEI/ sqm / month**

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.

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

(Modified charge, valid from 01.03.2023)

C = 6,88 LEI/ convoy/ km.

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.

1.4 Charge for shunting railway vehicles

(Modified charge, valid from 01.03.2023)

C = 14,71 LEI/ shunting operation.

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.

1.5 Charge for the operative parking of the rolling stock

(Modified charge, valid from 01.03.2023)

It shall comprise:

- the wagon parking charge
C = 0,65 LEI/wagon-hour;
- the motor rolling stock parking charge
C = 1,08 LEI/ motor rolling stock-hour

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.)

1.6 Charge for the long-term parking of the rolling stock

(Modified charge, valid from 01.03.2023)

C = 2,32 lei/wagon/day.

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 rate is applied for the number of days of stationary calculated from the date the wagons are parked until the date they are dispatched from the station.

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

1.7 Parking charge for wagon loading/unloading

(Modified charge, valid from 01.03.2023)

C = 0,55 LEI/ wagon/day.

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.

1.8 Charges for the transport of the CFR cranes and intervention trains for resuming traffic (Unchanged charge)

CHARGE VALUE		(LEI/km)
For crane vehicles		4,66
For railway cranes Type EDK of 20 tf		5,60
For railway cranes Type EDK of 60 tf		14,90
For railway cranes Type EDK of 80 tf		18,62
For intervention trains with crane and for specialized intervention trains		32,59

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

1.9 Charge for using intervention trains for resuming traffic (Unchanged charge)

CHARGE VALUE		Starting from 01.05.2022
a) Charge for making available (RON)		
Train with crane of 20 tf		428,27
Train with crane of 80 tf		428,27
Train with crane of 125 tf		428,27
Train with crane of 250 tf		861,19
Specialized intervention train		428,27
Specialized intervention train for works performed only with the 20 tf crane of the train formation		428,27
b) Use charge (RON/hour)		
Train with crane of 20 tf	552,15	614,48
Train with crane of 80 tf	690,19	768,11
Train with crane of 125 tf	828,20	921,70
Train with crane of 250 tf	1.656,41	1.843,40
Specialized intervention train	828,20	921,70
Specialized intervention train for works performed only with the 20 tf crane of the train	552,15	614,48

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 4 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 Traffic Safety Inspectorate for Railway, after obtaining the approvals from the Regional Traffic Safety Inspectorate for Railway, 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).*

2. CHARGES FOR ADDITIONAL SERVICES SUPPLIED BY CFR UPON THE REQUEST OF THE RU

2.1 Charge for exceptional transports

(Modified charge, valid from 01.03.2023)

C = 425,05 LEI/transport

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.

2.2 Charge for verifying the railway vehicles with exceptional transports

(Modified charge, valid from 01.03.2023)

C = 28,34 LEI/ railway vehicle

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.

3. CHARGES FOR ANCILLARY SERVICES SUPPLIED BY CFR

3.1 Charges for additional information regarding the train scheduling and traffic

(Unchanged charge)

The charges for additional information regarding train scheduling and traffic (Article 5.5.2. of the NS) 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.

3.2 Charge (commission) for the ticketing service

(Unchanged charge)

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

4. OTHER CHARGES

4.1 Basic charges for train path preparation

(Unchanged charge)

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

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

(Unchanged charge)

NOTE: This shall be determined on the basis of an estimate (for each experiment) for each man/hour, at the value of the rights of the effectively used personnel and of the obligations for them, plus the costs of the related activities

4.3 Charge for interrupting the suspension of the movement activity

(Unchanged charge)

NOTE: This shall be determined on the basis of an estimate in accordance with the model in Annex 23d. The charge shall be levied for the service supplied by CFR for resuming the movement activity during the temporary suspension of the service in the stations on the sections where this suspension applies, at the request of the RU regarding the train traffic during the period of suspension on the sections concerned.