

## Charges for the services supplied by CFR

### I. Infrastructure Access Charge – IAC

in accordance with item 1 of Annex II – Law no. 202/2016

Examples of some IAC values [RON/train-km] for the services in the minimum access package according to the line category and the train tonnage, for one km:

#### *a) freight traffic*


CATEGORIA LINIEI	D							C							B						A							
Tone 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
TUI linie electrificată	12,35	12,87	13,47	14,06	14,66	15,25	15,85	13,06	13,61	14,24	14,87	15,50	16,13	16,76	13,38	13,95	14,59	15,24	15,88	16,53	17,17	13,98	14,58	15,27	15,96	16,64	17,33	18,02
TUI linie neelectrificată	11,59	12,03	12,53	13,03	13,53	14,03	14,53	12,26	12,73	13,25	13,78	14,31	14,84	15,37	12,57	13,05	13,59	14,14	14,68	15,22	15,77	13,14	13,65	14,23	14,81	15,40	15,98	16,56

#### *b) passenger traffic*

CATEGORIA LINIEI	D							C							B						A							
Tone brute/tren	60	500	200	300	400	500	600	60	100	200	300	400	500	600	60	100	200	300	400	500	600	60	100	200	300	400	500	600
TUI linie electrificată	3,94	8,97	9,03	9,10	9,17	9,23	9,30	9,34	9,37	9,44	9,51	9,58	9,65	9,72	9,57	9,57	9,64	9,71	9,79	9,86	9,93	10,08	10,11	10,19	10,27	10,34	10,42	10,50
TUI linie neelectrificată	8,19	8,20	8,26	8,31	8,37	8,43	8,48	8,54	8,56	8,62	8,68	8,74	8,80	8,86	8,73	8,75	8,82	8,88	8,94	9,00	9,06	9,24	9,27	9,33	9,40	9,46	9,53	9,60

#### *c) CFR grants to the RUs the following IAC facilities:*

- IAC discounts based on the agreements concluded between CFR and the RUs, valid throughout the Access Contract, as follows:
  - by 33% for the international block trains in transit without processing on the CFR network;
  - by 33% for the block trains in intermodal traffic;

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## **II. Charges**

### **in accordance with item 2 of Annex II – Law no. 202/2016**

#### **1. Charge for the commercial stops of the passenger trains in the stations and movement halts** *(in accordance with item 2, let. (a) of Annex II - Law nr. 202/2016)*

C = RON 1.56/stop

#### **2. Charge for leasing spaces for ticketing offices** *(in accordance with item 2, let. (a) of Annex II - Law nr. 202/2016)*

The charges for leasing spaces for :

- a) ticketing offices, **C<sub>a</sub>** = 21,00 LEI/ sqm / month;
- b) information services - information offices, **C<sub>b</sub>** = 21,00 LEI/ sqm / month;
- c) automated ticketing services, **C<sub>c</sub>** = 120,00 LEI/ sqm / month

are established by the Order of CNCF General Director "CFR" -S.A. no. 281 / 12.20.2018.

#### **3. Charge for the access of the shunting convoys to/from the CFR railway infrastructure** *(in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)*

C = RON 5.39/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.

#### **4. Charge for shunting railway vehicles** *(in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)*

C = RON 11.94/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.

#### **5. Charge for the operative parking of the rolling stock** *(in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)*


It shall comprise:

- the wagon parking charge

C = RON 0.55/wagon-hour;

- the motor rolling stock parking charge

C = RON 0.91/motor rolling stock-hour

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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.)

**6. Charge for the long-term parking of the rolling stock** *(in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)*

**C** = RON 1.80/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.

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

**7. Parking charge for wagon loading/unloading** *(in accordance with item 2, let. (d) of Annex II - Law nr. 202/2016)*

**C** = RON 0.39/wagon-hour.

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.

**8. Charges for the transport of the CFR cranes and intervention trains for resuming traffic** *(in accordance with item 2, let. (h) of Annex II - Law nr. 202/2016)*

*(Decision of the Director General no. 83 of 09.09.2008, published in the Official Leaflet no. 2/2015)*

Charge value:

[ RON ]


For crane vehicles	4,06
For railway cranes Type EDK of 20 tf	4,87
For railway cranes Type EDK of 60 tf	12.97
For railway cranes Type EDK of 80 tf	16.21
For intervention trains with crane and for specialized intervention trains	28.37

**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.

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## 9. Charge for using intervention trains for resuming traffic *(in accordance with item 2, let. (h) of Annex II - Law nr. 202/2016 - with values indexed in 2019)*

*(Decision of the Director General no. 83 of 09.09.2008, published in the Official Leaflet no. 2/2015)*


Charge value:

[ RON/hour ]

a) Charge for making available	
Train with crane of 20 tf	372,78
Train with crane of 80 tf	372,78
Train with crane of 125 tf	372,78
Train with crane of 250 tf	749,62
Specialized intervention train	372,78
Specialized intervention train for works performed only with the 20 tf crane of the train formation	372,78
b) Use charge	
Train with crane of 20 tf	534,78
Train with crane of 80 tf	668,59
Train with crane of 125 tf	802,29
Train with crane of 250 tf	1.604,58
Specialized intervention train	802,29
Specialized intervention train for works performed only with the 20 tf crane of the train formation	534,87

### NOTE:

- 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.
- The use charge shall be calculated for each crane, depending on the time of use.
- For the railway cranes, other than those in the formation of the intervention trains, the charge shall be 50% of the above-mentioned charges.
- 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.
- 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 17 and the labour and fuel costs.
- 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.
- 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.
- 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 Compañia Nationala de Cai Ferate "CFR" SA, through its General Traffic Safety and Control Inspectorate, after obtaining the approvals from the Regional Traffic Safety Inspectorate, corresponding to the place of the work.
- The requests shall be submitted at least 5 working days before the day on which the work is carried out (or started).

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### **III. Charges for additional services supplied by CFR upon the request of the RU**

**in accordance with item 3 of Annex II – Law no. 202/2016**

#### **1. Charge for exceptional transports (in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)**

**C** = RON 286/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. Charge for verifying the railway vehicles with exceptional transports (in accordance with item 2, let. (c) of Annex II - Law nr. 202/2016)**

**C** = RON 19/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.

### **IV. Charges for ancillary services supplied by CFR**

**in accordance with item 4 of Annex II – Law no. 202/2016**

#### **1. Charges for additional information regarding the train scheduling and traffic (in accordance with item 4, let. (b) of Annex II - Law nr. 202/2016)**

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, as shown at Article 6.3.4 of the NS

#### **2. Charge (commission) for the ticketing service (in accordance with item 4, let. (d) of Annex II - Law nr. 202/2016)**

The charge (commission) for the ticketing service shall be 5% of the total amount of the tickets issued (Article 5.5.4 of the NS) and is established by the Order of the General Director CNCF "CFR" -S.A. no. 281 / 12.20.2018.

## **OTHER CHARGES**

### **1. Charge for the train traffic on the leased non-interoperable sections**

C = RON 2.99 train-station, for passenger trains

C = RON 4.79 train-station, for freight trains

**NOTE:**

*The charge for the train traffic on the leased non-interoperable sections shall be applied for the sectioning points with traffic controller and/or switchmen. The published value of the charge for the train traffic on the leased non-interoperable sections is without VAT.*

### **2. Charge for storing on CFR S.A.'s trains (in accordance with item 2, let. (h) of Annex II - Law nr. 202/2016 with values indexed in 2019)**

C = RON 1.23/hour and tonne even started

### **3. Basic charges for train path preparation**

<b>Passenger trains</b>		<b>Freight trains</b>	
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 in the previous month by 60 days from the date of the service supply, 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**

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

**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.*

#### **5. Charge for interrupting the suspension of the movement activity**

**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.*