



CFR NETWORK STATEMENT - 2021

## **ANNEX 17**      **INFRASTRUCTURE SECTION WITH CONGESTED CAPACITY**

**Validity:**      13.12.2020 – 11.12.2021

**Version:**      10.2

**Update:**      28.12.2020



COMPANIA NATIONALA DE CAI FERATE CFR SA

## **Content**

<b>A. Sighișoara – Ațel Section</b> .....	<b>4</b>
<b>A.1 Declaration of the infrastructure section with congested capacity</b> .....	<b>4</b>
<b>A.2 Description of the section declared as congested capacity infrastructure by CFR</b> .....	<b>4</b>
<b>A.2.1 Sighișoara – Ațel Section</b> .....	<b>4</b>
<b>A.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>4</b>
<b>B. Vințu de Jos – Coșlariu Section</b> .....	<b>5</b>
<b>B.1 Declaration of the infrastructure sections with congested capacity</b> .....	<b>5</b>
<b>B.2 Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>5</b>
<b>B.2.1 Vințu de Jos – Coșlariu Section</b> .....	<b>5</b>
<b>B.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure.</b> .....	<b>5</b>
<b>C. Micăsasa – Coșlariu Section</b> .....	<b>6</b>
<b>C.1 Declaration of the infrastructure sections with congested capacity</b> .....	<b>6</b>
<b>C.2 Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>6</b>
<b>C.2.1 Micăsasa – Coșlariu Section</b> .....	<b>6</b>
<b>C.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>6</b>
<b>D. Vințu de Jos – Simeria Section</b> .....	<b>7</b>
<b>D.1 Declaration of the infrastructure sections with congested capacity</b> .....	<b>7</b>
<b>D.2 Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>7</b>
<b>D.2.1 Vințu de Jos – Simeria Section</b> .....	<b>7</b>
<b>D.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>7</b>
<b>E. Simeria – Glogovat – Section</b> .....	<b>8</b>
<b>E.1 Declaration of the infrastructure sections with congested capacity</b> .....	<b>8</b>
<b>E.2 Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>8</b>
<b>E.2.1 Simeria - Glogovat Section</b> .....	<b>8</b>
<b>E.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>8</b>
<b>F. Brașov – Sighișoara – Section</b> .....	<b>9</b>
<b>F.1 Declaration of the infrastructure sections with congested capacity</b> .....	<b>9</b>
<b>F.2 Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>9</b>
<b>F.2.1 Brașov - Sighișoara Section</b> .....	<b>9</b>
<b>F.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>10</b>

<b>G.</b>	<b>București Nord – Aeroport H. Coandă T1 – Section</b> .....	<b>11</b>
<b>G.1</b>	<b>Declaration of the infrastructure sections with congested capacity</b> .....	<b>11</b>
<b>G.2</b>	<b>Description of the sections declared as congested capacity infrastructure by CFR</b> .....	<b>11</b>
	<b>G.2.1 București Nord – Aeroport H. Coandă T1 Section</b> .....	<b>11</b>
<b>G.3</b>	<b>Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure</b> .....	<b>11</b>

## A. SIGHISOARA – ATEL SECTION

### A.1 Declaration of the infrastructure section with congested capacity

Due to the fact that, after the coordination of the train paths (in accordance with Art. 24 of Law 202/2016) and the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Sighisoara - Atel Section was impossible, CFR declared the Sighisoara – Atel infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 62/2012, in accordance with Art. 47 of Law 202/2016.

### A.2 Description of the section declared as congested capacity infrastructure by CFR

#### A.2.1 Sighișoara – Ațel Section

1	Route name	<b>București – Episcopia Bihor</b>
2	Route Code	<b>300</b>
3	Origin station of the congested capacity infrastructure	<b>Sighișoara</b>
4	Terminus station of the congested capacity infrastructure	<b>Ațel</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	July 20, 2012 Order no. 62/June 19, 2012, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 17 pairs of trains Freight: 7 pairs of trains + 1 pair of working trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 18 pairs of trains Freight: 38 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	The rehabilitation project for the PanEuropean Corridor IV, the Sighisoara – Coslariu Section, the Sighisoara – Atel
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### A.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(Art.47(3) of Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Sighisoara – Atel Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.

## B. VINTU DE JOS – COSLARIU SECTION

### B.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the paths (in accordance with Art. 46 of Law no. 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Vintu de Jos - Coslariu Section was impossible, CFR declared the Campina – Predeal infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 61/2012, in accordance with Art. 47 of Law 202/2016.

### B.2 Description of the sections declared as congested capacity infrastructure by CFR

#### B.2.1 Vințu de Jos – Coșlariu Section

1	Route name	Curtici - Coslariu
2	Route Code	200
3	Origin station of the congested capacity infrastructure	Vintu de Jos
4	Terminus station of the congested capacity	Coslariu
5	Date of the declaration as congested capacity infrastructure and the declaration modality	June 20, 2012 Order no. 61/June 19, 2012, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 15 pairs of trains Freight: 5 pairs of trains + 1 pair of working trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 27 pairs of trains Freight: 40 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and Infrastructure
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	The rehabilitation project for the PanEuropean Corridor IV, the Sighisoara – Coslariu Section, the Coslariu-Vintu Route
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### B.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure.

(Art.47(3) of Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Vintu de Jos - Coslariu Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.

## C. MICASASA – COSLARIU SECTION

### C.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the paths (in accordance with Art. 46 of Law no. 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Micasasa – Coslariu Section was impossible, CFR declared the Micasasa – Coslariu infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 137/2012, in accordance with Art. 47 of Law no. 202/2016.

### C.2 Description of the sections declared as congested capacity infrastructure by CFR

#### C.2.1 Micăsasa – Coşlariu Section

1	Route name	<b>Bucharest – Episcopia Bihor</b>
2	Route Code	<b>300</b>
3	Origin station of the congested capacity infrastructure	<b>Micasasa</b>
4	Terminus station of the congested capacity	<b>Coslariu</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	October 01, 2012 Order no. 137/September 12, 2012, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 18 pairs of trains Freight: 11 pairs of trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 30 pairs Freight: 41 pairs
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and Infrastructure
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	The rehabilitation project for the PanEuropean Corridor IV, the Sighisoara – Coslariu Section, the Micasasa – Coslariu
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### C.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(Art. 47(3) of the Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Micasasa – Coslariu Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.

## D. VINTU DE JOS – SIMERIA SECTION

### D.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the paths (in accordance with Art. 46 of the Law no.202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Vințu de Jos - Simeria Section was impossible, CFR declared the Vințu de Jos - Simeria infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 1/3557/2014, in accordance with Art. 47 of the Law no. 202/2016.

### D.2 Description of the sections declared as congested capacity infrastructure by CFR

#### D.2.1 Vințu de Jos – Simeria Section

1	Route name	<b>Curtici - Coslariu</b>
2	Route Code	<b>200</b>
3	Origin station of the congested capacity infrastructure	<b>Vintu de Jos</b>
4	Terminus station of the congested capacity	<b>Simeria</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	December 14, 2014 Order no. 1/3557/July 15, 2014, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 15 pairs of trains Freight: 10 pairs of trains + 1 pair of working trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 17 pairs of trains Freight: 39 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	The rehabilitation project for the PanEuropean Corridor IV, the Coslariu - Simeria, Section, the Vințu de Jos -
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### D.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(Art. 47(3) of the Law no. 202/2016)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Vințu de Jos - Simeria Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.

## E. SIMERIA – GLOGOVAT – SECTION

### E.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the paths (in accordance with art. 46 of the law 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Simeria - Glogovăț Section was impossible, in accordance with art. 47 of the law 202/2016, CFR, by Disposition no. 22/2018 of the Director General of CFR, declared Simeria - Glogovăț infrastructure section as congested capacity infrastructure.

### E.2 Description of the sections declared as congested capacity infrastructure by CFR

#### E.2.1 Simeria - Glogovăț Section

1	Route name	<b>Curtici - Coșlariu</b>
2	Route Code	<b>200</b>
3	Origin station of the congested capacity infrastructure	<b>Simeria</b>
4	Terminus station of the congested capacity infrastructure	<b>Glogovăț</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	March 01, 2018, Order no. 21/13.02.2018, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 20 pairs of trains Freight: 7 pairs of trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 25 pairs of trains Freight: 12 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and Infrastructure
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	The rehabilitation project for the PanEuropean Corridor IV, the Frontier – Curtici – Simeria Section, Simeria – Glogovăț Route
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### E.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(art.47(3) of the 202/2016 Law)

The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Simeria-Glogovăț Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.



## F. BRAȘOV – SIGHIȘOARA – SECTION

### F.1 Declaration of the infrastructure sections with congested capacity

Considering the provisions of GD no. 1696/2006 on the approval of the Regulation for the allocation of railway infrastructure capacities, taking into account the requests of contractors performing rehabilitation works on the highway CF 300 **Brașov - Apața și Cața - Sighișoara**, regarding the closure of a traffic wire, by order of the General Director no. 94 / 03.07.2020, the infrastructure section **Brașov - Sighișoara** is declared as infrastructure with saturated capacity, starting with August 1, 2020.

### F.2 Description of the sections declared as congested capacity infrastructure by CFR

#### F.2.1 Brașov - Sighișoara Section

1	Route name	<b>București - Oradea</b>
2	Route Code	<b>300</b>
3	Origin station of the congested capacity infrastructure	<b>Brașov</b>
4	Terminus station of the congested capacity infrastructure	<b>Sighișoara</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	August 01, 2020, Order no. 94/03.07.2018, of the Director General of CFR
6	Estimated date for the end of congestion	The date of the work completion Trim II 2024
7	Reason for declaring the congested capacity infrastructure	The reduction in the traffic capacity due to the rehabilitation works
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 9 pairs of trains Freight: 9 pairs of trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 12 pairs of trains Freight: 14 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are set down by means of the Order of the Minister of Transport and Infrastructure
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	Rehabilitation of the Brașov-Simeria railway line, component of the Rhine-Danube Corridor, Brașov-Sighișoara Section, subsections: 1. Brașov-Apața and 3. Cața-Sighișoara subsections: 1. Brașov-Apața and 3. Cața-Sighișoara
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 50 pairs of trains Freight: 100 pairs of trains

### **F.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure**

---

(art.47(3) of the 202/2016 Law)

The priority criteria that are applied for the operative distribution of the infrastructure capacities during the declaration of the Braşov - Sighişoara section as infrastructure with saturated capacity are established by the MTI Order no. 1165/2012 presented in Annex 18 to the Network Reference Document.

## G. BUCUREȘTI NORD – AEROPORT H. COANDĂ T1 – SECTION

### G.1 Declaration of the infrastructure sections with congested capacity

Due to the fact that, after the coordination of the train paths (in accordance with Art. 46 of Law 202/2016) and the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the București Nord – Aeroport H. Coandă T1 was impossible, CFR declared the **București Nord – Aeroport H. Coandă T1** infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 212/23.12.2020, in accordance with Art. 47 of Law 202/2016.

### G.2 Description of the sections declared as congested capacity infrastructure by CFR

#### G.2.1 București Nord – Aeroport H. Coandă T1 Section

1	Route name	<b>București Nord – Aeroport H. Coandă T1</b>
2	Route Code	<b>700, 700 T1</b>
3	Origin station of the congested capacity infrastructure	<b>București Nord</b>
4	Terminus station of the congested capacity infrastructure	<b>Aeroport H. Coandă T1</b>
5	Date of the declaration as congested capacity infrastructure and the declaration modality	January 04, 2021, Order no. 212/23.12.2020, of the Director General of CFR
6	Estimated date for the end of congestion	Date of completion of works to increase capacity
7	Reason for declaring the congested capacity infrastructure	OTF route requests greater than practical traffic capacity
8	Capacity after the declaration as congested capacity infrastructure	Passenger: 44 pairs of trains Freight: 1 pairs of trains
9	Number of the RUs' path requests for the congested infrastructure section at the time of declaration	Passenger: 74 pairs of trains Freight: 1 pairs of trains
10	Priority criteria regarding the allocation of infrastructure capacity during the congestion period	They are established by Order of the Minister of Transport and Infrastructure
11	Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)	Capacity building plan through railway infrastructure works
12	Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure	Passenger: 56 pairs of trains Freight: 4 pairs of trains

### G.3 Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

(art.47(3) of the 202/2016 Law)

The priority criteria that are applied for the operative distribution of the infrastructure capacities during the declaration of the **București Nord – Aeroport H. Coandă T1** section as infrastructure with saturated capacity are established by the MTI Order no. 1165/2012 presented in Annex 18 to the Network Reference Document.