

Translation from Romanian



Capacity Strategy TT 2026/2027

CNCF "CFR" SA



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0. Introduction

TTR (Timetable Redesign) is the project to simplify, unify and solidify the improvements to the European rail timetabling system to significantly increase the competitiveness of railways.

One of the components of TTR is the Capacity Strategy of each infrastructure manager, which it must publish 3 years before the change of the relevant timetable (X-36). The overall purpose of the Capacity Strategy is to provide guidance on the key values of capacity planning, namely on the changes in infrastructure availability, Temporary Capacity Restrictions (TCRs or “negative capacity”), as well as on the commercial capacity (“positive capacity”) for a certain (reference) timetable.

The Capacity Strategy is the primary TTR planning tool, on the basis of which the Capacity Model and the Capacity Supply will be developed.

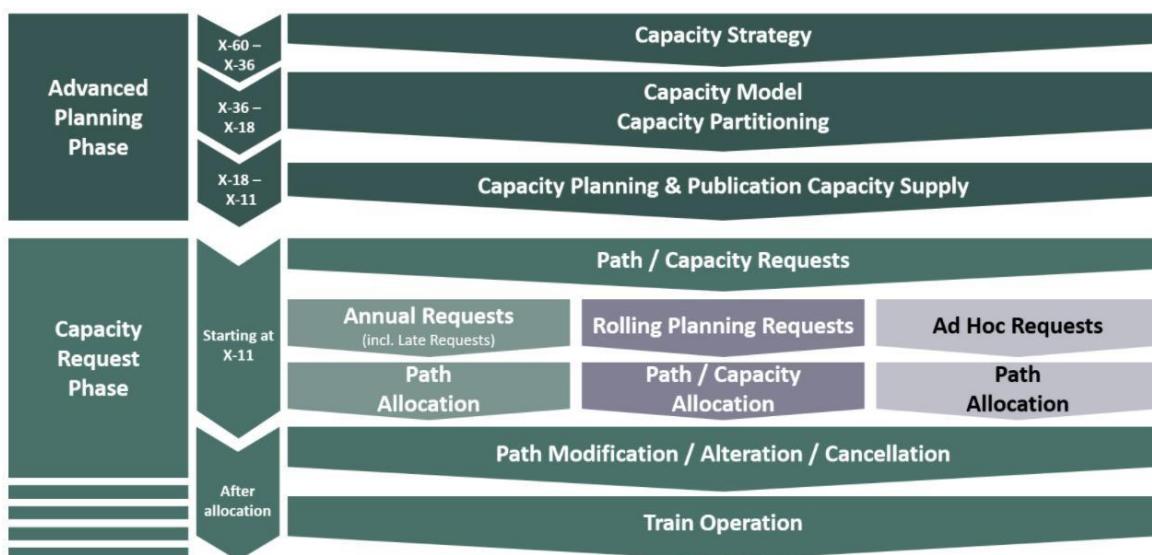


Figure 1: Stages of the TTR Process (Source: RNE)

0.1 Contact Details

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0.2 Geographical Scope

CFR included in the Capacity Strategy TT 2026/2027 only the traffic sections related to the Freight Corridors as established in European Regulation (EU) 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight, respectively:

- Orient/East-Med Rail Freight Corridor (RFC 7), main route and alternative routes;
- Rhine-Danube Rail Freight Corridor (RFC 9), main route and alternative routes.

Relevant Border Points

	Romania	Hungary
	CFR	MAV
1	Curtici	Lökösháza
2	Episcopia Bihor	Biharkeresztes

	Romania	Bulgaria
	CFR	NRIC
1	Giurgiu Nord	Russe
2	Golenți (Calafat)	Vidin

Geographical Coverage

The geographical coverage of the Capacity Strategy TT 2026/2027 is schematically shown on the map below:

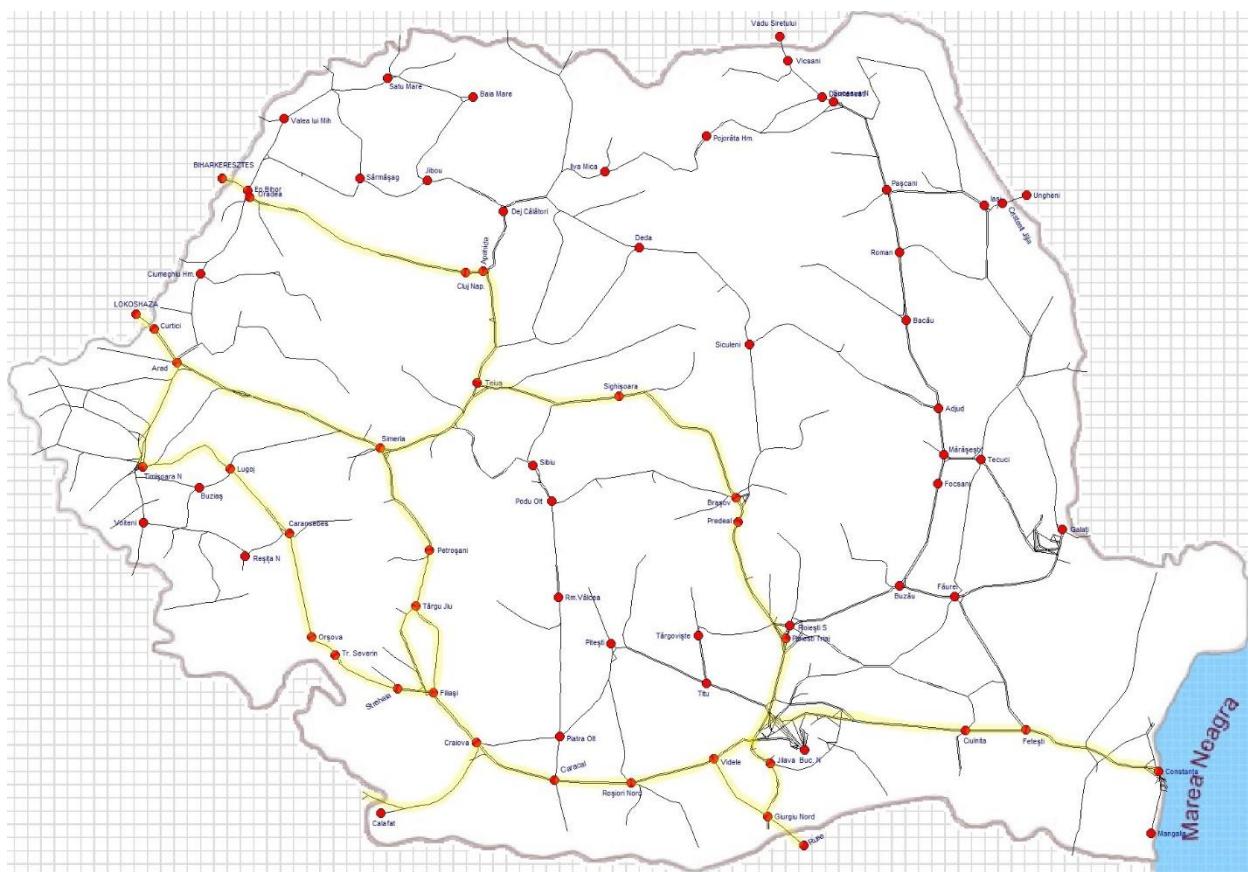


Figure 2: The sections included in the Capacity Strategy TT 2027 are shown in yellow.

0.3 List of involved IMs

Involved Infrastructure Manager(s)

- MAV – Hungary
- VPE – Hungarian capacity allocation body
- NRIC - Bulgaria

0.4 List of service facilities

The information regarding the limiting parameters of the sections and train paths can be found at: <https://rne.eu/it/rne-applications/cip/>

At the same time, the information regarding the multimodal terminals is also available there.

Similar information can be found in the Network Statement:

<https://cfr.ro/files/ddr/EN%202024/Annex%2034.a%20.pdf>

<https://cfr.ro/files/ddr/EN%202024/Annex%2034.b.pdf>

1 Expected Capacity of Infrastructure in TT 2027

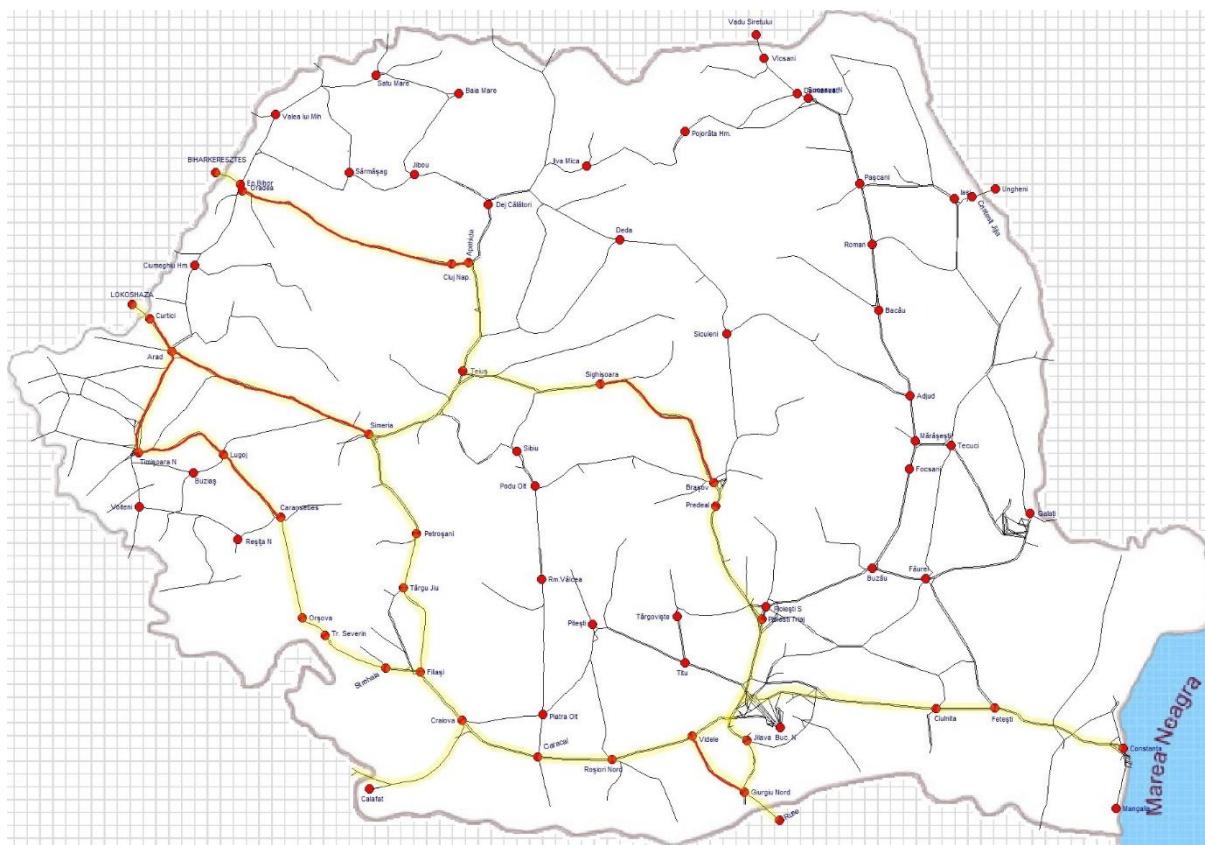


Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2027 are shown in red

1.1 Additional Available Capacity

List of completed projects:

Segment	Description	Effect	Quantification of the effects (additional capacity)*	Approved project	Financed project
Lugoj – Timișoara - Arad	Line modernization	Line doubling, increase of speed	210 train paths	Yes	Yes
Simeria - Curtici	Line modernization	Increase of speed	234 train paths	Yes	Yes
Sighișoara – Brașov	Line modernization	Increase of speed	252 train paths	Yes	Yes

* the additional capacity is given as a number of train paths for freight trains, with standard parameters

1.2 Reduced Available Capacity

Not applicable.

2 Temporary Capacity Restrictions

2.1 Principles for TCR Planning

CFR adapts its infrastructure work planning process in accordance with the provisions of Annex VII to Law No. 202/2016 on integrating the Romanian railway system into the single European railway area, as further amended and supplemented (the law transposing Directive 2012/34 establishing a single European railway area - recast).

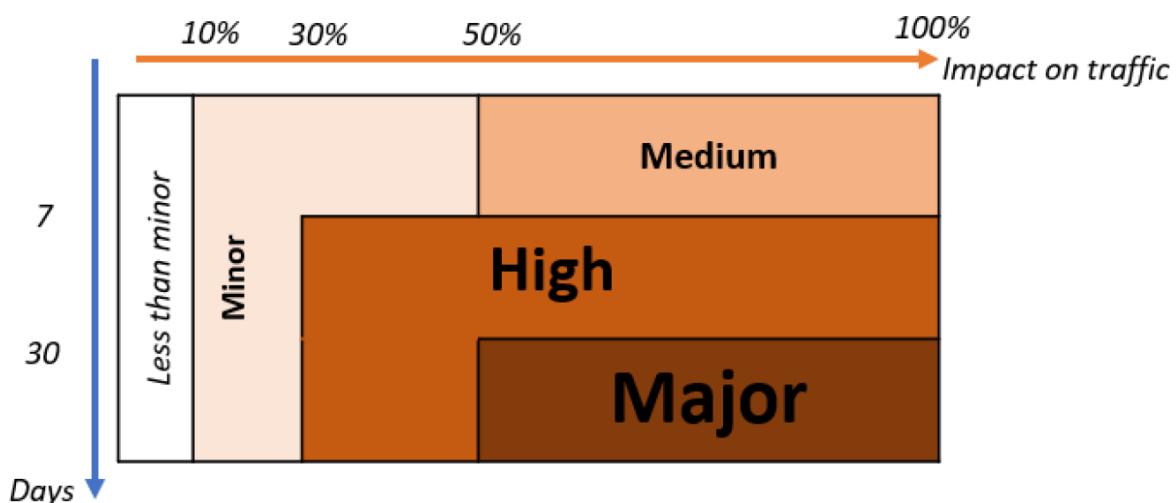


Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 2012/34 - TCR (source: RNE)

2.1.1 Clustering of TCRs to minimize the gravity of impact and work duration

During the bilateral conferences (MAV/VPE – CFR and NRIC – CFR) that took place in September 2023, it was mutually agreed that the common borders would not be closed simultaneously.

2.1.2 Connected areas where TCRs shall not be planned simultaneously

The Episcopia Bihor – Biharkeresztes Border shall not be closed simultaneously with the Curtici – Lokoshaza Border.

The Valea lui Mihai – Niyrabrany Border shall not be closed simultaneously with the Episcopia Bihor – Biharkeresztes Border.

Giurgiu Nord - Russe shall not be closed simultaneously with the Negru Vodă - Kardam and Golentji – Vidin borders.

2.1.3 Planned work performance periods

On the Arad - Curtici Section, the maintenance works shall be performed in a 5-hour

closure window, during the time interval 11 p.m. – 5 a.m.

2.1.4 Usual capacity restriction performance periods

As regards the rest of the network, the works shall be performed in a 5-hour closure window on the double-track line, during the time interval 8 a.m. – 4 p.m., and in a 3-hour closure window on the single-track line, during the same time interval.

2.1.5 TCR allocation process – how the consultation and coordination processes will be ensured

The coordination of the Temporary Capacity Restrictions with the neighbouring infrastructure managers:

- at least 18 months before the implementation of the timetable - for major capacity restrictions;
- at least 13.5 months before the implementation of the timetable - for important capacity restrictions.

The consultation of the Railway Undertakings shall be performed as follows:

- at least 13.5 months before the implementation of the timetable - for major capacity restrictions;
- at least 12 months before the implementation of the timetable - for important capacity restrictions.

2.1.6 Process of settling the disagreements between the involved stakeholders

The disagreement coordination and settlement procedure can be found at:

<https://cfr.ro/files/ddr/EN%202024/Annex%2020.a.pdf>

<https://cfr.ro/files/ddr/EN%202024/Annex%2020.b.pdf>

2.2 Pre-Announcement of Major Impact TCRs

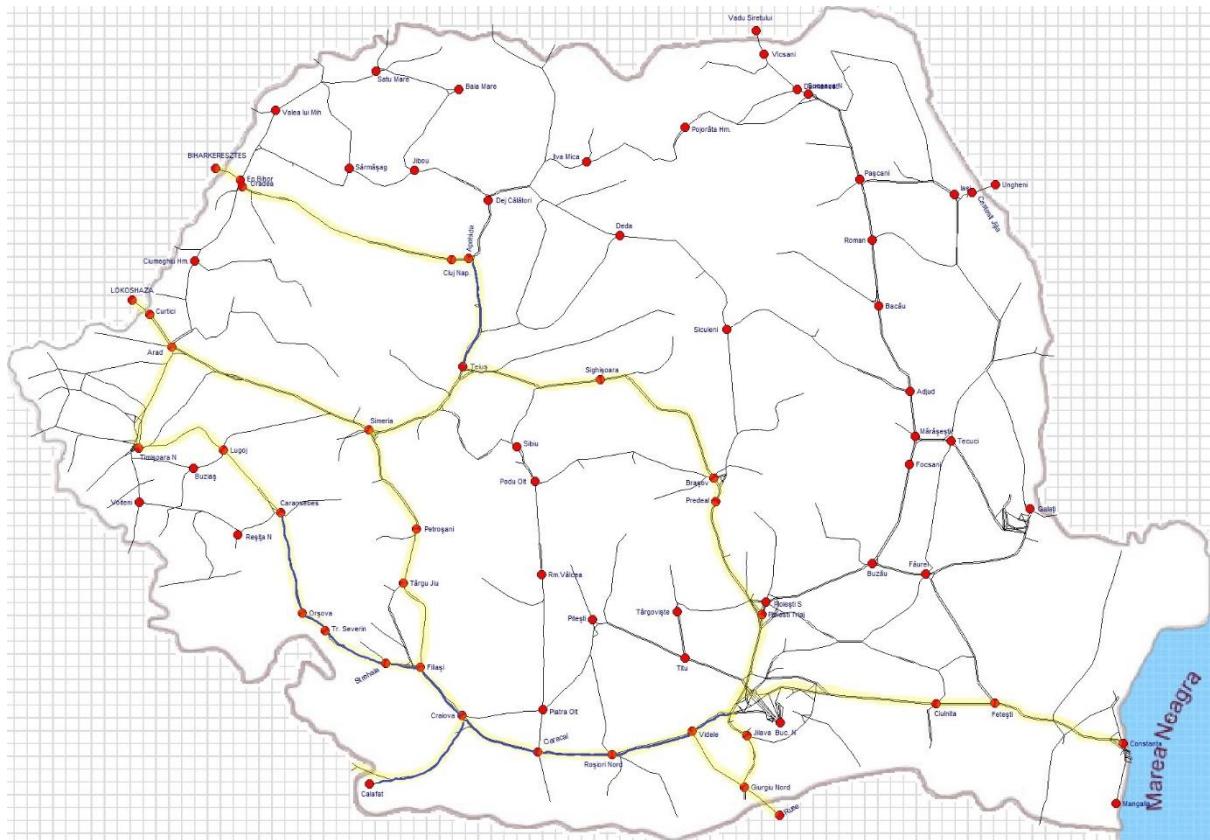


Figure 5: The sections on which there are to be performed in 2027 major impact rehabilitation works involving major impact capacity restrictions are shown in blue

Segment	Purpose	Time of execution	Line impact	Impact to passenger & freight trains	Project approved by the CFR management	Financing secured
Bucharest – Craiova	modernization	2026-2030	Single track operation	Traffic re-routed to alternative routes	Yes	No
Craiova – Caransebes	modernization	2024-2028	Total closure	Replacement by buses + traffic re-routed to alternative routes	Yes	Yes
Craiova - Calafat	Electrification and modernization		Total closure	Replacement by buses + traffic re-routed to alternative routes	Yes	No
Apahida - Coșlariu	modernization	2026-2030	Single track operation	Traffic re-routed to alternative routes	Yes	No

CFR and MAV agreed that the railway infrastructure maintenance works to be performed on the MAV network, and on the Arad - Curtici Section (involving the Curtici - Lokoshaza Border) should be carried out at night.

3. Traffic Planning Principles and Traffic Flows

3.1 Traffic Planning Principles

Within the allocation process, CFR prepares the train paths in compliance with the following priority criteria:

- a) international passenger public transport services;
- b) passenger public transport services dedicated to the travel of the commuters, declared as such by the applicants;
- c) long-distance passenger public transport services;
- d) short-distance passenger public transport services;
- e) international freight railway transport services on the European corridors as defined in Regulation (EU) No. 913/2010, as further amended and supplemented.
- f) international freight railway transport services, others than those on the European corridors;
- g) freight railway transport services for the multimodal transport;
- h) any other types of railway transport services.

Basic categories for passenger trains:

- international trains
- interregio trains
- regio trains

Basic categories for freight trains:

- international trains
- direct trains
- local trains

Common technical parameters on routes:

ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Curtici - Simeria; Simeria - Curtici	750	3 000	80	50	
Videle - Chitila; Chitila - Videle	700	3 000	80	50	
Videle - Giurgiu Nord	680	3 000	50	50	Pushing locomotive: Videle - Stanesti in single traction 2 000 tons
Giurgiu Nord - Videle	680	2000	50	50	Pushing locomotive: Giurgiu Nord - Stanesti in single traction 1 000 tons
Giurgiu Nord - Ruse; Ruse - Giurgiu Nord	600	2000	60	50	
Simeria - Craiova - Videle	620	1500	60	50	Pushing locomotive: Pui - Banita in single traction 1 000 tons
Videle - Craiova - Simeria	620	2000	60	50	Pushing locomotive: Targu Jiu - Banita in single traction 1 400 tons
Chitila - Constanta	700	3000	80	50	Pushing locomotive: Fetesti - Saligny in single traction 2 200 tons
Constanta - Chitila	700	2900	80	50	Pushing locomotive: Saligny – Fetesti in single traction 2 200 tons
Craiova - Golenti	600	1960	60	50	Double traction: Podari - Sălcuța in single traction 1 200 tons
Golenti - Craiova	600	1850	60	50	Pushing locomotive in single traction 1 110 tons
Golenti - Vidin; Vidin - Golenti	570	1800	60	50	Double traction
Lökösháza - Curtici, Curtici - Lökösháza	750	2500	80	50	
Chitila - Malina	650	2200	80	50	Diesel: Barbosi - Malina

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ROUTE	TRAIN LENGTH	WAGGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Malina - Chitila	650	2900	80	50	Diesel: Barbosi - Malina
Craiova - Timisoara - Curtici	717	2000	80	55	Pushing locomotive: Mehadia N. - Poarta in single traction 1 000 tons; Pushing locomotive: Prunișor - Balota, in single traction 1 300 tons
Curtici - Timisoara - Craiova	717	2000	80	50	Pushing locomotive: Vălișoara - Poarta in single traction 1 000 tons
Biharkeresztes - Episcopia; Episcopia - Biharkeresztes	700	2500	60	50	
Episcopia Bihor - Oradea Vest - Simeria	650	2200	70	50	
Episcopia Bihor - Cluj Napoca Est	670	2000	70	50	Episcopia - Cluj Napoca: Pushing locomotive: Aghireş - Huedin in single traction 1 060 tons; For Episcopia-Cluj Napoca: double traction: Aleşd - Aghireş in single traction 1 500 tons
Cluj Napoca Est - Simeria Triaj	650	3000	70	50	Cojocna – Campia Turzii: 1 600 tons; Pushing locomotive: Câmpia Turzii - Călărași Turda, single traction 1 600 tons; return: Câmpia Turzii - Cojocna: 1 600 tons; Pushing locomotive: Războieni - Câmpia Turzii, in single traction 1 600 tons

3.2 Traffic Flows

The daily traffic flows in the year 2023, given as a number of trains/day, are described in the following table:

Passenger			Freight		↓	SECTION	↑	Passenger			Freight	
IR	R	RE	Max. No.	Aver age No.				IR	R	RE	Max. No.	Aver age No.
10	0	0	24	14		Lőkösháza-Curtici		10	0	0	21	14
9	7	0	23	11	Curtici-Simeria	Curtici – Arad		9	7	0	24	11
6	6	0	21	7		Arad - Glogovăț		6	6	0	21	7
0	0	0	9	4		Aradu Nou-Glogovăț		0	0	0	6	2
6	6	0	20	8		Glogovăț- Radna		6	6	0	20	8
6	6	0	20	7		Radna-IIia		6	6	0	20	8
6	9	0	20	8		IIia-Mintia		6	8	0	20	9
6	10	0	22	10		Mintia-Simeria		7	9	0	23	10
6	3	0	15	7	Simeria-Brășov	Simeria-Vîntu de Jos		6	3	0	14	6
4	10	0	11	4		Vîntu de Jos-Coșlariu		4	10	0	11	5
6	4	2	18	6		Coșlariu-Blaj		6	4	2	16	6
6	7	2	17	7		Blaj- Copșa Mică		6	7	2	18	7
6	15	0	19	9		Copșa Mică- Mediaș		6	16	0	19	9
6	7	0	19	6		Mediaș- Sighișoara		6	7	0	19	6
6	7	0	21	7		Sighișoara - Vânători		6	8	0	21	7
6	5	0	22	11		Vânători- Brașov		6	5	0	21	11
25	8	11	25	12	Brașov-București	Brașov- Predeal		24	7	10	25	12
25	8	11	23	11		Predeal- Câmpina		24	7	10	25	11
25	8	11	24	11		Câmpina-Buda		24	7	10	21	10
25	18	11	25	11		Buda-Ploiești Vest		24	17	10	21	10
40	15	23	27	14		Ploiești Vest-Brazi		40	18	21	24	12
40	15	23	29	14		Brazi-Chitila		42	14	23	29	15
0	0	0	26	12		Chitila- Chiajna		0	0	0	26	12
3	0	0	25	11		Chitila-Băneasa		3	0	0	22	11
1	0	0	36	20		Chiajna- Băneasa		1	0	0	35	19
27	3	3	33	19	Bucharest- Constanța	Băneasa-Pantelimon		27	3	3	33	19
27	6	3	32	17		Pantelimon-Pasărea		27	6	3	32	17
27	7	3	32	17		Pasărea-Lehliu		27	7	3	32	17
27	7	3	33	18		Lehliu-Ciulnița		27	7	3	33	18
27	9	3	30	16		Ciulnița Fetești		27	8	3	31	18
31	9	1	49	30		Fetești-Medgidia		31	10	1	49	30
31	9	1	49	26		Medgidia- Dorobanțu		31	10	1	49	26
31	9	1	44	27		Dorobanțu-Palas		31	8	1	44	25
15	9	5	32	18	Bucharest- Craiova	Chiajna -Videle		13	10	6	30	17
1	5	0	19	7		Videle-Giurgiu Nord		1	5	0	19	7
13	4	10	28	13		Videle – Roșiori Nord		13	5	10	28	15
13	7	6	26	14		Roșiori Nord-Caracal		13	7	6	26	14
12	9	7	30	14		Caracal- Craiova		10	7	7	31	14

Passenger			Freight		↓	SECTION	↑	Passenger			Freight	
IR	R	RE	Max. No.	Aver age No.				IR	R	RE	Max. No.	Aver age No.
0	0	0	10	4	Bucharest-Giurgiu	Chiajna- Jilava	Bucharest-Giurgiu	0	0	0	10	4
1	5	0	15	8		Videle-Giurgiu Nord		1	5	0	14	7
1	0	0	13	7		Giurgiu Nord-Ruse		1	0	0	13	7
0	4	0	7	2		Craiova - Golentî		0	4	0	7	2
0	1	0	2	1		Golentî - Vidin		0	1	0	2	1
11	12	1	32	17		Craiova-Filiaşî		11	13	1	32	20
7	3	0	28	12		Filiaşî-Gura Motrului		7	3	0	28	13
7	3	0	27	14		Gura Motrului-Strehaia		7	3	0	26	14
7	3	0	24	9		Strehaia- Balota		7	3	0	24	10
7	3	0	29	15		Balota-Dr. Tr. Severin		7	3	0	27	14
7	1	0	20	10	Craiova-Caransebeş-Timişoara	Dr.Tr. Severin - Orşova	Craiova-Caransebeş-Timişoara	6	1	0	22	10
7	2	0	19	8		Orşova - Caransebeş		6	2	0	21	9
7	6	0	18	8		Caransebeş-Lugoj		6	5	0	17	8
7	6	0	18	8		Lugoj-Timişoara Est		6	5	0	18	8
7	12	0	20	9		Timişoara Est-Timişoara Nord		6	10	0	21	9
10	9	1	15	7		Timişoara Nord- Ronaţ Tj.		10	7	1	15	6
11	13	1	14	5		Ronaţ Tj.- Sânandrei		11	13	1	14	5
11	13	1	19	9		Sânandrei-Aradu Nou		11	13	1	19	9
3	7	0	11	5	Filiaş-Simeria	Filiaş-Cărbuneşti	Filiaş-Simeria	3	7	0	8	3
3	7	0	10	4		Cărbuneşti – Tg. Jiu		3	7	0	8	3
1	4	1	14	5		Gura Motrului- Turcenii		0	4	1	15	6
1	5	1	14	6		Turcenii- Amaradia		0	6	1	14	6
1	6	1	13	6		Amaradia – Tg. Jiu		0	7	1	14	6
4	5	0	23	11		Tg. Jiu - Petroşani		4	5	0	23	11
4	3	0	31	16		Petroşani - Pui		4	5	0	27	14
4	4	0	23	12		Pui- Călan Băi		4	5	0	27	12
4	4	0	20	10		Călan Băi- Simeria Triaj		4	5	0	21	10
3	4	0	18	9		Călan Băi Simeria Triaj - Simeria		3	4	0	21	10
6	9	2	19	7	Coştiuri-Cluj	Teiuş - Războieni	Coştiuri-Cluj	7	8	2	19	7
7	12	2	20	9		Războieni- Apahida		8	11	2	20	10
12	36	5	17	8		Apahida- Cluj Napoca		13	31	5	17	8
8	20	7	11	3		Cluj Napoca -Poieni		8	21	6	11	3
8	6	7	11	3		Poieni - Aleşd		8	9	6	11	3
8	12	7	12	4	Cluj-Episcopia	Aleşd - Oradea	Cluj-Episcopia	8	12	6	12	4
7	12	0	14	6		Oradea – Episcopia Bihor		7	13	0	14	6
4	2	0	14	6		Episcopia Bihor-Biharkereszt		4	2	0	14	6

Expected capacity in TT 2026/2027

SECTION	Distance	Passenger			Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
Curtici-Simeria	Lőkősháza-Curtici	20	0	0	28	48	135	85
	Curtici – Arad	18	14	0	22	54	288	230
	Arad - Glogovăț	12	12	0	14	38	288	247
	Aradu Nou-Glogovăț	0	0	0	6	6	288	282
	Glogovăț- Radna	12	12	0	16	40	288	245
	Radna-IIia	12	12	0	15	39	288	246
	IIia-Mintia	12	17	0	17	46	288	239
Simeria-Brasov	Mintia-Simeria	13	19	0	20	52	288	232
	Simeria-Vințu de Jos	12	6	0	13	31	288	255
	Vințu de Jos-Coșlariu	8	20	0	9	37	288	248
	Coșlariu-Blaj	12	8	4	12	36	288	249
	Blaj- Copșa Mică	12	14	4	14	44	288	241
	Copșa Mică- Mediaș	12	31	0	18	61	288	222
	Mediaș- Sighișoara	12	14	0	12	38	288	247
	Sighișoara - Vânători	12	15	0	14	41	288	244
Bucharest-Brasov	Vânători- Brașov	12	10	0	22	44	288	241
	Brașov- Predeal	20	16	14	0	50	216	161
	Predeal- Câmpina	49	15	21	22	107	288	172
	Câmpina-Buda	49	15	21	21	106	288	173
	Buda-Ploiești Vest	49	35	21	21	126	288	151
	Ploiești Vest-Brazi	80	33	44	26	183	288	89
	Brazi-Chitila	82	29	46	29	186	288	86
	Chitila- Chiajna	0	0	0	24	24	230	206
	Chitila-Băneasa	6	0	0	22	28	82	53
Bucharest-Constanța	Chiajna- Băneasa	2	0	0	39	41	50	8
	Băneasa- Pantelimon	54	6	6	38	104	288	177
	Pantelimon-Pasărea	54	12	6	34	106	288	174
	Pasărea-Lehliu	54	14	6	34	108	288	172
	Lehliu-Ciulnița	54	14	6	36	110	288	170
	Ciulnița Fetești	54	17	6	34	111	288	169
	Fetești-Medgidia	62	19	2	60	143	288	136

SECTION	Distance	Passenger			Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
Chiajna- Craiova	Medgidia-Dorobanțu	62	19	2	52	135	288	144
	Dorobanțu-Palas	62	17	2	52	133	288	146
Bucharest-Giurgiu	Chiajna - Videle	18	10	8	0	36	60	20
	Videle – Roșiori Nord	20	10	10	0	40	68	24
	Roșiori Nord-Caracal	20	12	8	0	40	68	24
	Caracal- Craiova	18	12	8	0	38	64	22
Craiova-Caransebes	Chiajna- Jilava	0	0	0	7	7	92	85
	Videle-Giurgiu Nord *	2	10	0	29	41	86	43
	Jilava-Giurgiu Nord	x	x	x	x	x	x	x
	Giurgiu Nord-Ruse	2	0	0	14	16	57	40
	Craiova - Golenți*	0	0	0	0	0	0	0
	Golenți - Vidin*	0	0	0	0	0	0	0
Caransebeș-Timișoara	Craiova-Filiași	18	22	2	0	42	80	33
	Filiași-Gura Motrului	14	6	0	25	45	104	57
	Gura Motrului-Strehaia	14	6	0	28	48	70	20
	Strehaia- Balota	14	6	0	19	39	74	33
	Balota-Dr. Tr. Severin	12	6	0	0	18	46	26
	Dr. Tr. Severin - Orșova*	0	0	0	0	0	0	0
Timișoara-Arad	Orșova - Caransebeș*	0	0	0	0	0	0	0
	Caransebeș-Lugoj	13	11	0	16	40	288	245
	Lugoj-Timișoara Est	13	11	0	16	40	288	245
	Timișoara Est-Timișoara Nord	13	22	0	18	53	288	231
	Timișoara Nord-Ronaț Tj.	20	16	2	13	51	288	233
	Ronaț Tj.-Sânandrei	22	26	2	10	60	288	223
	Sânandrei-Aradu Nou	22	26	2	18	68	288	215
	Aradu Nou - Arad	22	26	2	18	68	288	215

SECTION	Distance	Passenger			Freight	Total train paths	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR	R	RE				
Filiași-Simeria	Filiași - Cărbunești	6	14	0	8	28	76	46
	Cărbunești – Tg. Jiu	6	14	0	7	27	74	45
	Gura Motrului-Turceni	1	8	2	11	22	288	264
	Turceni- Amaradia	1	11	2	12	26	66	38
	Amaradia – Tg. Jiu	1	13	2	12	28	68	38
	Tg. Jiu - Petroșani	8	10	0	22	40	68	26
	Petroșani - Pui	8	8	0	30	46	288	240
	Pui- Călan Băi	8	9	0	24	41	288	245
	Călan Băi- Simeria Triaj	8	9	0	20	37	288	249
	Teiuș - Războieni	14	16	4	0	34	50	12
Coșlariu-Cluj	Războieni- Apahida	10	18	4	0	32	48	12
	Apahida- Cluj Napoca	16	46	10	0	72	82	2
	Cluj Napoca -Poieni	16	41	13	6	76	288	205
Cluj-Episcopia	Poieni-Aleșd	16	15	13	6	50	88	33
	Aleșd- Oradea	16	24	13	8	61	288	221
	Oradea – Episcopia Bihor	14	25	0	12	51	288	233
	Episcopia Bihor-Biharkeresztes	8	4	0	12	24	57	31

Comment: * On the single-track traffic sections on which there will be carried out rehabilitation works and no line doubling works, the modernization works will be carried out by total traffic closures, and during the relevant periods of time there will be offered no infrastructure capacity for TT 2026/2027, and the train traffic will be re-routed to alternative routes.

On the Jilava-Giurgiu Nord traffic section, the traffic will be resumed after the completion of the reconstruction works on the Grădiștea Bridge, and of the modernization works on the running lines and in the stations (work completion deadline: the end of 2023). This section is an alternative route for the Rădulești - Giurgiu Nord section.

Depending on the information that CFR will have at its disposal, the capacity progress estimate may undergo changes to be made public together with the updates that will be published in the period of time until the entry into force of TT 2026/2027.

On July 2023, the European Commission promoted the new draft regulation amending Directive 2012/34/EU and Regulation No. 913/2010 included in the new legislative package dedicated to the greening of the European transport, with an emphasis on optimizing the use of the railway infrastructure, oriented more towards the needs of the market and the efficiency of the capacity allocation process.

4 Validation

This document was approved by the Director General of CFR by means of the attached Note.

Annex 1 - Input and market involvement

The information regarding the major impact TCRs was recorded during the bilateral meetings that took place in September 2023.

- MAV/VPE – CFR
- NRIC – CFR

The draft Capacity Strategy for the year 2027 was presented during the meeting between the Railway Undertakings and CFR on October 12, 2023, and was proposed for consultation.

Annex 2 - Outlook

Infrastructure modernization projects in different stages of preparation:

- electrification and modernization of the Constanța – Mangalia Section
- electrification and modernization of the Bucharest - Pitești – Craiova Section
- modernization of the Apahida - Ilva Mică – Suceava Section



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**Notă
privind actualizarea proiectului TTR (TimeTable Redesign) la CFR**

RailNetEurope (RNE) este asociația administratorilor de infrastructură feroviară din Europa, la care CFR este membru de la înființarea acesteia.

TTR este proiectul de simplificare, unificare și consolidare a îmbunătățirilor aduse sistemului de elaborarea a mersului de tren european, în vederea creșterii semnificative a competitivității transportului feroviar.

La CFR activitățile privind TTR s-au desfășurat pe baza prevederilor Dispoziției Directorului General nr. 203 din 05.12.2019, anexată.

Una din componente ale TTR este Strategia de Capacitate a fiecărui administrator de infrastructură, pe care acesta trebuie să o publice cu 3 ani înainte de schimbarea planului de mers vizat (X-36). Scopul general al Strategiei de Capacitate este de a oferi indicații asupra valorilor cheie ale planificării capacitatii.

Strategia de Capacitate este instrumentul primar de planificare din cadrul TTR, pe baza căruia vor fi dezvoltate Modelul de Capacitate și Oferta de Capacitate. Documentul se publică pe paginile web ale CFR, RNE și ale Coridoarelor de Marfă (Orient East-Med – RFC7 și Rhine-Danube RFC9).

A fost elaborată Strategia de Capacitate, anexată, care conține în principal următoarele:

- Datele de trafic aferente primelor 8 luni ale anului 2023;
- Restricțiile de capacitate preconizate a se desfășura în anul 2027;
- Capacitatea de infrastructură preconizată pentru anul 2027.

De asemenea, au fost introduse în aplicația ECMT – European Capacity Management Tool (instrumentul IT utilizat de RNE pentru procesul TTR) datele aferente Modelului de Capacitate, preconizat pentru planul de mers de tren 2025/2026 pe secția Curtici – Arad – Simeria, ca proiect pilot.

Având în vedere importanța conectării CFR în sistemul feroviar unic european vă rugăm să aprobați următoarele:

- Strategia privind Capacitatea de infrastructură aferentă planului de mers de tren 2026/2027;
- Proiectul pilot al Modelului de Capacitate aferent planului de mers de tren 2025/2026, aferent secției de circulație Curtici – Arad – Simeria ;
- Nominalizarea d-lui Ionuț Stupinaru, Șef Serviciu Alocare Capacitate, ca responsabil pentru implementarea procesului TTR pe rețeaua CFR.

Director General Adj. Exploatare,
George Radu PIPA

Director General Adj. Tehnic,
Aurelian ONECI

Director Trafic,
Marian COȚOFANĂ

Director Strategie, Reglementări și Reprezentare Externă
Valentin DOROBANTU

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Radu URZICEANU