

Translation from Romanian



## CNCF "CFR" SA



Version:

Date of publishing:

## Contents

|                                                        |    |
|--------------------------------------------------------|----|
| 0. Introduction .....                                  | 3  |
| 1. Expected Capacity of Infrastructure in TT 2030..... | 6  |
| 2. Temporary Capacity Restrictions .....               | 7  |
| 3. Traffic Planning Principles and Traffic Flows ..... | 10 |
| 4. Validation.....                                     | 19 |

## 0. Introduction

The adoption of Regulation (EU) 2026/1184 on the use of railway infrastructure capacity in the single European railway area marks an essential change in the modality in which the infrastructure managers plan and allocate the railway capacity, triggering a shift from an approach based on individual path requests to an integrated strategic planning process spanning over multi-year periods. Thus the preparation of a capacity strategy becomes both a legal compliance obligation and an operational necessity, aimed at ensuring predictability for the applicants, optimizing the use of the existing network, and mitigating the congestion risks on the critical freight and passenger transport corridors. Under the Regulation, the strategic capacity planning shall result in a sequence of planning documents that progressively provide increasing levels of detail regarding the available capacity: the Capacity Strategy – setting down the long-term overall guidelines; the Capacity Model - transforming the strategy into a concrete structure of capacity segments; and the Capacity Supply Plan - detailing the actual capacity offered to the applicants. This phased approach shall ensure the consistency between the infrastructure manager's strategic objectives and the operational needs on the market.

The Capacity Strategy aims at providing long-term indications regarding the key values related to capacity planning - infrastructure development, transport demand forecast, major capacity restrictions, and commercial capacity available for the reference timetable - thus constituting the first level of information required for the subsequent preparation of the Capacity Model and the Capacity Supply Plan.



Figure 1: Stages of the Railway Infrastructure Capacity Management Process (Source: RNE)

## 0.1 Contact Details

Person in charge of the Capacity Strategy: - Monica Pavel, email: monica.pavel@cfr.ro.

## 0.2 Geographical Scope

CFR included in the Capacity Strategy TT 2029/2030 traffic sections related to the Freight Corridors as established in European Regulation (EU) 2024/1679 on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2010/913 concerning a European rail network for competitive freight.

### Relevant Border Points

|   |                 |                |
|---|-----------------|----------------|
|   | Romania         | Hungary        |
|   | <b>CFR</b>      | <b>MAV</b>     |
| 1 | Curtici         | Lőkösháza      |
| 2 | Episcopia Bihor | Biharkeresztes |

|   |                   |             |
|---|-------------------|-------------|
|   | Romania           | Bulgaria    |
|   | <b>CFR</b>        | <b>NRIC</b> |
| 1 | Giurgiu Nord      | Russe       |
| 2 | Golenți (Calafat) | Vidin       |

## Geographical Coverage

The geographical coverage of the Capacity Strategy TT 2028/2029 is schematically shown on the map below:

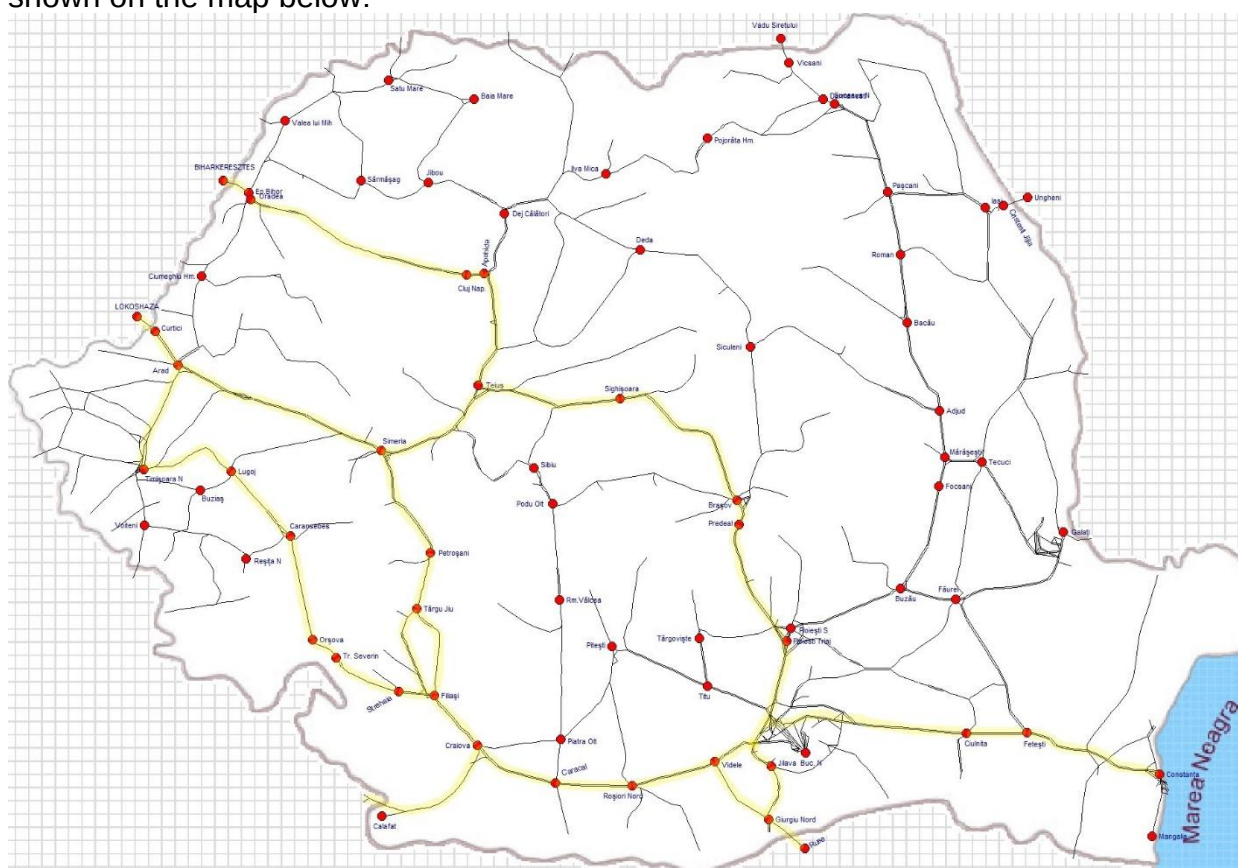


Figure 2: The sections included in the Capacity Strategy TT 2030 are shown in yellow.

## 0.3 List of Involved Infrastructure Managers

| Involved Infrastructure Managers                                                                                  |
|-------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>MAV – Hungary</li> <li>VPE – Hungarian capacity allocation body</li> </ul> |
| <ul style="list-style-type: none"> <li>NRIC - Bulgaria</li> </ul>                                                 |

## 0.4 List of Service Facilities

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

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/RO%202027/Anexa%2034.a%20.pdf>

<https://cfr.ro/files/ddr/RO%202027/Anexa%2034.b%20.pdf>

## 1 Expected Capacity of Infrastructure in TT 2030

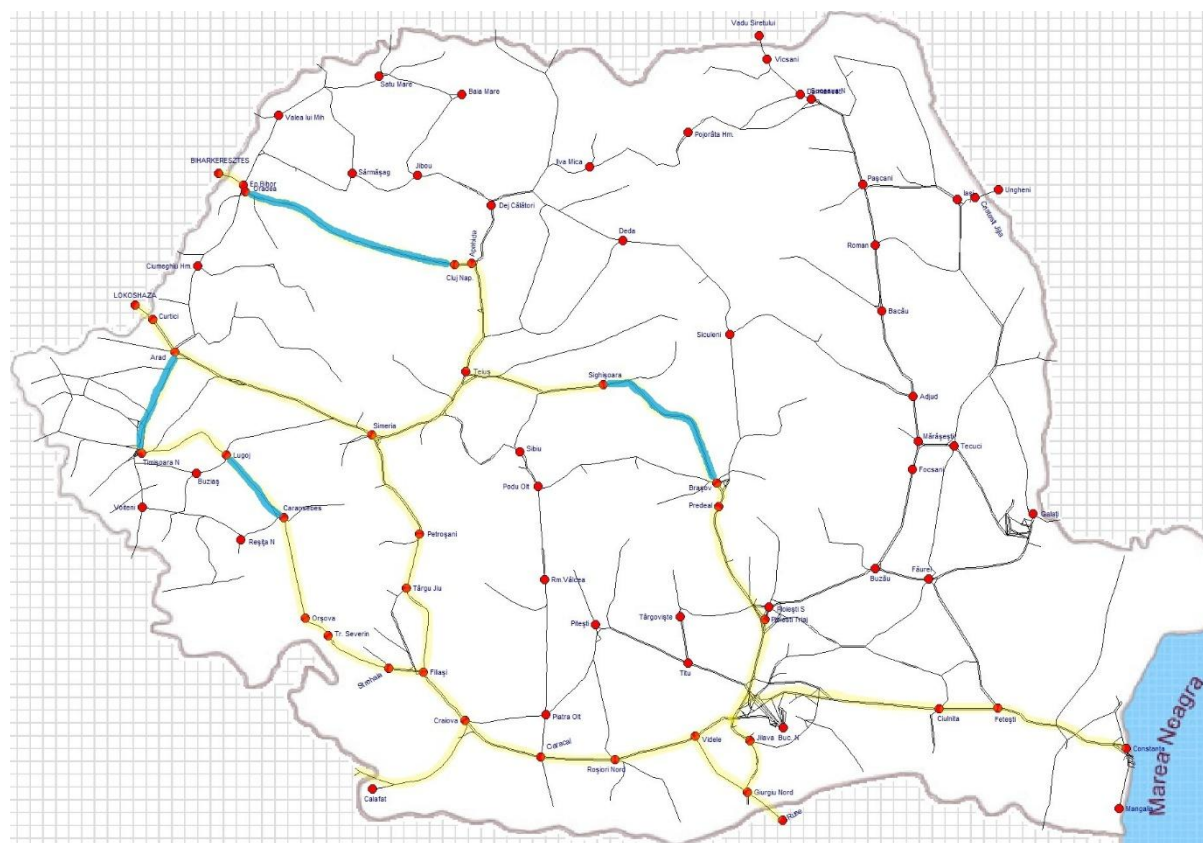


Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2030 are shown in blue

## 1.1 Additional Available Capacity

List of completed projects:

| Segment                     | Description        | Effect                           | Quantification of the effects (additional capacity)* | Approved project | Financed project |
|-----------------------------|--------------------|----------------------------------|------------------------------------------------------|------------------|------------------|
| Timișoara - Arad            | Line modernization | Line doubling, increase of speed | 210 train paths                                      | Yes              | Yes              |
| Caransebeș - Lugoj          | Line modernization | Increase of speed                | 172 train paths                                      | Yes              | Yes              |
| Sighișoara – Brașov         | Line modernization | Increase of speed                | 252 train paths                                      | Yes              | Yes              |
| Cluj-Oradea-Episcopia Bihor | Line modernization | Increase of speed                | 20 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).

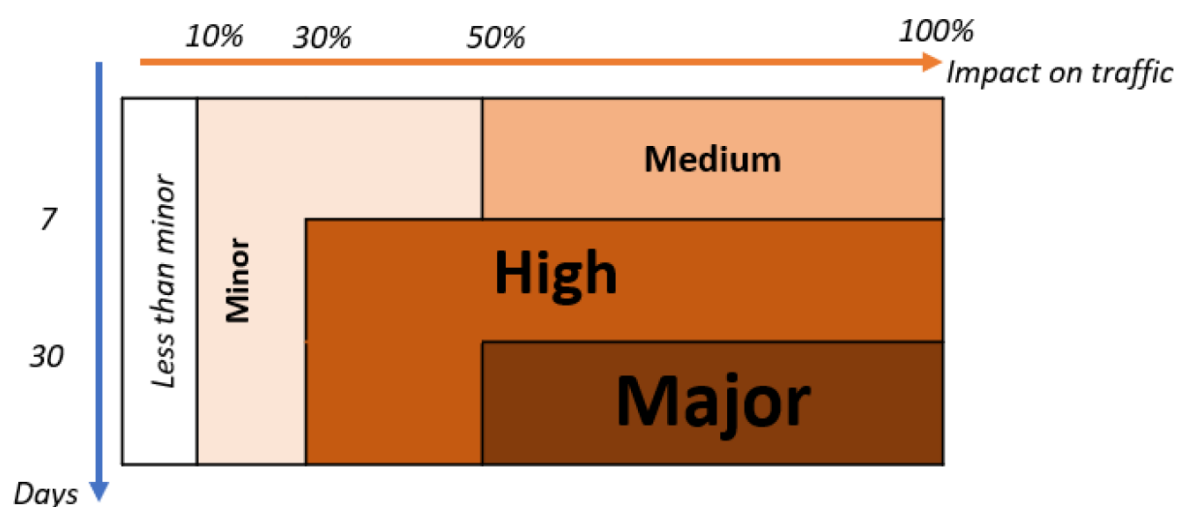


Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 2012/34 - TCR (Source: RNE)

### **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) it was mutually agreed that the common borders should not be closed simultaneously on the alternative routes.

### **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 – Lőkösháza Border.

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

The Giurgiu Nord - Russe Border shall not be closed simultaneously with the Negru Vodă - Kardam and Golenți – 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/RO%202027/Anexa%2020.a%20.pdf>

<https://cfr.ro/files/ddr/RO%202027/Anexa%2020.b%20.pdf>

## 2.2 Pre-Announcement of Major Impact TCRs

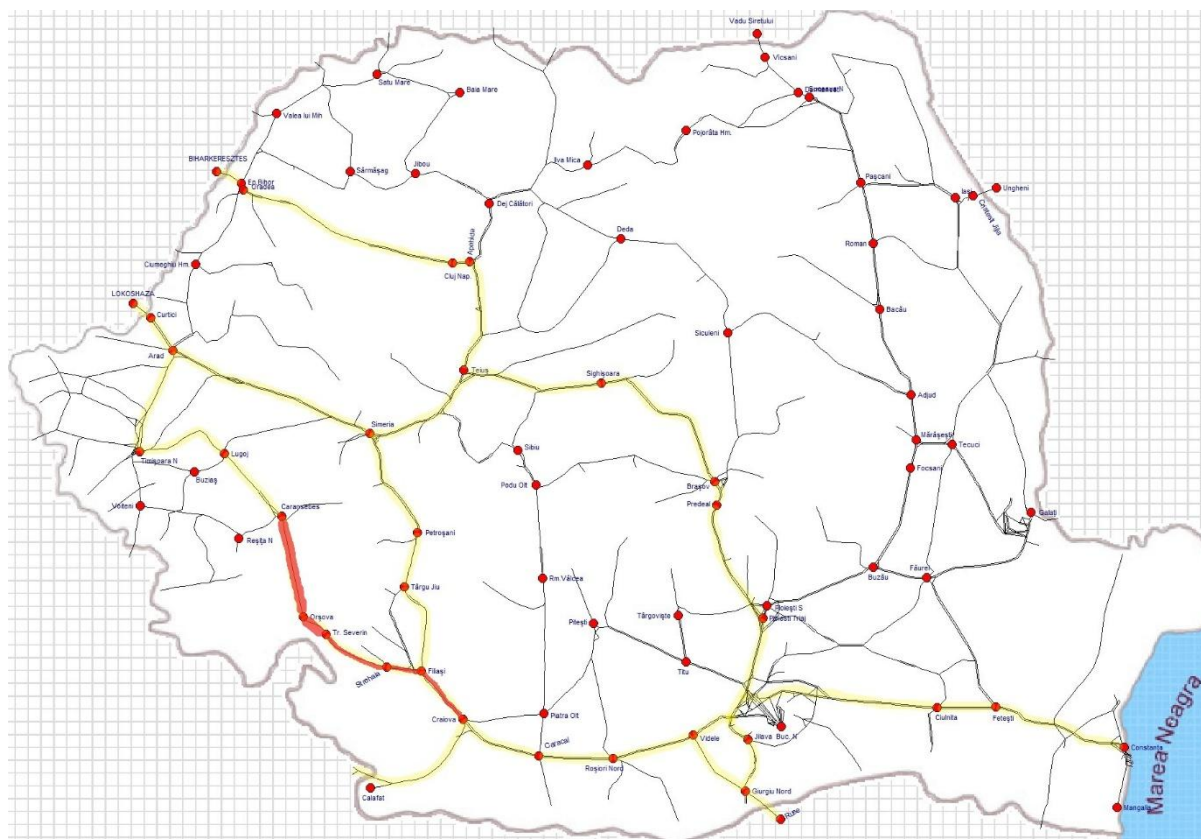


Figure 5: The sections on which there are to be performed in 2030 major impact rehabilitation works involving major impact capacity restrictions are shown in red

| Segment              | Purpose       | Time of execution | Line impact                   | Impact to passenger & freight trains                           | Project approved by the CFR management | Financing secured |
|----------------------|---------------|-------------------|-------------------------------|----------------------------------------------------------------|----------------------------------------|-------------------|
| Craiova – Caransebeș | modernization | 2025-2031         | Total closure                 | Replacement by buses + traffic re-routed to alternative routes | Yes                                    | Yes               |
| Gara de Nord         | modernization | 2027-2030         | closures of 2 lines at a time | Traffic re-routed                                              | Yes                                    | Yes               |

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 - Lőkösháza 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 (EU) Regulation 2024/1679.
- 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

Maximum technical parameters for the freight trains per routes:

| ROUTE                                       | TRAIN LENGTH [m] | WAGON WEIGHT [t] | SPEED [km/h] | MINIMUM BRAKED MASS PERCENTAGE [%] | OTHER                                                                    |
|---------------------------------------------|------------------|------------------|--------------|------------------------------------|--------------------------------------------------------------------------|
| Curtici - Simeria;<br>Simeria - Curtici     | 750              | 3 000            | 80           | 50                                 |                                                                          |
|                                             | 700              | 1 600            | 100          | 72                                 |                                                                          |
|                                             | 600              | 1 000            | 120          | 95                                 |                                                                          |
| Videle - Chitila;<br>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              | 2 000            | 50           | 50                                 | Pushing locomotive: Giurgiu Nord -Stănești in single traction 1 000 tons |
| Giurgiu Nord - Ruse;<br>Ruse - Giurgiu Nord | 600              | 2 000            | 60           | 50                                 |                                                                          |
| Simeria - Craiova - Videle                  | 620              | 1 500            | 60           | 50                                 | Pushing locomotive: Pui - Banita in single traction 1 000 tons           |
| Videle - Craiova - Simeria                  | 620              | 2 000            | 60           | 50                                 | Pushing locomotive: Targu Jiu -Banita in single traction 1 400 tons      |
| Chitila - Constanta                         | 700              | 3 000            | 80           | 50                                 | Pushing locomotive: Fetesti - Saligny in single traction 2200 tons       |
|                                             | 700              | 1 600            | 100          | 72                                 |                                                                          |
|                                             | 600              | 1 000            | 120          | 95                                 |                                                                          |
| Constanta - Chitila                         | 700              | 2 900            | 80           | 50                                 | Pushing locomotive: Saligny - Fetesti in single traction 2 200 tons      |
|                                             | 700              | 1 600            | 100          | 72                                 |                                                                          |

## 2029/2030 CFR CAPACITY STRATEGY

| ROUTE                                       | TRAIN LENGTH<br>[m] | WAGON WEIGHT<br>[t] | SPEED<br>[km/h] | MINIMUM BRAKED MASS PERCENTAGE<br>[%] | OTHER                                                                                                                                                                     |
|---------------------------------------------|---------------------|---------------------|-----------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                             | 600                 | 1 000               | 120             | 95                                    |                                                                                                                                                                           |
| Craiova - Golenti                           | 600                 | 1 960               | 60              | 50                                    | Double traction:<br>Podari - Sălcuța<br>in single traction<br>1 200 tons                                                                                                  |
| Golenti - Craiova                           | 600                 | 1 850               | 60              | 50                                    | Pushing<br>locomotive:<br>in single traction<br>1 110 tons                                                                                                                |
| Golenti - Vidin;<br>Vidin - Golenti         | 570                 | 1 800               | 60              | 50                                    | Double traction                                                                                                                                                           |
| Lőkősháza - Curtici,<br>Curtici - Lőkősháza | 750                 | 2 500               | 80              | 50                                    |                                                                                                                                                                           |
| Chitila - Malina                            | 650                 | 2 200               | 80              | 50                                    | Diesel: Barbosi -<br>Malina                                                                                                                                               |
| Malina - Chitila                            | 650                 | 2 900               | 80              | 50                                    | Diesel: Barbosi -<br>Malina                                                                                                                                               |
| Chiajna-Craiova and return                  | 700                 | 3 000               | 80              | 50                                    |                                                                                                                                                                           |
| Chitila-Brașov                              | 640                 | 2 000               | 80              | 50                                    | Pushing<br>locomotive:<br>Câmpina-Predeal                                                                                                                                 |
| Brașov-Chitila                              | 640                 | 1 550               | 80              | 50                                    | Pushing<br>locomotive:<br>Brașov-Predeal                                                                                                                                  |
| Brașov-Simeria-Sighișoara<br>and return     | 700                 | 3 000               | 80              | 50                                    |                                                                                                                                                                           |
|                                             | 700                 | 1 600               | 100             | 72                                    |                                                                                                                                                                           |
|                                             | 600                 | 1 000               | 120             | 95                                    |                                                                                                                                                                           |
| Craiova - Timisoara - Curtici               | 717                 | 2 000               | 80              | 55                                    | Pushing<br>locomotive:<br>Mehadia N. -<br>Poarta<br>in single traction<br>1 000 tons;<br>Pushing<br>locomotive:<br>Prunișor - Balota,<br>in single traction<br>1 300 tons |
| Curtici - Timisoara - Craiova               | 717                 | 2 000               | 80              | 50                                    | Pushing<br>locomotive:<br>Vălișoara - Poarta<br>in single traction<br>1 000 tons                                                                                          |

| ROUTE                                                     | TRAIN LENGTH<br>[m] | WAGON WEIGHT<br>[t] | SPEED<br>[km/h] | MINIMUM BRAKED MASS PERCENTAGE<br>[%] | OTHER                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------|---------------------|---------------------|-----------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Biharkeresztes - Episcopia;<br>Episcopia - Biharkeresztes | 700                 | 2 500               | 80              | 50                                    |                                                                                                                                                                                                                                                            |
| Episcopia Bihor - Oradea Vest - Simeria and return        | 700                 | 2 500               | 80              | 50                                    |                                                                                                                                                                                                                                                            |
| Cluj Napoca Est - Simeria Triaj and return                | 650                 | 3 000               | 70              | 50                                    | Cojocna – Campia Turzii: 1 600 tons;<br>Pushing locomotive: Câmpia Turzii - Călărași Turda, in single traction 1 600 tons;<br>return: Câmpia Turzii - Cojocna: 1 600 tons;<br>Pushing locomotive: Războieni - Câmpia Turzii, in single traction 1 600 tons |

### 3.2 Traffic Flows

The daily traffic flows in the year 2026, given as a number of trains/day, are described in the table below:

| Passenger |   | Freight     | ↓               | SECTION              | ↑               | Passenger |   | Freight     |
|-----------|---|-------------|-----------------|----------------------|-----------------|-----------|---|-------------|
| IR        | R | Average No. |                 |                      |                 | IR        | R | Average No. |
| 9         | 0 | 12          |                 | Lőkősháza-Curtici    |                 | 9         | 0 | 12          |
| 9         | 4 | 10          | Curtici-Simeria | Curtici – Arad       | Curtici-Simeria | 9         | 4 | 10          |
| 7         | 5 | 9           |                 | Arad - Glogovăț      |                 | 7         | 5 | 9           |
| 0         | 0 | 8           |                 | Aradu Nou-Glogovăț   |                 | 0         | 0 | 5           |
| 7         | 5 | 7           |                 | Glogovăț- Radna      |                 | 7         | 5 | 9           |
| 7         | 5 | 7           |                 | Radna-Ilia           |                 | 7         | 4 | 5           |
| 9         | 5 | 8           |                 | Ilia-Mintia          |                 | 8         | 4 | 6           |
| 9         | 5 | 9           |                 | Mintia-Simeria       |                 | 8         | 2 | 6           |
| 8         | 2 | 5           | Simeria-Brasov  | Simeria-Vințu de Jos | Simeria-Brasov  | 8         | 2 | 6           |

| Passenger |    | Freight     | ↓                    | SECTION               | ↑                     | Passenger |    | Freight     |
|-----------|----|-------------|----------------------|-----------------------|-----------------------|-----------|----|-------------|
| IR        | R  | Average No. |                      |                       |                       | IR        | R  | Average No. |
| 8         | 3  | 3           |                      | Vințu de Jos-Coșlariu |                       | 8         | 3  | 3           |
| 11        | 6  | 6           |                      | Coșlariu-Blaj         |                       | 11        | 6  | 6           |
| 11        | 6  | 6           |                      | Blaj- Copșa Mică      |                       | 11        | 6  | 6           |
| 11        | 15 | 7           |                      | Copșa Mică-Mediaș     |                       | 11        | 14 | 6           |
| 11        | 5  | 6           |                      | Mediaș- Sighișoara    |                       | 11        | 8  | 6           |
| 11        | 4  | 6           |                      | Sighișoara - Vânători |                       | 11        | 8  | 6           |
| 11        | 4  | 6           |                      | Vânători- Brașov      |                       | 11        | 5  | 6           |
| 26        | 18 | 14          | Brașov-Bucharest     | Brașov- Predeal       | Brașov- Bucharest     | 26        | 18 | 10          |
| 26        | 17 | 13          |                      | Predeal- Câmpina      |                       | 26        | 17 | 11          |
| 26        | 17 | 11          |                      | Câmpina-Buda          |                       | 26        | 17 | 10          |
| 26        | 27 | 11          |                      | Buda-Ploiești Vest    |                       | 26        | 27 | 10          |
| 38        | 19 | 11          |                      | Ploiești Vest-Brazi   |                       | 38        | 19 | 11          |
| 41        | 39 | 12          |                      | Brazi-Chitila         |                       | 41        | 39 | 12          |
| 0         | 0  | 12          |                      | Chitila- Chiajna      |                       | 0         | 0  | 14          |
| 2         | 0  | 8           |                      | Chitila-Băneasa       |                       | 2         | 0  | 9           |
| 1         | 0  | 10          |                      | Chiajna- Băneasa      |                       | 1         | 0  | 9           |
| 31        | 7  | 14          | Bucharest -Constanța | Băneasa-Pantelimon    | Bucharest - Constanța | 31        | 5  | 15          |
| 31        | 9  | 16          |                      | Pantelimon-Pasărea    |                       | 31        | 8  | 15          |
| 31        | 9  | 16          |                      | Pasărea-Lehliu        |                       | 31        | 8  | 15          |
| 31        | 9  | 17          |                      | Lehliu-Ciulnița       |                       | 31        | 8  | 16          |
| 31        | 10 | 16          |                      | Ciulnița Fetești      |                       | 31        | 12 | 16          |
| 42        | 9  | 29          |                      | Fetești-Medgidia      |                       | 42        | 19 | 27          |
| 42        | 10 | 30          |                      | Medgidia-Dorobanțu    |                       | 42        | 12 | 33          |
| 42        | 10 | 30          |                      | Dorobanțu-Palas       |                       | 42        | 11 | 30          |
| 21        | 24 | 14          | Bucharest - Craiova  | Chiajna -Videle       | Bucharest - Craiova   | 18        | 24 | 14          |
| 17        | 24 | 15          |                      | Videle-Rosiori Nord   |                       | 18        | 24 | 15          |
| 17        | 8  | 14          |                      | Rosiori Nord - Carcal |                       | 18        | 8  | 15          |
| 17        | 10 | 14          |                      | Caracal-Craiova       |                       | 18        | 9  | 12          |
| 0         | 5  | 2           | Bucharest - Giurgiu  | Chiajna- Jilava       | Bucharest - Giurgiu   | 0         | 5  | 3           |
| 2         | 0  | 6           |                      | Videle-Giurgiu Nord   |                       | 2         | 0  | 6           |
| 0         | 0  | 0           |                      | Jilava-Giurgiu Nord   |                       | 0         | 0  | 0           |
| 2         | 0  | 9           |                      | Giurgiu Nord-Ruse     |                       | 2         | 0  | 9           |

| Passenger |    | Freight     | ↓                    | SECTION                           | ↑                    | Passenger |    | Freight     |
|-----------|----|-------------|----------------------|-----------------------------------|----------------------|-----------|----|-------------|
| IR        | R  | Average No. |                      |                                   |                      | IR        | R  | Average No. |
| 0         | 4  | 2           |                      | Craiova - Golenți                 |                      | 0         | 4  | 2           |
| 0         | 1  | 1           |                      | Golenți - Vidin                   |                      | 0         | 1  | 1           |
| 13        | 12 | 18          | Craiova- Caransebeș  | Craiova-Filiași                   | Craiova- Caransebeș  | 14        | 12 | 18          |
| 7         | 3  | 14          |                      | Filiași-Gura Motrului             |                      | 7         | 3  | 12          |
| 7         | 3  | 14          |                      | Gura Motrului-Strehaia            |                      | 7         | 3  | 13          |
| 7         | 3  | 12          |                      | Strehaia- Balota                  |                      | 7         | 3  | 9           |
| 7         | 3  | 14          |                      | Balota-Dr. Tr. Severin            |                      | 7         | 3  | 14          |
| 6         | 0  | 9           |                      | Dr.Tr. Severin - Orșova           |                      | 6         | 0  | 9           |
| 7         | 2  | 8           |                      | Orșova - Caransebeș               |                      | 7         | 2  | 9           |
| 7         | 8  | 8           | Caransebeș-Timișoara | Caransebeș-Lugoj                  | Caransebeș-Timișoara | 7         | 9  | 8           |
| 7         | 8  | 10          |                      | Lugoj-Timișoara Est               |                      | 7         | 9  | 9           |
| 7         | 13 | 9           |                      | Timișoara Est-Timișoara Nord      |                      | 7         | 14 | 9           |
| 12        | 9  | 6           | Timișoara-Arad       | Timișoara Nord-Ronaț Tj.          | Timișoara-Arad       | 12        | 9  | 5           |
| 12        | 15 | 6           |                      | Ronaț Tj.- Sânnandrei             |                      | 12        | 15 | 6           |
| 12        | 11 | 7           |                      | Sânnandrei-Aradu Nou              |                      | 12        | 11 | 7           |
| 12        | 17 | 9           |                      | Aradu Nou - Arad                  |                      | 12        | 16 | 8           |
| 3         | 6  | 4           | Filiași-Simeria      | Filiași-Cărbunești                | Filiași-Simeria      | 6         | 6  | 4           |
| 3         | 6  | 4           |                      | Cărbunești – Tg. Jiu              |                      | 6         | 6  | 4           |
| 2         | 4  | 4           |                      | Gura Motrului-Turceni             |                      | 2         | 5  | 4           |
| 2         | 4  | 5           |                      | Turceni- Amaradia                 |                      | 2         | 5  | 6           |
| 2         | 5  | 7           |                      | Amaradia – Tg. Jiu                |                      | 2         | 5  | 7           |
| 5         | 5  | 9           |                      | Tg. Jiu - Petroșani               |                      | 6         | 5  | 8           |
| 5         | 2  | 12          |                      | Petroșani - Pui                   |                      | 6         | 2  | 12          |
| 5         | 2  | 9           |                      | Pui- Călan Băi                    |                      | 6         | 2  | 9           |
| 5         | 2  | 9           |                      | Călan Băi- Simeria Triaj          |                      | 6         | 2  | 9           |
| 0         | 0  | 9           |                      | Călan Băi Simeria Triaj - Simeria |                      | 0         | 0  | 9           |

| Passenger |    | Freight     | ↓               | SECTION                         | ↑               | Passenger |    | Freight     |
|-----------|----|-------------|-----------------|---------------------------------|-----------------|-----------|----|-------------|
| IR        | R  | Average No. |                 |                                 |                 | IR        | R  | Average No. |
| 14        | 9  | 7           | Coșlariu-Cluj   | Teiuș - Războieni               | Coșlariu-Cluj   | 13        | 9  | 7           |
| 15        | 12 | 9           |                 | Războieni- Apahida              |                 | 14        | 11 | 9           |
| 17        | 41 | 6           |                 | Apahida- Cluj Napoca            |                 | 16        | 41 | 7           |
| 0         | 0  | 0           | Cluj- Episcopia | Cluj Napoca - Poieni            | Cluj- Episcopia | 0         | 0  | 0           |
| 0         | 0  | 0           |                 | Poieni - Aleșd                  |                 | 0         | 0  | 0           |
| 0         | 0  | 0           |                 | Aleșd - Oradea                  |                 | 0         | 0  | 0           |
| 7         | 11 | 4           |                 | Oradea – Episcopia Bihor        |                 | 7         | 12 | 4           |
| 0         | 5  | 2           |                 | Episcopia Bihor- Biharkeresztes |                 | 0         | 5  | 2           |

Expected capacity in TT 2029/2030

| SECTION         | Distance           | Passenger |        | Freight 2026 | Total train paths 2026 | Section capacity Ce (no. of paths in both directions) | Paths for multiannual planning by propagation and ad-hoc paths |
|-----------------|--------------------|-----------|--------|--------------|------------------------|-------------------------------------------------------|----------------------------------------------------------------|
|                 |                    | IR 2026   | R 2026 |              |                        |                                                       |                                                                |
|                 | Lőkősháza-Curtici  | 18        | 0      | 24           | 42                     | 135                                                   | 93                                                             |
| Curtici-Simeria | Curtici – Arad     | 18        | 8      | 20           | 46                     | 288                                                   | 242                                                            |
|                 | Arad - Glogovăț    | 14        | 10     | 18           | 42                     | 288                                                   | 246                                                            |
|                 | Aradu Nou-Glogovăț | 0         | 0      | 13           | 13                     | 288                                                   | 275                                                            |
|                 | Glogovăț- Radna    | 14        | 10     | 16           | 40                     | 288                                                   | 248                                                            |
|                 | Radna-Ilia         | 14        | 9      | 12           | 35                     | 288                                                   | 253                                                            |
|                 | Ilia-Mintia        | 17        | 9      | 14           | 40                     | 288                                                   | 248                                                            |
|                 | Mintia-Simeria     | 17        | 7      | 15           | 39                     | 288                                                   | 249                                                            |

|                      |                       |    |    |    |     |     |     |
|----------------------|-----------------------|----|----|----|-----|-----|-----|
| Simeria-Braşov       | Simeria-Vinţu de Jos  | 16 | 4  | 11 | 31  | 288 | 257 |
|                      | Vinţu de Jos-Coşlariu | 16 | 6  | 6  | 28  | 288 | 260 |
|                      | Coşlariu-Blaj         | 22 | 12 | 12 | 46  | 288 | 242 |
|                      | Blaj- Copşa Mică      | 22 | 12 | 12 | 46  | 288 | 242 |
|                      | Copşa Mică- Mediaş    | 22 | 29 | 13 | 64  | 288 | 224 |
|                      | Mediaş- Sighişoara    | 22 | 13 | 12 | 47  | 288 | 241 |
|                      | Sighişoara - Vânători | 22 | 12 | 12 | 46  | 288 | 242 |
|                      | Vânători- Braşov      | 22 | 9  | 12 | 43  | 288 | 245 |
| Bucharest - Braşov   | Braşov- Predeal       | 52 | 36 | 24 | 112 | 216 | 104 |
|                      | Predeal- Câmpina      | 52 | 34 | 24 | 110 | 288 | 178 |
|                      | Câmpina-Buda          | 52 | 34 | 21 | 107 | 288 | 181 |
|                      | Buda-Ploieşti Vest    | 52 | 54 | 21 | 127 | 288 | 161 |
|                      | Ploieşti Vest-Brazi   | 76 | 38 | 22 | 136 | 288 | 152 |
|                      | Brazi-Chitila         | 82 | 78 | 24 | 184 | 288 | 104 |
|                      | Chitila- Chiajna      | 0  | 0  | 26 | 26  | 230 | 204 |
|                      | Chitila-Băneasa       | 4  | 0  | 17 | 21  | 82  | 61  |
|                      | Chiajna- Băneasa      | 2  | 0  | 19 | 21  | 50  | 29  |
| Bucharest -Constanţa | Băneasa-Pantelimon    | 62 | 12 | 29 | 103 | 288 | 185 |
|                      | Pantelimon-Pasărea    | 62 | 17 | 31 | 110 | 288 | 178 |
|                      | Pasărea-Lehliu        | 62 | 17 | 31 | 110 | 288 | 178 |
|                      | Lehliu-Ciulniţa       | 62 | 17 | 33 | 112 | 288 | 176 |
|                      | Ciulniţa Feteşti      | 62 | 22 | 32 | 116 | 288 | 172 |
|                      | Feteşti-Medgidia      | 84 | 28 | 56 | 168 | 288 | 120 |
|                      | Medgidia- Dorobanţu   | 84 | 22 | 63 | 169 | 288 | 119 |
|                      | Dorobanţu-Palas       | 84 | 21 | 60 | 165 | 288 | 123 |
| Chiajna- Craiova     | Chiajna -Videle       | 39 | 48 | 28 | 115 | 288 | 173 |
|                      | Videle – Roşiori Nord | 35 | 48 | 30 | 113 | 288 | 175 |
|                      | Roşiori Nord-Caracal  | 35 | 16 | 29 | 80  | 288 | 208 |
|                      | Caracal- Craiova      | 35 | 19 | 26 | 80  | 288 | 208 |
| Bucharest - Giurgiu  | Chiajna- Jilava       | 0  | 10 | 5  | 15  | 288 | 273 |
|                      | Videle-Giurgiu Nord   | 4  | 0  | 12 | 16  | 86  | 70  |
|                      | Jilava-Giurgiu Nord   | 0  | 0  | 0  | 0   | 115 | 115 |
|                      | Giurgiu Nord-Ruse     | 4  | 0  | 18 | 22  | 100 | 78  |
|                      | Craiova – Golenţi     | 0  | 8  | 4  | 12  | 12  | 0   |
|                      | Golenţi – Vidin       | 0  | 2  | 2  | 4   | 52  | 48  |

|                       |                                  |    |    |    |     |     |     |
|-----------------------|----------------------------------|----|----|----|-----|-----|-----|
| Craiova-Caransebeș    | Craiova-Filiași                  | 27 | 24 | 36 | 87  | 76  | 0   |
|                       | Filiași-Gura Motrului            | 14 | 6  | 26 | 46  | 114 | 68  |
|                       | Gura Motrului-Strehaia           | 14 | 6  | 27 | 47  | 74  | 27  |
|                       | Strehaia- Balota                 | 14 | 6  | 21 | 41  | 64  | 23  |
|                       | Balota-Dr. Tr. Severin           | 14 | 6  | 28 | 48  | 48  | 0   |
|                       | Dr.Tr. Severin – Orșova*         | 12 | 0  | 18 | 30  | x   | x   |
|                       | Orșova – Caransebeș*             | 14 | 4  | 17 | 35  | x   | x   |
| Caransebeș- Timișoara | Caransebeș-Lugoj                 | 14 | 17 | 16 | 47  | 288 | 241 |
|                       | Lugoj-Timișoara Est              | 14 | 17 | 19 | 50  | 288 | 238 |
|                       | Timișoara Est-Timișoara Nord     | 14 | 27 | 18 | 59  | 288 | 229 |
| Timișoara-Arad        | Timișoara Nord- Ronaț Tj.        | 24 | 18 | 11 | 53  | 288 | 235 |
|                       | Ronaț Tj.- Sânnandrei            | 24 | 30 | 12 | 66  | 288 | 222 |
|                       | Sânnandrei-Aradu Nou             | 24 | 22 | 14 | 60  | 288 | 228 |
|                       | Aradu Nou - Arad                 | 24 | 33 | 17 | 74  | 288 | 214 |
| Filiași-Simeria       | Filiași - Cărbunești             | 9  | 12 | 8  | 29  | 76  | 47  |
|                       | Cărbunești – Tg. Jiu             | 9  | 12 | 8  | 29  | 74  | 45  |
|                       | Gura Motrului- Turceni           | 4  | 9  | 8  | 21  | 288 | 267 |
|                       | Turceni- Amaradia                | 4  | 9  | 11 | 24  | 66  | 42  |
|                       | Amaradia – Tg. Jiu               | 4  | 10 | 14 | 28  | 68  | 40  |
|                       | Tg. Jiu - Petroșani              | 11 | 10 | 17 | 38  | 68  | 30  |
|                       | Petroșani - Pui                  | 11 | 4  | 24 | 39  | 288 | 249 |
|                       | Pui- Călan Băi                   | 11 | 4  | 18 | 33  | 288 | 255 |
|                       | Călan Băi- Simeria Triaj         | 11 | 4  | 18 | 33  | 288 | 255 |
|                       | Călan Băi- Simeria Triaj-Simeria | 0  | 0  | 18 | 18  | 288 | 270 |
| Teiuș-Cluj            | Teiuș - Războieni                | 27 | 18 | 14 | 59  | 288 | 229 |
|                       | Războieni- Apahida               | 29 | 23 | 18 | 70  | 288 | 218 |
|                       | Apahida- Cluj Napoca             | 33 | 82 | 13 | 128 | 288 | 160 |

|                 |                                |    |    |   |    |     |     |
|-----------------|--------------------------------|----|----|---|----|-----|-----|
| Cluj- Episcopia | Cluj Napoca -Poieni            | 0  | 0  | 0 | 0  | 288 | 288 |
|                 | Poieni-Aleșd                   | 0  | 0  | 0 | 0  | 88  | 88  |
|                 | Aleșd- Oradea                  | 0  | 0  | 0 | 0  | 288 | 288 |
|                 | Oradea – Episcopia Bihor       | 14 | 23 | 8 | 45 | 288 | 243 |
|                 | Episcopia Bihor-Biharkeresztes | 0  | 10 | 4 | 14 | 57  | 43  |

**Comment:** *\*On the single-track traffic sections on which there will be carried out modernization works and no line doubling works, the modernization works shall be carried out by total traffic closures, and during the relevant periods of time there shall be offered no infrastructure capacity for TT 2029/2030, and the train traffic shall be re-routed to alternative routes.*

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 2029/2030.

## 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 the period of time September - October 2025.

- MAV/VPE – CFR
- NRIC – CFR

### 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
- modernization of the Constanta Port