



Capacity Strategy TT 2027/2028

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.

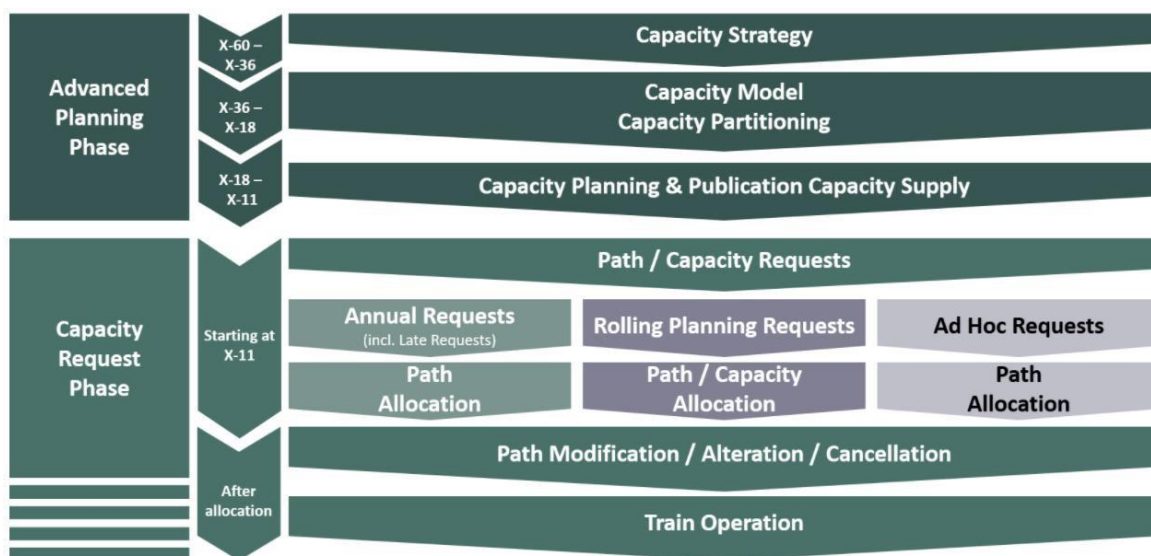


Figure 1: Stages of the TTR Process (Source: RNE)

0.1 Contact Details

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0.2 Geographical Scope

CFR included in the Capacity Strategy TT 2027/2028 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:

- Rhine-Danube Rail Freight Corridor (RFC 9), main route and alternative routes.

Relevant Border Points

| | | |
|---|-----------------|----------------|
| | Romania | Hungary |
| | CFR | MAV |
| 1 | Curtici | Lőkősháza |
| 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 2027/2028 is schematically shown on the map below:

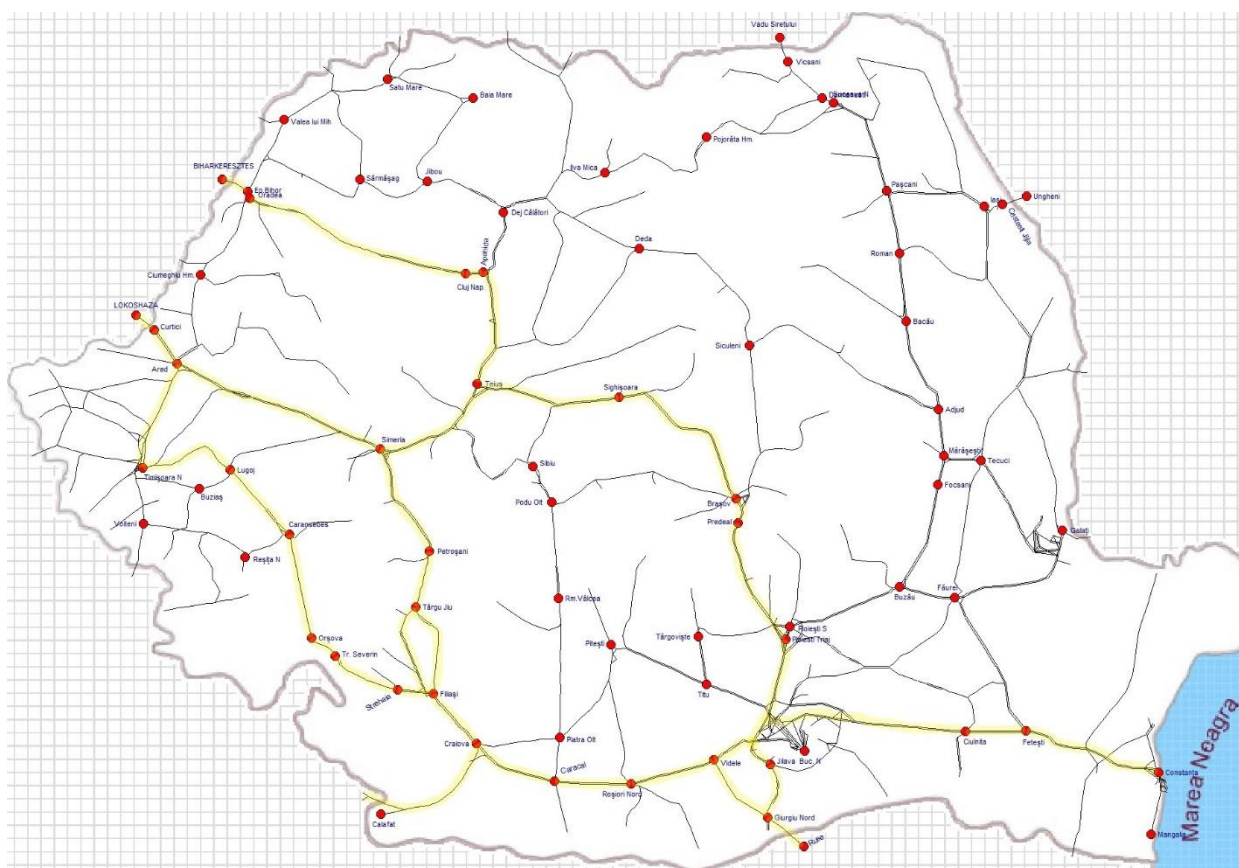


Figure 2: The sections included in the Capacity Strategy TT 2028 are shown in yellow.

0.3 List of involved IMs

| Involved Infrastructure Managers |
|-----------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • MAV – Hungary • VPE – Hungarian capacity allocation body |
| <ul style="list-style-type: none"> • 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/RO%202024/Anexa%2034.a%20.pdf>

<https://cfr.ro/files/ddr/RO%202024/Anexa%2034.b%20.pdf>

1 Expected Capacity of Infrastructure in TT 2028

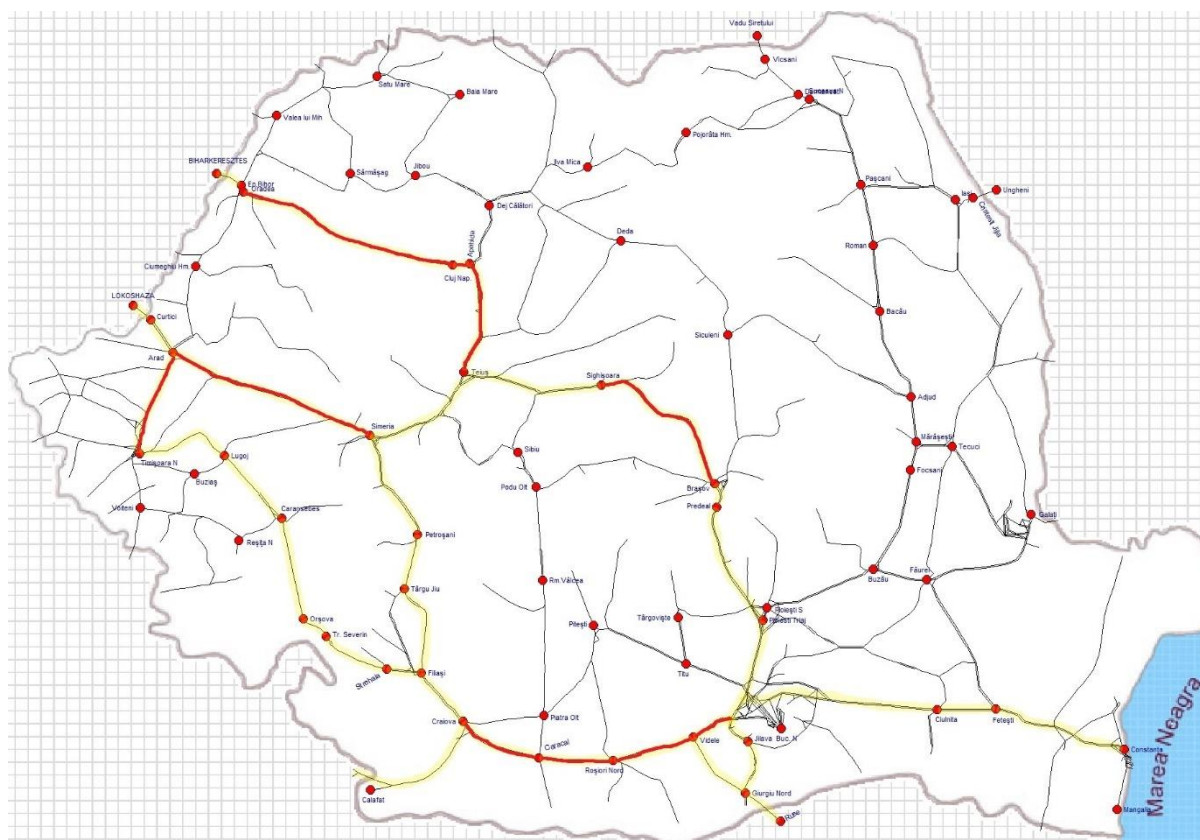


Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2028 are shown in red

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 |
| Cluj- Oradea- Episcopia Bihor | Line modernization | Increase of speed | 20 train paths | Yes | Yes |
| Chiajna- Videle-Craiova | Line modernization | Increase of speed | 206 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).

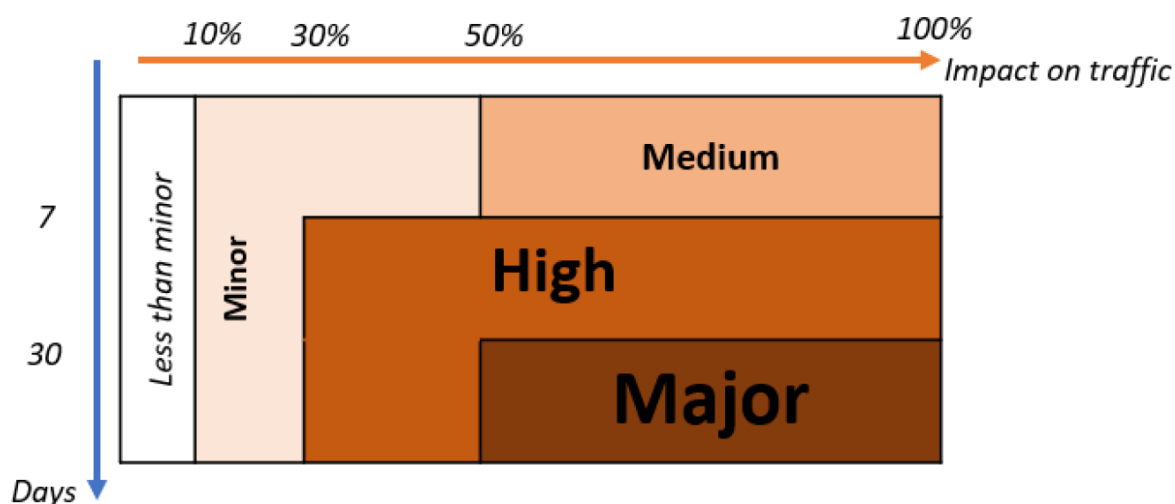


Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 2012/34 - TCR (source: RNE)

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 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 – Niyabrany 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%202024/Anexa%2020.a%20.pdf>

<https://cfr.ro/files/ddr/RO%202024/Anexa%2020.b%20.pdf>

2.2 Pre-Announcement of Major Impact TCRs

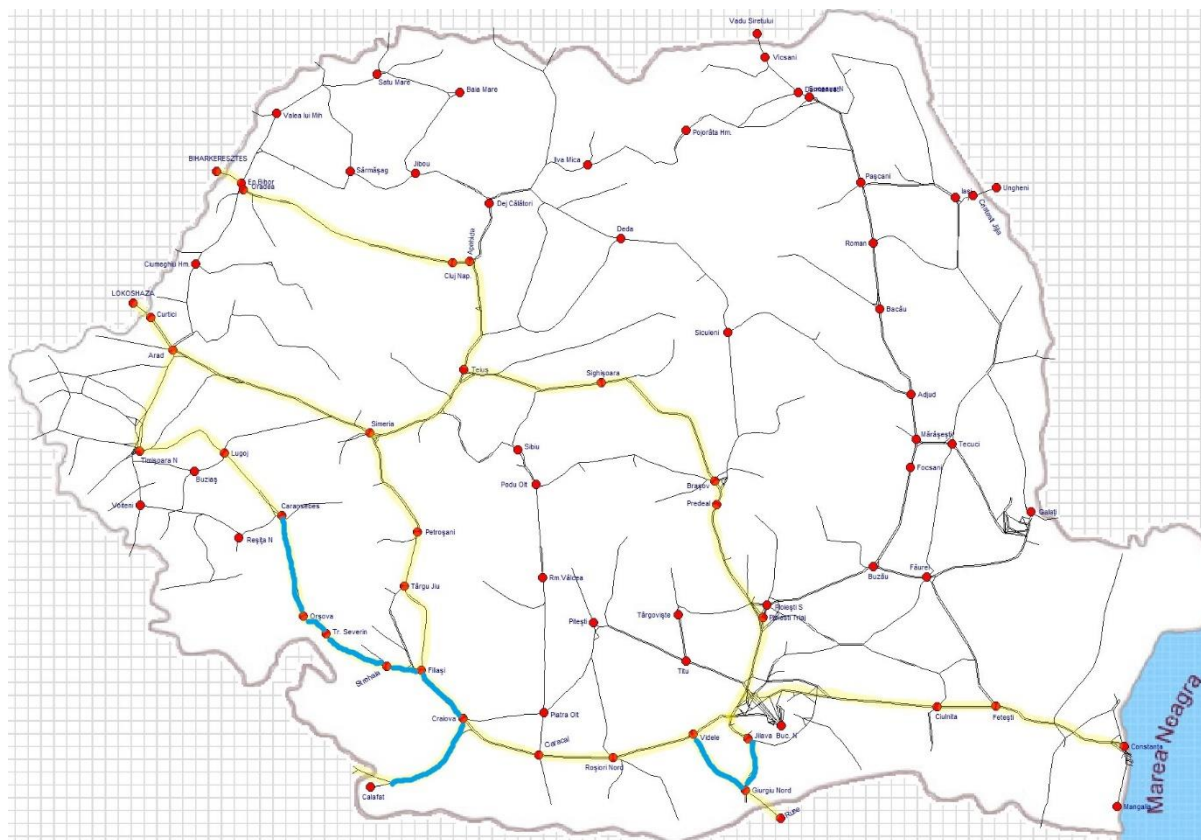


Figure 5: The sections on which there are to be performed in 2028 major impact rehabilitation works involving major impact capacity restrictions are shown in blue

| 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 – Caransebeș | modernization | 2024-2028 | Total closure | Replacement by buses + traffic re-routed to alternative routes | Yes | Yes |
| Craiova - Calafat | Electrification and modernization | 2026-2029 | 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 |
| Videle - | electrification | 2027- | 7 days | Traffic re-routed | Yes | |

| | | | | | | |
|-----------------------|-----------------------------------|-----------|---------------|----------------------------------------------|-----|-----|
| Giurgiu | | 2030 | alternatively | to alternative routes + Replacement by buses | | No |
| Jilava-Giurgiu | Electrification and modernization | 2025-2028 | Total closure | Replacement by buses | 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 - 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 - Stănești 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 |
| Lőkösháza - Curtici, Curtici - Lőkösháza | 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: Aghireș - Huedin in single traction 1 060 tons; For Episcopia-Cluj Napoca: double traction: Aleșd - Aghireș 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 2024, given as a number of trains/day, are described in the following table:

2027/2028 CFR CAPACITY STRATEGY

| Passenger | | | Freight | | ↓ | SECTION | ↑ | Passenger | | | Freight | |
|-----------|----|----|----------|-------------|-----------------------|-----------------------|---------------------|-----------|----|----|----------|-------------|
| IR | R | RE | Max. No. | Average No. | | | | IR | R | RE | Max. No. | Average No. |
| 9 | 0 | 0 | 18 | 13 | | Lökösháza-Curtici | | 9 | 0 | 0 | 19 | 13 |
| 9 | 7 | 0 | 19 | 12 | Curtici-Simeria | Curtici – Arad | Curtici-Simeria | 9 | 7 | 0 | 19 | 12 |
| 7 | 7 | 0 | 21 | 19 | | Arad - Glogovăț | | 7 | 7 | 0 | 17 | 7 |
| 0 | 0 | 0 | 21 | 5 | | Aradu Nou-Glogovăț | | 0 | 0 | 0 | 6 | 3 |
| 7 | 7 | 0 | 20 | 8 | | Glogovăț- Radna | | 7 | 7 | 0 | 15 | 7 |
| 7 | 7 | 0 | 14 | 7 | | Radna-Ilia | | 7 | 7 | 0 | 20 | 8 |
| 7 | 12 | 0 | 16 | 8 | | Ilia-Mintia | | 7 | 10 | 0 | 14 | 7 |
| 9 | 13 | 0 | 20 | 10 | | Mintia-Simeria | | 9 | 10 | 0 | 18 | 9 |
| 9 | 3 | 0 | 10 | 5 | | Simeria-Vințu de Jos | | 9 | 3 | 0 | 9 | 5 |
| 7 | 5 | 0 | 10 | 4 | | Vințu de Jos-Coșlariu | | 7 | 6 | 0 | 8 | 4 |
| 5 | 4 | 2 | 11 | 7 | Coșlariu-Blaj | 5 | 4 | 2 | 12 | 6 | | |
| 5 | 4 | 2 | 11 | 6 | Blaj- Copșa Mică | 5 | 4 | 2 | 11 | 6 | | |
| 5 | 15 | 0 | 12 | 7 | Copșa Mică- Mediaș | 5 | 16 | 0 | 13 | 7 | | |
| 5 | 6 | 0 | 12 | 7 | Mediaș- Sighișoara | 5 | 9 | 0 | 12 | 7 | | |
| 5 | 7 | 0 | 16 | 10 | Sighișoara - Vânători | 5 | 9 | 0 | 17 | 9 | | |
| 5 | 5 | 0 | 14 | 7 | Vânători- Brașov | 5 | 6 | 0 | 21 | 8 | | |
| 25 | 7 | 11 | 25 | 15 | Brașov-București | Brașov- Predeal | Brașov-București | 23 | 7 | 10 | 21 | 11 |
| 25 | 7 | 11 | 24 | 13 | | Predeal- Câmpina | | 23 | 7 | 10 | 20 | 11 |
| 25 | 7 | 11 | 19 | 10 | | Câmpina-Buda | | 23 | 7 | 10 | 18 | 9 |
| 25 | 17 | 11 | 18 | 10 | | Buda-Ploiești Vest | | 24 | 17 | 10 | 18 | 9 |
| 40 | 15 | 23 | 22 | 10 | | Ploiești Vest-Brazi | | 39 | 15 | 22 | 25 | 12 |
| 40 | 14 | 23 | 24 | 14 | | Brazi-Chitila | | 40 | 13 | 22 | 29 | 13 |
| 0 | 0 | 0 | 26 | 11 | | Chitila- Chiajna | | 0 | 0 | 0 | 22 | 12 |
| 3 | 0 | 0 | 26 | 11 | | Chitila-Băneasa | | 3 | 0 | 0 | 22 | 10 |
| 1 | 0 | 0 | 18 | 11 | | Chiajna- Băneasa | | 1 | 0 | 0 | 18 | 11 |
| 30 | 2 | 3 | 28 | 16 | București-Constanța | Băneasa-Pantelimon | București-Constanța | 32 | 2 | 3 | 25 | 16 |
| 30 | 5 | 3 | 29 | 15 | | Pantelimon-Pasărea | | 32 | 5 | 3 | 24 | 15 |
| 30 | 5 | 3 | 29 | 17 | | Pasărea-Lehliu | | 32 | 5 | 3 | 27 | 17 |
| 30 | 5 | 3 | 32 | 17 | | Lehliu-Ciulnița | | 32 | 5 | 3 | 28 | 17 |
| 30 | 8 | 3 | 30 | 17 | | Ciulnița Fetești | | 32 | 10 | 3 | 28 | 18 |
| 30 | 8 | 1 | 49 | 31 | | Fetești-Medgidia | | 37 | 10 | 1 | 45 | 34 |
| 35 | 10 | 1 | 49 | 31 | | Medgidia- Dorobanțu | | 38 | 12 | 1 | 49 | 35 |
| 35 | 10 | 1 | 47 | 29 | | Dorobanțu-Palاس | | 38 | 12 | 1 | 42 | 31 |
| 16 | 5 | 7 | 28 | 17 | | Chiajna -Videle | | 16 | 6 | 8 | 28 | 16 |
| 1 | 4 | 0 | 17 | 7 | București-Craiova | Videle-Giurgiu Nord | București-Craiova | 1 | 4 | 0 | 17 | 8 |
| 14 | 5 | 8 | 28 | 15 | | Videle – Roșiori Nord | | 14 | 6 | 8 | 25 | 15 |
| 14 | 6 | 6 | 24 | 15 | | Roșiori Nord-Caracal | | 14 | 6 | 6 | 23 | 15 |
| 14 | 6 | 7 | 27 | 15 | | Caracal- Craiova | | 14 | 9 | 6 | 30 | 14 |
| 0 | 7 | 0 | 10 | 4 | București-Giurgiu | Chiajna- Jilava | București-Giurgiu | 0 | 7 | 0 | 8 | 4 |
| 1 | 4 | 0 | 17 | 7 | | Videle-Giurgiu Nord | | 1 | 4 | 0 | 17 | 8 |
| 1 | 0 | 0 | 13 | 8 | | Giurgiu Nord-Ruse | | 1 | 0 | 0 | 13 | 8 |
| 0 | 4 | 0 | 7 | 2 | | Craiova - Golenți | | 0 | 4 | 0 | 7 | 2 |
| 0 | 1 | 0 | 2 | 2 | | Golenți - Vidin | | 0 | 1 | 0 | 2 | 2 |

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| Passenger | | | Freight | | ↓ | SECTION | ↑ | Passenger | | | Freight | |
|-----------|----|----|----------|-------------|------------------------------|-----------------------------------|--------------------|-------------------|----------------------|----|----------|-------------|
| IR | R | RE | Max. No. | Average No. | | | | IR | R | RE | Max. No. | Average No. |
| 11 | 12 | 1 | 32 | 19 | Craiova-Caransebeș | Craiova-Filiași | Craiova-Caransebeș | 11 | 14 | 1 | 31 | 19 |
| 7 | 3 | 0 | 20 | 12 | | Filiași-Gura Motrului | | 7 | 3 | 0 | 19 | 12 |
| 7 | 3 | 0 | 22 | 14 | | Gura Motrului-Strehaia | | 7 | 3 | 0 | 19 | 13 |
| 7 | 3 | 0 | 16 | 9 | | Strehaia- Balota | | 7 | 3 | 0 | 9 | 7 |
| 7 | 3 | 0 | 28 | 16 | | Balota-Dr. Tr. Severin | | 7 | 3 | 0 | 24 | 13 |
| 7 | 1 | 0 | 14 | 8 | | Dr.Tr. Severin - Orșova | | 6 | 1 | 0 | 16 | 8 |
| 7 | 2 | 0 | 18 | 9 | | Orșova - Caransebeș | | 6 | 2 | 0 | 18 | 9 |
| 7 | 5 | 0 | 12 | 7 | | Caransebeș-Timișoara | | Caransebeș-Lugoj | Caransebeș-Timișoara | 6 | 5 | 0 |
| 7 | 6 | 0 | 14 | 8 | Lugoj-Timișoara Est | | 6 | 6 | | 0 | 14 | 7 |
| 7 | 11 | 0 | 17 | 9 | Timișoara Est-Timișoara Nord | | 6 | 11 | | 0 | 15 | 9 |
| 10 | 8 | 2 | 14 | 7 | Timișoara-Arad | Timișoara Nord- Ronaț Tj. | Timișoara-Arad | 10 | 7 | 2 | 11 | 6 |
| 10 | 13 | 1 | 13 | 6 | | Ronaț Tj.- Sânanndrei | | 10 | 13 | 1 | 11 | 6 |
| 10 | 9 | 1 | 15 | 8 | | Sânanndrei-Aradu Nou | | 10 | 9 | 1 | 15 | 8 |
| 3 | 7 | 0 | 8 | 4 | Filiași-Simeria | Filiași-Cărbunești | Filiași-Simeria | 4 | 8 | 0 | 10 | 4 |
| 3 | 7 | 0 | 8 | 4 | | Cărbunești – Tg. Jiu | | 4 | 8 | 0 | 10 | 4 |
| 1 | 4 | 1 | 7 | 3 | | Gura Motrului- Turceni | | 0 | 5 | 1 | 8 | 3 |
| 1 | 5 | 1 | 10 | 4 | | Turceni- Amaradia | | 0 | 6 | 1 | 11 | 5 |
| 1 | 5 | 1 | 13 | 6 | | Amaradia – Tg. Jiu | | 0 | 6 | 1 | 13 | 7 |
| 4 | 5 | 0 | 20 | 10 | | Tg. Jiu - Petroșani | | 4 | 5 | 0 | 18 | 9 |
| 4 | 3 | 0 | 27 | 15 | | Petroșani - Pui | | 4 | 5 | 0 | 25 | 13 |
| 4 | 4 | 0 | 18 | 10 | | Pui- Călan Băi | | 4 | 5 | 0 | 23 | 12 |
| 4 | 4 | 0 | 16 | 9 | | Călan Băi- Simeria Triaj | | 4 | 5 | 0 | 19 | 10 |
| 0 | 0 | 0 | 15 | 9 | | Călan Băi Simeria Triaj - Simeria | | 0 | 0 | 0 | 21 | 11 |
| 8 | 9 | 2 | 11 | 6 | | Coșlariu-Cluj | | Teiuș - Războieni | Coșlariu-Cluj | 9 | 8 | 2 |
| 9 | 12 | 2 | 15 | 9 | Războieni- Apahida | | 10 | 10 | | 2 | 16 | 9 |
| 13 | 37 | 5 | 12 | 6 | Apahida- Cluj Napoca | | 14 | 32 | | 4 | 14 | 7 |
| 0 | 18 | 0 | 8 | 3 | Cluj-Episcopia | Cluj Napoca -Poieni | Cluj-Episcopia | 0 | 18 | 0 | 6 | 3 |
| 0 | 0 | 0 | 6 | 2 | | Poieni - Aleșd | | 0 | 0 | 0 | 5 | 2 |
| 0 | 9 | 0 | 9 | 3 | | Aleșd - Oradea | | 0 | 8 | 0 | 6 | 3 |
| 2 | 16 | 0 | 11 | 6 | | Oradea – Episcopia Bihor | | 2 | 17 | 0 | 10 | 6 |
| 0 | 5 | 0 | 8 | 4 | | Episcopia Bihor-Biharkeresztes | | 0 | 5 | 0 | 7 | 4 |
| 0 | 7 | 0 | 0 | 0 | | Jilava-Giurgiu | | 0 | 7 | 0 | 0 | 0 |

Expected capacity in TT 2027/2028

| 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 | | | | |
| | Lökösháza-Curtici | 18 | 0 | 0 | 26 | 44 | 135 | 91 |
| Curtici-Simeria | Curtici – Arad | 18 | 14 | 0 | 24 | 56 | 288 | 232 |
| | Arad - Glogovăț | 14 | 14 | 0 | 26 | 54 | 288 | 234 |
| | Aradu Nou-Glogovăț | 0 | 0 | 0 | 8 | 8 | 288 | 280 |
| | Glogovăț- Radna | 14 | 14 | 0 | 15 | 43 | 288 | 245 |
| | Radna-Ilia | 14 | 14 | 0 | 15 | 43 | 288 | 245 |
| | Ilia-Mintia | 14 | 22 | 0 | 15 | 51 | 288 | 237 |
| | Mintia-Simeria | 18 | 23 | 0 | 19 | 60 | 288 | 228 |
| Simeria-Brașov | Simeria-Vințu de Jos | 18 | 6 | 0 | 34 | 58 | 288 | 230 |
| | Vințu de Jos-Coșlariu | 14 | 11 | 0 | 33 | 58 | 288 | 230 |
| | Coșlariu-Blaj | 10 | 8 | 4 | 35 | 57 | 288 | 231 |
| | Blaj- Copșa Mică | 10 | 8 | 4 | 34 | 56 | 288 | 232 |
| | Copșa Mică- Mediaș | 10 | 31 | 0 | 55 | 96 | 288 | 192 |
| | Mediaș- Sighișoara | 10 | 15 | 0 | 39 | 103 | 288 | 185 |
| | Sighișoara - Vânători | 10 | 16 | 0 | 45 | 71 | 288 | 231 |
| | Vânători- Brașov | 10 | 11 | 0 | 36 | 57 | 288 | 217 |
| București-Brașov | Brașov- Predeal | 48 | 14 | 21 | 26 | 109 | 216 | 107 |
| | Predeal- Câmpina | 48 | 14 | 21 | 24 | 107 | 288 | 181 |
| | Câmpina-Buda | 48 | 14 | 21 | 19 | 102 | 288 | 186 |
| | Buda-Ploiești Vest | 49 | 34 | 21 | 19 | 123 | 288 | 165 |
| | Ploiești Vest-Brazi | 79 | 30 | 45 | 22 | 176 | 288 | 112 |
| | Brazi-Chitila | 80 | 27 | 45 | 27 | 179 | 288 | 109 |
| | Chitila- Chiajna | 0 | 0 | 0 | 23 | 23 | 230 | 207 |
| | Chitila-Băneasa | 6 | 0 | 0 | 21 | 27 | 82 | 55 |
| | Chiajna- Băneasa | 2 | 0 | 0 | 22 | 24 | 50 | 26 |
| București-Constanța | Băneasa-Pantelimon | 62 | 4 | 6 | 32 | 104 | 288 | 184 |
| | Pantelimon-Pasărea | 62 | 10 | 6 | 30 | 108 | 288 | 180 |
| | Pasărea-Lehliu | 62 | 10 | 6 | 34 | 112 | 288 | 176 |
| | Lehliu-Ciulnița | 62 | 10 | 6 | 34 | 112 | 288 | 176 |
| | Ciulnița Fetești | 62 | 18 | 6 | 35 | 121 | 288 | 167 |
| | Fetești-Medgidia | 67 | 18 | 2 | 65 | 152 | 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 | | | | |
| | Medgidia-Dorobanțu | 73 | 22 | 2 | 66 | 163 | 288 | 125 |
| | Dorobanțu-Palas | 73 | 22 | 2 | 60 | 157 | 288 | 131 |
| Chiajna- Craiova | Chiajna -Videle | 32 | 11 | 15 | 33 | 91 | 288 | 197 |
| | Videle – Roșiori Nord | 28 | 11 | 16 | 30 | 85 | 288 | 180 |
| | Roșiori Nord-Caracal | 28 | 12 | 12 | 30 | 82 | 288 | 206 |
| | Caracal- Craiova | 28 | 15 | 13 | 29 | 85 | 288 | 203 |
| București-Giurgiu | Chiajna- Jilava | 0 | 14 | 0 | 8 | 22 | 288 | 266 |
| | 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 | 16 | 18 | 57 | 39 |
| | Craiova - Golenți* | x | x | x | x | x | x | x |
| | Golenți - Vidin* | x | x | x | x | x | x | x |
| Craiova-Caransebeș | Craiova-Filiași | 22 | 26 | 2 | 38 | 88 | 288 | 200 |
| | Filiași-Gura Motrului | 14 | 6 | 0 | 24 | 44 | 288 | 244 |
| | Gura Motrului-Strehaia | 14 | 6 | 0 | 27 | 47 | 288 | 241 |
| | Strehaia- Balota | 14 | 6 | 0 | 16 | 36 | 68 | 32 |
| | Balota-Dr. Tr. Severin | 14 | 6 | 0 | 29 | 49 | 80 | 31 |
| | Dr. Tr. Severin - Orșova* | x | x | x | x | x | x | x |
| | Orșova - Caransebeș* | x | x | x | x | x | x | x |
| Caransebeș-Timișoara | Caransebeș-Lugoj | 13 | 10 | 0 | 14 | 37 | 288 | 248 |
| | Lugoj-Timișoara Est | 13 | 12 | 0 | 15 | 40 | 288 | 235 |
| | Timișoara Est-Timișoara Nord | 13 | 22 | 0 | 18 | 53 | 288 | 236 |
| Timișoara-Arad | Timișoara Nord-Ronaț Tj. | 20 | 15 | 4 | 13 | 52 | 288 | 236 |
| | Ronaț Tj.-Sânandrei | 20 | 26 | 2 | 12 | 60 | 288 | 228 |

| 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 | | | | |
| | Sânandrei-Aradu Nou | 20 | 18 | 2 | 16 | 56 | 288 | 232 |
| | Aradu Nou - Arad | 19 | 31 | 4 | 15 | 69 | 288 | 219 |
| Filiași-Simeria | Filiași - Cărbunești | 7 | 15 | 0 | 8 | 30 | 76 | 46 |
| | Cărbunești – Tg. Jiu | 7 | 15 | 0 | 8 | 30 | 74 | 44 |
| | Gura Motrului-Turceni | 1 | 9 | 2 | 6 | 18 | 288 | 270 |
| | Turceni- Amaradia | 1 | 11 | 2 | 9 | 23 | 66 | 43 |
| | Amaradia – Tg. Jiu | 1 | 11 | 2 | 13 | 27 | 68 | 41 |
| | Tg. Jiu - Petroșani | 8 | 10 | 0 | 19 | 37 | 68 | 31 |
| | Petroșani - Pui | 8 | 8 | 0 | 28 | 44 | 288 | 244 |
| | Pui- Călan Băi | 8 | 9 | 0 | 22 | 39 | 288 | 249 |
| | Călan Băi- Simeria Triaj | 8 | 9 | 0 | 19 | 36 | 288 | 252 |
| | Călan Băi- Simeria Triaj-Simeria | 0 | 0 | 0 | 20 | 20 | 288 | 268 |
| Teiuș-Cluj | Teiuș - Războieni | 17 | 17 | 4 | 12 | 50 | 288 | 238 |
| | Războieni- Apahida | 19 | 22 | 4 | 18 | 63 | 288 | 225 |
| | Apahida- Cluj Napoca | 27 | 69 | 9 | 13 | 118 | 288 | 170 |
| Cluj-Episcopia | Cluj Napoca -Poieni | 16 | 41 | 13 | 6 | 76 | 288 | 205 |
| | 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 |
| | Jilava-Giurgiu | x | x | x | x | x | x | x |

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 2027/2028, and the train traffic will 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 2027/2028.

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 October 2024.

- 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.