

## Infrastructure Sections with Congested Capacity

### A. Sighisoara - Atel Section

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

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

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

##### A.2.1. Sighisoara - Atel Section

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

### A3. Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure

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

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

#### B. Vintu de Jos - Coslariu Section

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

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

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

###### B.2.1. Vintu de Jos – Coslariu Section

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

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

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

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

## **C. Micasasa – Coslariu Section**

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

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

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

#### **C.2.1. Micasasa – Coslariu Section**

|    |   |  |
|----|---|--|
| 1  | Route name  | <b>Bucharest – Episcopia Bihor</b>   |
| 2  | Route Code  | <b>300</b>   |
| 3  | Origin station of the congested capacity infrastructure   | <b>Micasasa</b>  |
| 4  | Terminus station of the congested capacity infrastructure   | <b>Coslariu</b>  |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality                                       | October 01, 2012 Order no. 137/September 12, 2012, of the Director General of CFR          |
| 6  | Estimated date for the end of congestion  | The date of the work completion  |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works                      |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 18 pairs of trains<br>Freight: 11 pairs of trains<br>+ 1 pair of working trains |
| 9  | Number of the RUs' path requests for the congested infrastructure section, after the application of the coordination procedures | Passenger: 30 pairs<br>Freight: 41 pairs   |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period                              | They are set down by means of the Order of the Minister of Transport and Infrastructure    |

|    |   |  |
|----|---|--|
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the PanEuropean Corridor IV, the Sighisoara – Coslariu Section, the Micasasa – Coslariu Route |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains  |

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

(Art. 47(3) of the Law no. 202/2016) The priority criteria that apply to the operational allocation of infrastructure capacity during the time period of the declaration of the Micasasa – Coslariu Section as congested capacity infrastructure are set down in the Order of the Minister of Transport and Infrastructure no. 1165/2012 presented in Annex 18 to the Network Statement.

## D. Vințu de Jos – Simeria Section

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

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

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

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

|   |   |  |
|---|---|--|
| 1 | Route name  | Curtici - Coslariu   |
| 2 | Route Code  | 200  |
| 3 | Origin station of the congested capacity infrastructure   | Vintu de Jos   |
| 4 | Terminus station of the congested capacity infrastructure   | Simeria  |
| 5 | Date of the declaration as congested capacity infrastructure and the declaration modality                                       | December 14, 2014 Order no. 1/3557/July 15, 2014, of the Director General of CFR           |
| 6 | Estimated date for the end of congestion  | The date of the work completion  |
| 7 | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works                      |
| 8 | Capacity after the declaration as congested capacity infrastructure   | Passenger: 15 pairs of trains<br>Freight: 10 pairs of trains<br>+ 1 pair of working trains |
| 9 | Number of the RUs' path requests for the congested infrastructure section, after the application of the coordination procedures | Passenger: 17 pairs of trains<br>Freight: 39 pairs of trains                               |

|    |   |   |
|----|---|---|
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure                                       |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the PanEuropean Corridor IV, the Coslariu - Simeria, Section, the Vințu de Jos - Simeria Route |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains   |

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

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

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

### **E. Fetești - Medgidia Section**

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

Due to the fact that, after the coordination of the paths (in accordance with Art. 46 of the Law no. 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the Fetești - Medgidia Section was impossible, CFR declared the Fetești - Medgidia infrastructure section as congested capacity infrastructure by means of the Order of the Director General no. 47/2015 modified by Order of the Director General no. 106/2017, in accordance with Art. 47 of the Law no. 202/2016.

#### **E.2. Additional priority criteria for the allocation of infrastructure capacity on the sections with congested capacity infrastructure**

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

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

### **F. Chiajna – Videle Section**

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

Due to the fact that, after the coordination of the paths (in accordance with art. 46 of the law 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the **Chiajna – Videle Section** was impossible, in accordance with art. 47 of the law 202/2016, CFR, by Disposition no. 133/2015 of the Director General of CFR modified by Order of the Director General no. 33/2018, declared **Chiajna – Videle** infrastructure section as congested capacity infrastructure.

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

### F.2.1. Chiajna – Videle Section

|    |   |  |
|----|---|--|
| 1  | Route name  | <b>București-Timișoara</b>   |
| 2  | Route Code  | <b>900</b>   |
| 3  | Origin station of the congested capacity infrastructure   | <b>Chiajna</b>   |
| 4  | Terminus station of the congested capacity infrastructure   | <b>Videle</b>  |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality   | August 03, 2015<br>Order no. 133/July 10, 2015, of the Director General of CFR modified by Order of the Director General no.165/2017 and no. 33/2018                 |
| 6  | Estimated date for the end of congestion  | The date of the work completion  |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works  |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 17,5 pairs of trains<br>Freight: 10 pairs of trains   |
| 9  | Number of the RUs' path requests for the congested infrastructure section, after the application of the coordination procedures                       | Passenger: -SNTFC -25,5 pairs of trains<br>-Softtrans -2 pairs of trains<br>Freight:<br>-73 pairs of trains a<br>-15 pairs of trains circulating on average per day. |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure  |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the PanEuropean Corridor IV, section bridges rehabilitation   |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains  |

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

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

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

### G. Brazi - Ploiești Triaj - Ploiești Sud Section

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

Due to the fact that, after the coordination of the paths (in accordance with art. 46 of the law 202/2016) and after the consultations with the applicants, it was established that a favourable response to all the requests for infrastructure capacity for the **Brazi - Ploiești Triaj - Ploiești Sud Section** was impossible, in accordance with art. 47 of the law 202/2016, CFR, by Disposition no. 137/2012 of the Director General of CFR, declared **Brazi - Ploiești Triaj - Ploiești Sud** infrastructure section as congested capacity infrastructure.

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

### G.2.1. Brazi - Ploiești Triaj - Ploiești Sud Section

|    |   |   |
|----|---|---|
| 1  | Route name  | <b>Bucharest – Suceava</b>  |
| 2  | Route Code  | <b>500</b>  |
| 3  | Origin station of the congested capacity infrastructure   | <b>Brazi</b>  |
| 4  | Terminus station of the congested capacity infrastructure   | <b>Ploiesti Sud</b>   |
| 5  | Date of the declaration as congested capacity infrastructure and the declaration modality   | August 01, 2017,<br>Order no. 115/21.07.2017, of the Director General of CFR            |
| 6  | Estimated date for the end of congestion  | The date of the work completion   |
| 7  | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works                   |
| 8  | Capacity after the declaration as congested capacity infrastructure   | Passenger: 34 pairs of trains<br>Freight: 14 pairs of trains                            |
| 9  | Number of the RUs' path requests for the congested infrastructure section, after the application of the coordination procedures                       | Passenger: 39,5 pairs of trains<br>Freight: 16 pairs of trains                          |
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the Bridges, Pillars and CF Tunnels - SRCF Bucharest     |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains                           |

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

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

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

## H. Simeria - Glogovăț Section

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

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

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

#### H.2.1. Simeria - Glogovăț Section

|   |   |  |
|---|---|--|
| 1 | Route name  | <b>Curtici - Coșlariu</b>  |
| 2 | Route Code  | <b>200</b>   |
| 3 | Origin station of the congested capacity infrastructure   | <b>Simeria</b>   |
| 4 | Terminus station of the congested capacity infrastructure   | <b>Glogovăț</b>  |
| 5 | Date of the declaration as congested capacity infrastructure and the declaration modality                                       | March 01, 2018,<br>Order no. 21/13.02.2018, of the Director General of CFR |
| 6 | Estimated date for the end of congestion  | The date of the work completion  |
| 7 | Reason for declaring the congested capacity infrastructure  | The reduction in the traffic capacity due to the rehabilitation works      |
| 8 | Capacity after the declaration as congested capacity infrastructure   | Passenger: 20 pairs of trains<br>Freight: 10 pairs of trains               |
| 9 | Number of the RUs' path requests for the congested infrastructure section, after the application of the coordination procedures | Passenger: 25 pairs of trains<br>Freight: 12 pairs of trains               |



|    |   |  |
|----|---|--|
| 10 | Priority criteria regarding the allocation of infrastructure capacity during the congestion period  | They are set down by means of the Order of the Minister of Transport and Infrastructure  |
| 11 | Infrastructure capacity enhancement plan (Art 51 of the Law no. 202/2016)   | The rehabilitation project for the PanEuropean Corridor IV, the Frontier – Curtici – Simeria Section, Simeria – Glogovăț Route |
| 12 | Estimated capacity after the application of the infrastructure capacity enhancement plan and the cease of the declaration as congested infrastructure | Passenger: 50 pairs of trains<br>Freight: 100 pairs of trains  |

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

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

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