



CFR NETWORK STATEMENT - 2022

ANNEX 16.a PRINCIPLES REGULATING THE PROCEDURE OF TRAFFIC COORDINATION

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COMPANIA NATIONALA DE CAI FERATE CFR SA

Principles Regulating the Coordination Procedure

(1) When, during the process of programming the infrastructure capacity applications, CFR is confronted with the existence of some conflicts between different applications, it will try to adapt all applications through coordination, ensuring their best harmonization.

Concurrent applications may be only the ones for trains of the same rank and which aim the same infrastructure capacity.

For the rest of the cases, CFR shall coordinate the requests taking into account the provisions of art. 3 of GD 1696/2006. In the case of trains belonging to the same category of railway transport service, the coordination of applications shall be made taking into account the priority in circulation established by the rank of trains in Regulation no. 005/2005.

- (2) Within the Coordinating Procedure CFR shall proceed as follows:
- CFR shall ensure the best possible adaptation of all these applications between them;
 - CFR shall propose to the applicants, in reasonable limits, infrastructure capacities that are different from the requested ones;
 - consultations with the applicants involved are based on the free written or electronic communication of the following information within a reasonable time:
 - a) the train paths requested by all other applicants on the same routes;
 - b) the train paths allocated on a preliminary basis to all other applicants on the same routes;
 - c) alternative train paths proposed on the relevant routes;

This information is provided without disclosing the identity of other applicants, unless the concerned applicants have agreed to this disclosure.

(3) In the communication sent to the applicants, CFR informs them on the deadline within which they must submit their point of view concerning the consultation made.

If, following the answer received from the applicants, CFR finds that the conflict between the applications continues and all the applicants agree in writing with the disclosure of the identity, according to the provisions of Law no. 202 art.46 paragraph (3) it shall pass to their direct consultation. When one or more of the applicants do not respond to the information provided, CFR shall consider that they have tacitly accepted the proposal made by CFR.

CFR shall, within a reasonable time, convene the applicants in writing or electronic format for direct consultation.

(4) If at least one of the applicants does not agree with the disclosure of the identity or no agreement is reached following the direct consultation, CFR shall apply the dispute settlement system published in the Network Statement (Annex 16 b). When one or more applicants do not appear to the direct consultation, CFR shall consider that they have tacitly accepted the proposal made by CFR.

(5) The coordination procedure is applied by CFR for each category of trains, for the applications submitted according to the allocation schedule, the procedure being started after the deadline for submitting the applications.

(6) The processing of the applications submitted by applicants after the deadline provided in the allocation schedule is done by CFR according to the principle "first come, first served" for each category of trains.

This principle is also applied by CFR in the case of applications submitted by applicants during the running plan for the train timetable in force. If two or more applications are registered as received on the same day at the Traffic Division/Directorate and the analysis shows that they are competing, the operational procedure for coordinating competing applications shall apply.

(7) As an exception from the provisions of paragraphs (5) and (6), for the infrastructure capacities resulting from the rehabilitation works of the railway lines or from the new constructions of lines, CFR informs the applicants by publication on the Network Statement and/or in writing/email on the deadline by which applications can be submitted. If, following the information provided, CFR is confronted with the existence of competing requests, CFR shall apply the coordination procedure in accordance with the provisions of paragraphs 1 to 4.

(8) In view of the possible effects, they can have on the other infrastructure administrations, the coordination of international paths shall be achieved through international meetings of train timetable or through the European Freight Corridors of which CFR is a member through:

- RailNetEurope (RNE) – the Association of the European Rail Infrastructure Managers
- European Freight Corridors RFC7 and RFC9, etc.

Coordination of international paths can also be achieved through dedicated computer applications when all competing applications have been introduced through these applications.