



NETWORK STATEMENT - 2023

ANNEX 9.d2 **TRANSPORT MANEUVER ACTIVITY REGULATIONS LFI CN APM C-TA**
AGIGEA NORD COMVEX

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COMPANIA NATIONALA DE CAI FERATE CFR SA



CN APM SA CONSTANTA

NO. / .

Constanta Regional Railway Branch

No. 3515/27.07.2020

APPROVED BY,

Director,

APPROVED BY,

Director,

**REGULATIONS ON CARRYING OUT THE RAILWAY SHUNTING/
TRANSPORT ACTIVITY ON THE CN APM SA CONSTANTA AGIGEA NORD – COMVEX
INDUSTRIAL RAILWAY LINE**

1. The way in which the access to the Agigea Nord connecting railway station is made

The CN APM SA Constanta Agigea Nord – Comvex Industrial Railway Line, shortened the Agigea Nord - Comvex IRL, is connected to the railway infrastructure in the Agigea Nord Railway Station, in the Y head of the station, in the extension of Line 5 with the help of the single turnout No. 4A, in an interlocked manner, track type 49, wooden sleepers, radius of 300, tangent of 1/9, and in the extension of Line 6 with the help of the single turnout No. 2A, in an interlocked manner, track type 49, wooden sleepers, radius of 300, tangent of 1/9, which is owned by CNCF "CFR" S.A. The last points belonging to CNCF "CFR" S.A. are the single turnouts No. 4A and No. 2A.

The connecting points of the CN APM SA Constanta Agigea Nord – Comvex IRL to the public railway infrastructure of CNCF "CFR" S.A. are: on Track I, the YPF signal at km 231+198.10 which represents km 0+000 of the CN APM SA Constanta Agigea Nord – Comvex IRL, and on Track II the YP signal at km 4+159.54 of the CN APM SA Constanta Agigea Nord – Comvex IRL. The IRL has a normal gauge of 1,435 mm.

The connection on Track I from the Agigea Nord Railway Station to the CN APM SA Constanta Agigea Nord – Comvex IRL, through the single turnout No. 4A, is covered by the X5 and X4 light signals, the Y head of the Agigea Nord Railway Station, and from the CN APM SA Constanta Agigea Nord – Comvex IRL to the Agigea Nord Railway Station by the YPF light signal and the M8 shunting signal.

The connection on Track II from the Agigea Nord Railway Station to the CN APM SA Constanta Agigea Nord – Comvex IRL, through the single turnout No. 2A, is covered by the X7 and X6 light signals, and from the CN APM SA Constanta Agigea Nord – Comvex IRL to the Agigea Nord Railway Station, by the YP light signal and the M6 shunting signal.

The single turnouts No. 2A and No. 4A are interlocked, and together with the YP, YPF, X4, X5, X6, X7, M6 and M8 light signals are included in the interlocking system of the Agigea Nord Railway Station, and are operated by the SIGNALLING SUPERVISOR of the Agigea Nord Station.

The connection to the railway infrastructure is not covered with avoiding lines or derailleurs, whereas there were prepared in this regard "The Common Regulations No. 48160/2018 of CN APM SA Constanta – CNCF "CFR" SA – the Constanta Regional Railway Branch on Additional Safety Measures for the Operation of the CN APM SA Constanta Agigea Nord – Comvex IRL.

2. OPERATING BUILDINGS AND TRAFFIC SAFETY SYSTEMS FOR THE INDUSTRIAL RAILWAY LINE. SERVICE STAFF

a) Operating buildings:

- The room for the staff in charge with the approval, reception and dispatch of the transports is situated in the building of the dispatcher belonging to S.C. COMVEX S.A.,
- The building of the port operator,
- The building of the office of the Signalling Supervisor of the Agigea Nord – Comvex IRL

b) Signalling, interlocking and blocking systems:

- traffic signals: X, XF, XIVP, Y1, Y2, YIII, YIV and XI, X2, XIII and XIV
 - shunting signals: M1, M3, M5, M7, M9, M11, M13, M15, M19, M21, M2 and M4
 - repeating signals: R1XIVP with R2XIVP, R1XF and R2XF

 - automatic level-crossing signalling system without half-barriers: at km 0+300
 - automatic level-crossing signalling system without half-barriers: at km 1+180
 - automatic level-crossing signalling system without half-barriers: at km 1+739
- electrodynamically interlocked turnouts:
- located on the traffic lines No: 4A, 2A, 1, 5, 9, 13,15, 17, 19, 21, 23, 25;
 - located in Group A No.: 2, 4, 6, 8, 10;
 - located in Group N No.: 5 and No. 5N;

non-interlocked turnouts:

- located in Group B: 2B, 3B, 5B, 4B, 6B, 7B, 8B, 9B, 10B, 12B, 13B, 14B and 16B, 18B and 20B;
- located in Group N: 1N, 2N, 3N;
- located in Group S: 1S, 2S;

c) Fixed electric traction systems:

The lines 1C, 2C, 1D, 2D and the lines in Group A: 1A, 2A, 3A, 4A, 1AS, 2AS, 1EV are electrified

d) Telecommunications systems:

- the connection between the Foreman Shunter, the Signaller of the Agigea Nord – Convex IRL, the Signalling Supervisor of the Agigea Nord Station, respectively the shunting locomotive driver is supplied with the help of radio-telephone stations.

- direct telephone connection with the Signalling Supervisor of the Agigea Nord Station

e) Service staff

- dispatcher,

- port operator,

- responsible for traffic safety,

- signaller

- staff of the Rail Operator (RO)

3. Train Traffic (Set of Wagons) from the Agigea Nord Connecting Railway Station to the Agigea Nord IRL and the reverse:

- based on the fixed traffic signals;

- based on the traffic order prepared by the Signaller of the Agigea Nord Station, respectively by the Signaller of the Agigea Nord – Convex IRL

3.1. Train Traffic from the Agigea Nord Railway Station to the Agigea Nord-Convex IRL (CPZC – Group A) and the reverse

The train traffic between Agigea Nord Railway Station and Agigea Nord-Convex IRL shall be granted based on the permissive aspects of the X4÷X7, respectively X, XIVP and XF traffic signals.

The train traffic between Agigea Nord-Convex IRL and Agigea Nord Railway Station shall be granted based on the permissive aspects of the Y1÷YIV, respectively Y and YPF traffic signals.

Between Agigea Nord Railway Station and Agigea Nord – Convex IRL and the reverse, the trains shall run according to the Automatic Line Block System in accordance with the specific regulations in force. For supplying the traffic safety conditions for the traffic between the Agigea Nord – Convex IRL and the Agigea Nord Railway Station, the following requirements shall be met:

I. The trains that are composed on the Agigea Nord – Convex IRL shall be technically inspected upon their composition on the CPZC lines - Traffic Group (A) of the Agigea Nord – Convex IRL. The display of the train's wagons shall be prepared by the RO's staff, and shall be verified by the Signaller of the Agigea Nord – Convex IRL who also verifies the correct positions of the handles of the empty-loaded mode switches in accordance with Article 70(13) of the Regulations R006. Based on the brake note prepared by the RO's staff, the Signaller of the Agigea Nord – Convex IRL shall prepare the handbrake distribution note.

The Wagon Technical Inspector (WTI) shall perform the technical inspection upon composition and the brake test only after the train has been covered with (reflective) red discs (at night or under low visibility conditions) by the RO's staff (Train Manager, Chief Shunter, and in his absence by the WTI) upon the order of the Signaller of the Agigea Nord – Convex IRL. The train shall be made available to the WTI for the technical inspection and brake test in writing by the Signaller, whereas the latter and the WTI shall sign in the Register for technical inspection and brake test held by the Signaller of the Agigea Nord – Convex IRL.

After finishing the Technical Inspection upon Composition (TIC) and the brake test, the WTI shall record this by signing in the Register for technical inspection and brake test.

2. The trains arriving on the lines of the traffic group on the Agigea Nord – Comvex IRL (CPZC – Group A) shall undergo the technical inspection upon the arrival on these lines.
3. Between Agigea Nord Railway Station and Agigea Nord – Comvex IRL (CPZC - Group A) and the return journey, the trains shall run in accordance with the rail service books of the freight trains in Constanta Regional Railway Branch.
4. The composition of the trains on the Agigea Nord – Comvex IRL shall be performed in accordance with the provisions of Article 94 of the Regulations R005.

Comments.

- If upon shunting it is necessary to exceed the boundary of the precincts of the Agigea Nord Railway Station or of the Agigea Nord – Comvex IRL, the procedure shall be similar to that set down at Article 46(11) of the Regulations R005, but the section of the line between the X-YPF and XF-YP signals shall be considered open line.
- The Signalling Supervisor of the Agigea Nord – Comvex IRL shall withdraw and stop the shunting operation in accordance with Article 77 of the Regulations R005 at least 10 minutes before receiving/dispatching the train from/in the direction of the Agigea Nord Station.
- The Signalling Supervisor of the Agigea Nord Railway Station shall withdraw and stop the shunting operation in accordance with the Operating Technical Layout of the Agigea Nord Railway Station – Sheet No. 2 (similar to the direction Agigea Ecluză) before receiving/dispatching the train from/in the direction of the Agigea Nord – Comvex IRL (CPZC - Group A).
- The train traffic between the stations Agigea Nord Station - Agigea Nord – Comvex IRL (CPZC - Group A) and the reverse shall be managed by the Traffic Regulator (TR) from the Constanta Regional Traffic Regulator (RTR) in accordance with the specific regulations in force, by complying with the following:
 - the introduction and elimination of speed restrictions on the traffic lines the Agigea Nord – Comvex IRL (CPZC - Group A), respectively on the open line the Agigea Nord – Comvex IRL (CPZC - Group A) - the Agigea Nord Station, shall be immediately notified to the TR by telephonogram in order to be approved in accordance with the provisions of the instructions. Upon commencing the work, the Signalling Supervisors and the TR shall verify the speed restrictions.
 - in case of traffic line closures on the Agigea Nord – Comvex IRL (CPZC - Group A) involving a disconnection of the contact line affecting the open line the Agigea Nord – Comvex IRL (CPZC - Group A) - the Agigea Nord Station, respectively in case of the closure of the open line the Agigea Nord – Comvex IRL (CPZC - Group A) - the Agigea Nord Station with or without a disconnection of the contact line, the closure, as well as the reopening, shall be approved by the TR. In all other cases, the TR is verbally notified by the Signaller.
 - in case of disturbances, works and inspections at the Traffic Safety Systems related to the traffic lines on the Agigea Nord – Comvex IRL (CPZC - Group A), the TR shall be verbally notified, except for the disturbances at the Automatic Level-Crossing Signalling Systems without Half-Barriers situated at level-crossings when the TR shall be notified in writing.
- In case of a failure of the Electrodinamic Electronic Interlocking Systems, respectively of the Computer-Assisted Control Box Systems, there shall be complied with the specific procedures in force, and the instructions for handling the Electrodinamic Electronic Interlocking Systems in the Agigea Nord Station, respectively Computer-Assisted Control Box Systems on the Agigea Nord – Comvex IRL.

3.2. Data regarding the Maximum Tonnages and Speeds Admitted for Traffic between the Agigea Nord Connecting Station and the Agigea Nord - Convex IRL; Braking Percentages in Traffic, Used Gauges

Operating elements:

1. Admitted axle-load: 21.5 tons/axle
2. Admitted Maximum Tonnage:

Direction:	Max. tonnage to be hauled	Train locomotive	DT locomotive	Shunting locomotive
Agigea Nord - CPZC (Group A)	2910	060DA/EA 2910	-	-
Agigea Nord - CPZC (Group A)	2200	040DHC 2200	-	-
CPZC (Group A)-Agigea Nord	1100	060DA/EA 1100-	-	-
CPZC (Group A)-Agigea Nord	2200	060DA/EA 1100-	060DA/EA 1100	
CPZC (Group A)-Agigea Nord	3000	060DA/EA 1100	060DA/EA 900	060DA/EA 1000
CPZC (Group A)-Agigea Nord	755	040DHC		
755	-	-		

3. Admitted maximum speed: in accordance with the Rail Service Book.
4. Braking type:
 - automatic braking,
5. Admitted braked mass percentage: in accordance with the Rail Service Book.
6. Braked mass percentage for holding in place: 10 %
7. Used gauge: structure gauge.

3.3 Constructive Technical Data of the Agigea Nord – Convex IRL and the Allocation of the Lines

Traffic Lines

Line No.	Allocation	Constructive Length	Points (No., type, radius, tangent)	Track Type Sleeper Type	Min. Radius in Curves (meters)	Max. Declivity (o/oo)	Max. Load (t/axle)
1C	Traffic	707.00	No. 4A Type 49, radius of 300, tg of l/9 belongs to CNCF "CFR" SA.	Type 49/ Wooden and concrete sleepers	460	14.59	21.5

2C	Traffic	1696.00	No. 2A Type 49, radius of 300, tg of l/9 belongs to CNCF "CFR" SA	Type 49/ Wooden and concrete sleepers	190.5	14.71	21.5
1D	Traffic	1565.00	No. 1 Type 49, radius of 190, tg of l/9 No. 5 Type 49, radius of 190, tg of l/9 No. 9 Type 49, radius of 190, tg of l/9 No. 13 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		14.78	21.5
2D	Traffic	449.00	No. 15 Type 49, radius of 190, tg of l/9 No. 17 Type 49, radius of 190, tg of l/9 No. 19 Type 49, radius	Type 49/ Wooden and concrete sleepers		3.64	21.5

Group A

Line No.	Allocation	Constructive Length/Useful Length (meters)	No. of Point (No., type, radius, tangent)	Track Type Sleeper Type	Min. Radius in Curves (meters)	Max. Declivity (0/00)	Max. Load (t/axle)
1A	Receiving/dispatching	939.40/ 745.00	No. 19 Type 49, radius of 190, tg of l/9 No. 6 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	350	1.29	21.5
2A	Receiving/dispatching	846.40/ 743.00	No. 23 Type 49, radius of 190, tg of l/9 No. 8 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	410	1.00	21.5
3A	Receiving/dispatching	845.00/ 741.00	No. 21 Type 49, radius of 190, tg of l/9 No. 10 Type 49, radius of 190, tg of l/9 No. 6 Type 49, radius of 190, tg of l/9 No. 4 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		1.32	21.5

4A	Receiving/dispatching	760.00/ 657.00	No. 27 Type 49, radius of 190, tg of l/9 No. 10 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		1.00	21.5
1AS	Waiting	70.00/ 54.91	No. 15 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		0	21.5
2AS	Waiting	70.00/ 54.91	No. 4 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		0	21.5
1EV	Avoiding	70.00/ 54.93	No. 2 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		0.40	21.5

Group B

Line No.	Allocation	Constructive Length/Useful Length (meters)	No. of Point (No., type, radius, tangent)	Track Type Sleeper Type	Min. Radius in Curves (meters)	Max. Declivity (0/00)	Max. Load (t/axle)
1B	Shunting	561.00/ 484.71	No. 9B Type 49, radius of 190, tg of l/9 No. 8B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	350		21.5
2B	Shunting	610.00/ 424.30	No. 9B Type 49, radius of 190, tg of l/9 No. 20B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	350	1.12	21.5
3B	Shunting	521.00/ 379.00	No. 13B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete	350	1.12	21.5
4B	Shunting	563.00/ 437.92	No. 18B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	356	1.12	21.5

5B	Shunting	740.00/ 542.16	No. 2B Type 49, radius of 190, tg of l/9 No. 3B Type 49, radius of 190, tg of l/9 No. 5B Type 49, radius of 190, tg of l/9 No. 7B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		1.12	21.5
ILT	Traction	590.00/ 540.80	No. 2B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		0.05	21.5
1CV	Loading/ Unloading	1420.00/ 1371.00	No. 10B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	450	0.00	21.5
2CV	Wagon accumulation	722.00/ 700.00	No. 6B Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	343	0.00	21.5

Group N of lines

Line No.	Allocation	Constructive Length/Useful Length (meters)	No. of Point (No., type, radius, tangent)	Track Type Sleeper Type	Min. Radius in Curves (meters)	Max. Declivity (0/00)	Max. Load/axle (t)
1N	Avoiding	63.00/ 56.00	No. 7 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and		15	21.5
2N	Connection	47.00/ 468.00	No. 7 Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	160	5	21.5
3N	Shunting	341.00/ 305.00	No. 1N Type 49, radius of 190, tg of l/9 No. 3N Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete	160	10	21.5
4N	Shunting	337.00/ 300.00	No. 1N Type 49, radius of 190, tg of l/9 No. 2N Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	300	7.3	21.5

5N	Loading/ Unloading	177.00/ 130.00	No. 3N Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		1.4	21.5
6N	Loading/ Unloading	224.00/ 164.00	No. 2N Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers		1.1	21.5

Group S of lines

Line No.	Allocation	Constructive Length/Useful Length (meters)	No. of Point (No., type, radius, tangent)	Track Type Sleeper Type	Min. Radius in Curves (meters)	Max. Declivity (0/00)	Max. Load/axle (*)
1S	Shunting	3,669.120	No. 1S Type 49, radius of 190, tg of l/9 No. 2S Type 49, radius of 190, tg of l/9 No. 3S Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers T13	155	4.22	21.5
2S	Shunting	444.747	No. 2S Type 49, radius of 190, tg of l/9 Nr. 3S Type 49, radius of 190, tg of l/9	Type 49/ Wooden and concrete sleepers	300	0.0	21.5

4. Shunting Operation on the Agigea Nord – Convex IRL

a) Determination of the Shunting Types to be Performed on the IRL:

1. composition/decomposition of train sets;
2. introduction/removal of wagons in/from the train composition;
3. re-parking of the sets of wagons or wagons;
4. introduction and removal of wagons in and from the loading/unloading areas;
5. taking/bringing the wagons to/from different groups of lines (receiving-dispatching, technical, repairs);

6. other shunting operations;

7. for railway shunting, there shall be admitted on the Agigea Nord – Comvex IRL locomotives of the Type LE, DA and LDH

The shunting on the IRL shall be allowed in the simplified regime (without driver's assistant, with staff authorized for the shunting activity in simplified regime).

b) Delimitation of the Shunting Areas on the IRL:

- Area No. 1: from the X entry signal, Line 1D, Line 4A up to the axis of Group A,
 - Area No. 2: from the XF entry signal, Line 2D, Lines 1A÷3A, Line 1AS, up to the axis of Group A,
 - Area No. 3: from the safety crossbar of Turnout No. 5 and Lines 1N, 2N, 3N, 4N, 5N, 6N;
 - Area No. 4: from the axis of Group A, Lines 1A÷4A, 2AS, 1Ev, up to the M2 and M4 shunting signals;
 - Area No. 5: from the M2 shunting signal and Lines 1B, 2B, 3B, 4B, and LT;
 - Area No. 6: from the safety crossbar of Turnout No. 7B, Lines 5B, 1CV and 2CV;
 - Area No. 7 from the safety crossbar of Turnout No. 1S, Line 1S up to the tip of Turnout No. 2S;
 - Area No. 8: from the safety crossbar of Turnout No. 2S, Line 1S, Turnout 3S up to the Buffer Stop 09;
 - Area No. 9: from the safety crossbar of Turnout No. 2S, Line 2S, up to the safety crossbar of Turnout No. 3S;
- the coordination of the shunting operation in and between the shunting areas on the IRL shall be performed by the Signaller of the Agigea Nord – Comvex IRL;
- the shunting operations with two locomotives in the same shunting area shall be forbidden;
- the passing of the set of wagons or of a shunting locomotive from one shunting area to another shunting area shall be carried out only upon the approval of the Signaller of the Agigea Nord – Comvex IRL;
- if it is necessary that a set of wagons or a shunting locomotive should pass from one shunting area to another, the Signaller of the Agigea Nord – Comvex IRL shall take measures to stop and withdraw the shunting operation in the relevant passing area, and he shall order the passing from one shunting area to another only after the Foreman Shunter or the Locomotive Driver has notified him that the shunting operation has been withdrawn and stopped.

c) Minimum Component of the Shunting Team:

- Foreman Shunter (Train Manager, Chief Shunter) and at least a Shunter

d) Performance and Coordination of the Shunting Operation on the IRL

The shunting operation shall be performed in accordance with a shunting layout drawn up by the Signaller of the Agigea Nord – Comvex IRL, based on the daily established loading/unloading schedules, the train timetable, and the written requests made by the RO's representative. The Shunting Layout shall be sent in writing to the Chief Shunter of the RO, and shall contain: the maximum tonnage with which the shunting operation is performed, the mass braked percentage for holding in place, the shunting operations to be performed, the special conditions for crossing from one shunting area to another, the level-crossings with undirected road traffic (IR), the securing of the wagons against runaway after the end of the shunting operation, the compliance with the Safety and Labour Protection Rules for shunting.

Before the start of any shunting operation, the Chief Shunter shall:

- personally contact the Locomotive Driver in order to identify and communicate the Shunting Layout;
- inform the staff of the Shunting Team, and shall take measures to organize the work by allocating tasks to them in accordance with the specific regulations in force;
- check if the braked mass percentage of the set of wagons is the established one, with the handbrakes actuated by operators, respectively by actuating the automatic brakes.
- in all the cases of shunting over the level-crossings with undirected road traffic (IR), the Chief Shunter shall stop the set of wagons, and send an operator of the Shunting Team to stop the road traffic and to secure the level-crossing.

e) The Technical Conditions to be Met for Shunting on the Agigea Nord – Comvex IRL (exclusively the Group of Lines N, 1Cv, 2Cv, S)

The maximum shunting speed shall be 40 km/h, the maximum admitted length of the set of wagons shall be 650 m, the maximum tonnage shall be 2,910 tons, the mass braked percentage for shunting shall be 45%, and the mass braked percentage for holding in place shall be 10%.

f) The Specific Modality of Holding in Place or Securing against Runaway the Railway Vehicles on the Agigea Nord – Comvex IRL.

The railway vehicles parked on the Agigea Nord – Comvex IRL (Group A or B, Traction) shall be secured against runaway by tightening the good handbrakes to ensure the minimum holding percentage of 3%.

In case of strong wind, the railway vehicles parked on the Agigea Nord – Comvex IRL (Group A, B, Group N, 1CV, 2CV, Traction) shall be secured against runaway by tightening all the good handbrakes, and by placing derailleurs at the extreme wheels of the extreme wagons. The strong wind condition shall be established by the Signalling Supervisor of the Agigea Nord – Comvex IRL in accordance with the Instruction no. 311.

In all the cases, the RO's staff who ensured the securing shall check and be responsible for the securing of the wagons against runaway.

The Signalling Supervisor of the Agigea Nord – Comvex IRL shall check the securing against runaway of the wagons parked on the lines of Group A and B.

The IRL owns 10 steel hand derailleurs, which are numbered and inscribed, and placed on the rack in the rooms of the movement station, and for which the Signaller of the Agigea Nord – Comvex IRL is responsible.

g) Incompatibilities related to the Performance of the Shunting Operation on the IRL

The shunting operation on the Agigea Nord – Comvex IRL shall not be performed by fly-shunting. The shunting operation shall be performed with the help of a single locomotive in action connected to the set of wagons and the brakes. The shunting operation shall not be performed with the locomotive intercalated. The shunting shall not be simultaneously performed in two adjacent areas on the same line.

4.1.1 Shunting Operation for Introducing Wagons from Group A or Group B of the Agigea Nord – Comvex IRL on Lines 1CV and 2CV.

After composing the set of wagons, the Chief Shunter shall communicate to the Signalling Supervisor of the Agigea Nord – Comvex IRL about it, and the Signaller of the IRL shall specify the area where the shunting operation is to be performed, for shunting the set of wagons to the established loading/unloading area.

The Chief Shunter shall take a seat on the wagon with the last good hand brake at the head of the set of wagons, after which he shall inform the Locomotive Driver that the shunting operation can start.

The maximum admitted length of the set of wagons upon introduction/removal shall be 650 m, the maximum admitted tonnage per set of wagons shall be 2,910 tons, the maximum shunting speed shall be 10 km/h (5 km/h in the loading/unloading area), the minimum braked mass percentage for shunting shall be 18%, and the mass braked percentage for holding in place shall be 10%.

The set of wagons shall be set in motion on the basis of the signals given by the Chief Shunter in accordance with the Shunting Layout, with the help of the communications through the radiotelephone station and upon the approval of the Signalling Supervisor of the Agigea Nord – Comvex IRL.

The shunting operation shall be performed by pushing.

The wagons introduced at Line 2CV, a wagon accumulation line, after detaching the locomotive shall be secured against runaway by tightening the handbrakes so as to ensure the mass braked percentage for holding in place of 3%.

The wagons introduced at Line 1CV, a loading line, if the locomotive is detached from the set of wagons, shall be secured against runaway by tightening all the good handbrakes, and by placing derailleurs at the extreme wheels of the first and last wagon.

The responsibility for securing the set of wagons against runaway shall be borne by the Chief Shunter of the RO that performed the shunting operation.

After securing the wagons against runaway, respectively after removing the locomotive from the set, the Chief Shunter shall place the red discs between the tracks at the lines in the loading/unloading areas where he left the wagons, thus confirming the fact that the shunting movements have ended, and that the staff operating in the relevant areas can start its activity.

4.1.2. Shunting Operation for Introducing Wagons on the Lines of Group N

The technical characteristics of the set of wagons, both for the introduction and for the removal of the wagons on/from the Agigea Nord – Comvex IRL, Group N, shall be the following: the maximum length of the sets of wagons shall be 160 meters at Line no. 3 and 130 meters at Line no. 4, the maximum tonnage per set of wagons admitted for shunting shall be 1,100 tons, the maximum shunting speed shall be 25 km/h on the connecting lines, 10 km/h in the loading/unloading areas and 5 km/h on the line with bascule bridge, the minimum mass braked percentage for shunting shall be 45%, the mass braked percentage for holding the railway vehicles in place shall be 10%.

The Chief Shunter of the RO shall require in writing the preparation of the Shunting Layout by the Signalling Supervisor of the Agigea Nord – Comvex IRL, whereas after receiving the Shunting Layout he shall process the Shunting Layout directly with the Driver and with the operators from his team.

Before setting the set of wagons in motion, the Chief Shunter shall check if its braking percentage is the established percentage, with the automatic brakes tightened, respectively with the handbrakes actuated by

operators, the raising of the derailleurs and the loosening the brakes, whereas afterwards he shall hand over the derailleurs to the Movement Office of the Agigea Nord – Comvex IRL.

After the performance of these operations, the Chief Shunter of the RO shall report this to the Signalling Supervisor of the Agigea Nord – Comvex IRL, requesting at the same time his consent for moving the set of wagons in Group N.

The Signalling Supervisor of the Agigea Nord – Comvex IRL shall request that the boundary of the precincts of the Agigea Nord – Comvex IRL should be exceeded upon shunting (if applicable), from the Signalling Supervisor of the Agigea Nord Station, whereas afterwards he shall perform the shunting route in the Computer-Assisted Control Box System, and order the start of the shunting operation.

Before performing the shunting route and issuing the signals for setting the set of wagons in motion, the Foreman Shunter shall assign each operator to a good handbrake, and shall go on the first platform with good handbrake after the locomotive from where he shall issue the appropriate signals. The shunting operation shall be performed by traction/pushing.

Before the level-crossings with undirected traffic, as well as before passing over any decentralized switch along the route, the Chief Shunter shall issue the signals for stopping the set of wagons, whereas afterwards he shall check the passage, respectively the handling and verification of the switches along the route. These shall be checked even if they are not handled.

Before starting the shunting operation on the Agigea Nord-Comvex IRL, Group N, the Foreman Shunter shall contact the chief of the shift of the port operator in order to ensure the stopping of the shunting operation performed on the Agigea Nord – Comvex IRL, Group N, and to ensure the gauge.

After parking the set of wagons on the Agigea Nord – Comvex IRL, Group N, the Shunting Team shall secure the wagons not to be shunted anymore, by tightening the handbrakes for ensuring the minimum mass braked percentage for holding in place of 10%, and by placing hand derailleurs at the extreme wheels of the first and last wagon on that line, whereas afterwards the wagons shall be the responsibility of the port operator.

The wagons being loaded/unloaded shall be secured against runaway by tightening all the handbrakes, and by placing hand derailleurs at the wheels of the extreme axles of the first and last wagon on that line.

The RO's staff who performed the securing shall be responsible for the correct securing of the rolling stock against runaway.

4.1.3. Shunting Operation for Removing Sets of Wagons from Lines 1CV and 2CV of Group A or B of the Agigea Nord – Comvex IRL.

In order to remove the sets of wagons from the loading/unloading area at Line 1CV or 2CV, the light locomotive shall be introduced on the loading/unloading line or on Line 2CV, proceeding in a way similar to the shunting operation for introducing sets of wagons in the loading/unloading area.

After parking the locomotive on the line specified in the Shunting Layout, and connecting it to the set of wagons, the Chief Shunter shall check if the braking of the set of wagons is ensured, at the braked mass percentage for shunting, with the automatic brakes tightened, respectively with the handbrakes actuated by operators.

The Chief Shunter shall take a seat on the first wagon with good handbrake after the locomotive, whereas afterwards he shall inform the Signalling Supervisor of the Agigea Nord – Comvex IRL that the shunting operation can start. The shunting operation shall be performed by traction.

The setting of the set of wagons in motion shall be performed on the basis of the signals issued by the Chief Shunter and on the basis of the communications through the radiotelephone station.

Before the level-crossings with undirected traffic, as well as before passing over any decentralized switch along the route, the Chief Shunter shall issue the signals for stopping the set of wagons, whereas afterwards he shall check the passage, respectively the handling and verification of the switches along the route. These shall be checked even if they are not handled.

The set of wagons shall be stopped between the safety crossbars of one of the lines of Group A or B of the Agigea Nord – Convex IRL where it shall be secured against runaway with the help of the good handbrakes to ensure the minimum braked mass percentage of 3%.

The derailleurs used for securing shall be handed over after the end of the shunting operation to the Signaller of the Agigea Nord – Convex IRL, from where they were taken by the Chief Shunter, whereas the handover/receipt shall be performed in writing, by signing for the handover/receipt.

The RO's staff who performed the securing shall check and be responsible for the securing of the wagons against runaway. The Signalling Supervisor of the Agigea Nord – Convex IRL shall check the securing against runaway of the wagons parked on the lines of Group A and B.

4.1.4. Shunting Operation for Removing Sets of Wagons from the Lines of Group N of the Agigea Nord – Convex IRL.

For removing wagons from the Agigea Nord – Convex IRL, Group N, the shunting of the light locomotives between the Agigea Nord railway connecting station and the Agigea Nord – Convex IRL, Group N, and the reverse shall be performed similarly to Chapter 4.1.2.

Before setting the set of wagons in motion, the Chief Shunter shall check if its braking percentage is the established percentage, with the automatic brakes tightened, respectively with the handbrakes actuated by operators, the raising of the derailleurs and the loosening the brakes.

After the performance of these operations, the Chief Shunter of the RO shall report this to the Signalling Supervisor of the Agigea Nord – Convex IRL, requesting at the same time his consent for starting the shunting operation.

The Signalling Supervisor of the Agigea Nord – Convex IRL shall request that the boundary of the precincts of the Agigea Nord – Convex IRL should be exceeded upon shunting (if applicable), from the Signalling Supervisor of the Agigea Nord Station, whereas afterwards he shall perform the shunting route in the Computer-Assisted Control Box System, and order the start of the shunting operation.

Before performing the shunting route and issuing the signals for setting the set of wagons in motion, the Foreman Shunter shall assign each operator to a good handbrake, and shall go on the first platform with good handbrake at the end of the set of wagons in the pushing direction from where he shall issue the appropriate signals.

The shunting operation shall be performed by traction/pushing.

Before the level-crossings with undirected traffic, as well as before passing over any decentralized switch along the route, the Chief Shunter shall issue the signals for stopping the set of wagons, whereas afterwards he shall check the passage, respectively the handling and verification of the switches along the route. These shall be checked even if they are not handled.

After parking the set of wagons on the Agigea Nord – Convex IRL, Group A or B, the Shunting Team shall secure the wagons not to be shunted anymore, by tightening the handbrakes for ensuring the minimum mass braked percentage for holding in place of 3%.

The RO's staff who performed the securing shall check and be responsible for the securing of the wagons against runaway.

The Signalling Supervisor of the Agigea Nord – Comvex IRL shall check the securing against runaway of the wagons parked on the lines of Group A and B.

4.1.5 Shunting Operation for Introducing Wagons from Group B of the Agigea Nord – Comvex IRL on the Lines of Group S.

After composing the set of wagons and before setting the set of wagons in motion, the Chief Shunter shall check if its braking percentage is the established percentage, with the automatic brakes tightened, respectively with the handbrakes actuated by operators, the raising of the derailleurs and the loosening the brakes, whereas afterwards he shall communicate to the Signalling Supervisor of the Agigea Nord – Comvex IRL that he can start the shunting operation. The Signalman of the Agigea Nord – Comvex IRL shall specify the area in which the shunting operation is to be performed, for shunting the set of wagons at the established loading/unloading area.

The Chief Shunter shall assign each operator from the team to a handbrake in proper working condition, shall take a seat on the wagon with the handbrake in proper working condition at the head of the set of wagons, whereas afterwards he shall inform the Locomotive Driver that the shunting operation can start.

The maximum admitted length of the set of wagons for introduction/removal shall be 360 m, and this may consist of: 20 wagons Series Uagps (15.84 m/wagon) with a length of 317 m, respectively 16 wagons Series Tadgs (21.64 m/wagon) with a length of 347 m, respectively 20 modified wagons Series Fals (14.54 m/wagon) with a length of 292 m.

The maximum admitted tonnage per set of wagons shall be 1,600 tons, the maximum shunting speed shall be 20 km/h (5 km/h on the scales and in the loading/unloading area), the minimum braked mass percentage for shunting shall be 33%, and the braked mass percentage for holding in place shall be 3%.

The setting of the set of wagons in motion shall be performed on the basis of the signals issued by the Chief Shunter based on the Shunting Layout, the communications through the radiotelephone station and with the approval of the Signalling Supervisor of the Agigea Nord – Comvex IRL.

The shunting operation shall be usually performed by pushing.

During the performance of the unloading operations, the locomotive shall remain connected to the set of wagons.

If the locomotive is detached from the set of wagons, the wagons shall be secured against runaway by tightening all the handbrakes in proper working conditions, and by placing derailleurs at the extreme wheels of the first and last wagon.

The RO's Chief Shunter who performed the shunting operation shall be responsible for securing the set of wagons against runaway.

4.1.6. Shunting Operation for Removing Sets of Wagons from the Lines of Group S to the Lines of Group B of the Agigea Nord – Comvex IRL

After composing the set of wagons and before setting the set of wagons in motion, the Chief Shunter shall check if its braking percentage is the established percentage, with the automatic brakes tightened, respectively with the handbrakes actuated by operators, the raising of the derailleurs and the loosening the brakes, whereas afterwards he shall communicate to the Signalling Supervisor of the Agigea Nord – Comvex IRL that he can start the shunting operation. The Chief Shunter shall assign each operator from the team to a handbrake in proper

working condition, shall take a seat on the wagon with the handbrake in proper working condition after the locomotive, whereas afterwards he shall inform the Locomotive Driver that the shunting operation can start.

The set of wagons shall be set in motion on the basis of the signals issued by the Chief Shunter based on the Shunting Layout, the communications through the radiotelephone station and upon the approval of the Signalling Supervisor of the Agigea Nord – Convex IRL.

The shunting operation shall be usually performed by traction.

4.1.7 An Effective Working Modality for Introducing/Removing the Sets of Wagons on/from the Lines of Group S from the lines of Group B is the following:

As soon as the set of wagons was shunted from the lines of Group B, was weighed and passed the safety crossbar of the Turnout 2S to be shunted to the unloading area, the Foreman Shunter shall communicate this to the Signalling Supervisor of the Agigea Nord – Convex IRL, who orders through the radiotelephone station to the Foreman Shunter of the second set of wagons its shunting from the lines of Group B, to Line 1S for weighing and, then, its shunting until parking it on Line 2S. After parking and stopping the second set of wagons on Line 2S, the Foreman Shunter shall communicate this to the Signalling Supervisor of the Agigea Nord – Convex IRL. After the first set of wagons has been unloaded, it shall be shunted on Line 1S up to the safety crossbar of Turnout No. 2S where it shall be stopped, which shall be communicated by the Foreman Shunter through the radiotelephone station to the Signalling Supervisor of the Agigea Nord – Convex IRL, or shall be further shunted upon his order based on the request of the Foreman Shunter, for weighing and removing in order to be brought on the lines of Group B. After he has received the verbal report from the Foreman Shunter with regard to the fact that the first set of wagons was stopped after having been removed from the unloading area, and was parked on Line 1S between the safety crossbars of the Turnouts 2S and 3S, or that, when being removed, the first set of wagons exceeded the safety crossbar of Turnout 2S, the Signalling Supervisor shall order – with the help of the radiotelephone station – to the Foreman Shunter of the second set of wagons that was stopped and parked on Line 2S to introduce it in the unloading area. For introducing/removing the next sets of wagons from/on the lines of Group S, there shall be repeated the above-mentioned operations.

5. Shunting Operation on the Transit IRL

The Agigea Nord – Convex IRL shall be the transit line for:

- the PRODTRANSPORTS CEREALS IRL shall start at km 0+000 of the Agigea Nord – Convex IRL, on Line 1C and 1D, shall comprise the YPF, X and M1 signals up to Turnout No. I, from km 1+009.77 of the Agigea Nord – Convex IRL.
- the SC TTS OPERATOR SRL IRL shall start at km 0+000 of the Agigea Nord – Convex IRL, on Line 1C and 1D, shall comprise the YPF, X, M1, M5, M7, M11 signals, up to Turnout No. 9, from km 1+833.80 of the Agigea Nord – Convex IRL.
- the SC EUROPEAN METAL SERVICES SA IRL shall start at km 0+000 of the Agigea Nord – Convex IRL, on Lines 1C, 1D and 4A, shall comprise the YPF, X, M1, M5, M7, M11, M13, XIVP, XIV, M2 signals, up to Turnout No. 3B, km 3+240.90 of the Agigea Nord – Convex IRL.

6. Carrying-out of the Transport of Dangerous Goods

On the Agigea Nord - Convex IRL, no dangerous goods provided in Annex I RID shall be loaded/unloaded in/from wagons, respectively stored on the ground.



7. Modality of Granting to the Upstream Holders of IRLs Non-Discriminatory Access of the Railway Vehicles Used for the Shunting or Railway Transport Operations

Not applicable.

CN APM SA Constanta

Technical Director

Florin Laurentiu CHIRILA

Head of Unit for Patrimony

Constantin BRANDI

Marius Voineagu