Translation from Romanian

Capacity Strategy TT 2028/2029

CNCF ”CFR” SA

Version:

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Contents

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.

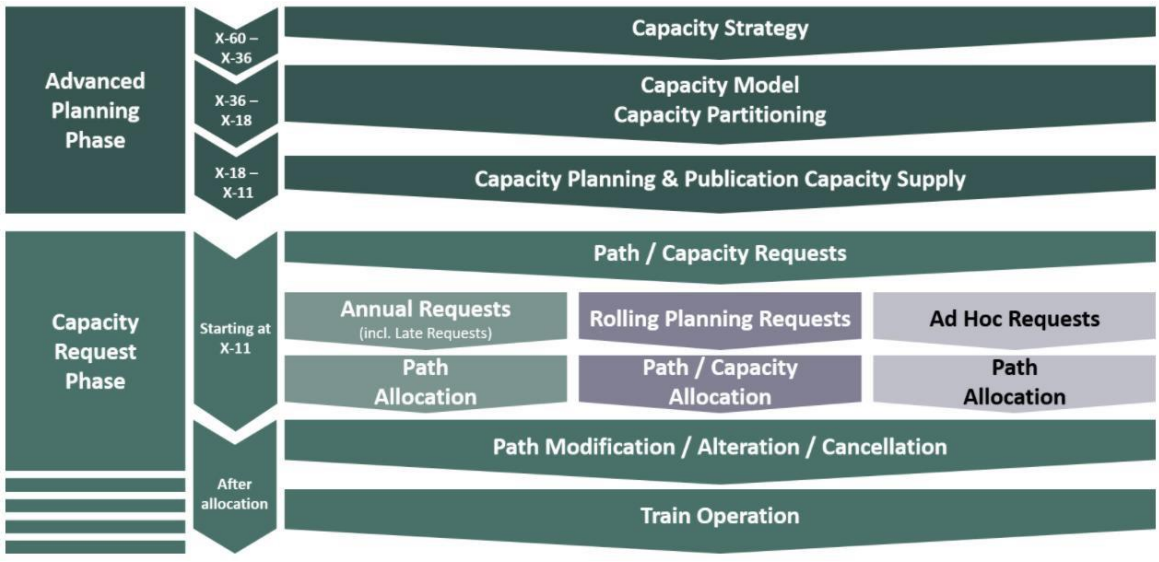

Figure 1: Stages of the TTR Process (Source: RNE)

0.1 Contact Details

Person in charge of TTR: Horațiu Ionescu – Deputy Traffic Director, Email: horatiu.ionescu@cfr.ro , Phone: +40213142577

Person in charge of Capacity Strategy: Monica Pavel, Email: monica.pavel@cfr.ro, Phone: +40213142577

0.2 Geographical Scope

CFR included in the Capacity Strategy TT 2028/2029 only 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	Lökösháza
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 2028/2029 is schematically shown on the map below:

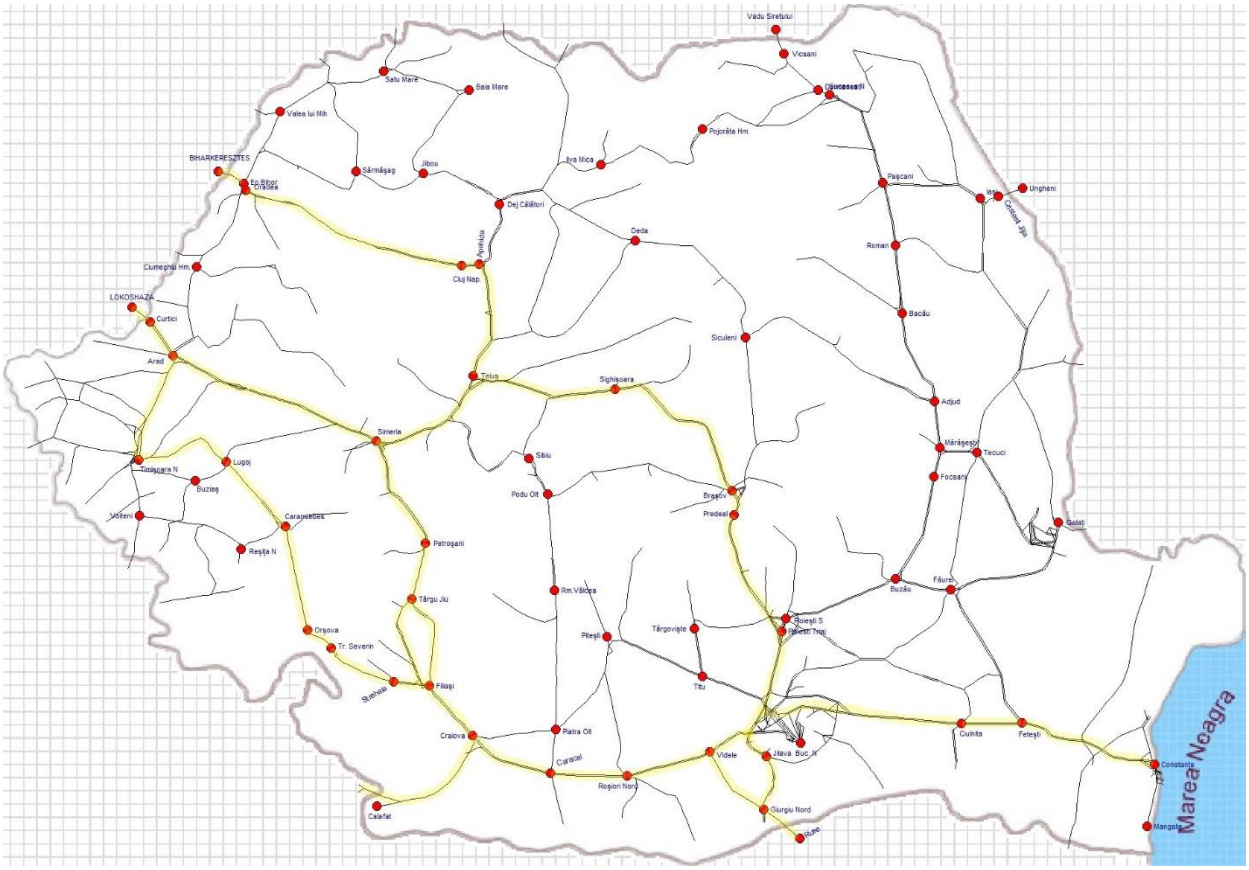

Figure 2: The sections included in the Capacity Strategy TT 2029 are shown in yellow.

0.3 List of Involved Infrastructure Managers

Involved Infrastructure Managers
• MAV – Hungary • VPE – Hungarian capacity allocation body
• 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://cip.rne.eu

At the same time, the information regarding the multimodal terminals is also available there.

Similar information can be found in the Network Statement:

https://cfr.ro/files/ddr/EN%202026/Annex%2034.a%20.pdf

https://cfr.ro/files/ddr/EN%202026/Annex%2034.b.pdf

1 Expected Capacity of Infrastructure in TT 2029

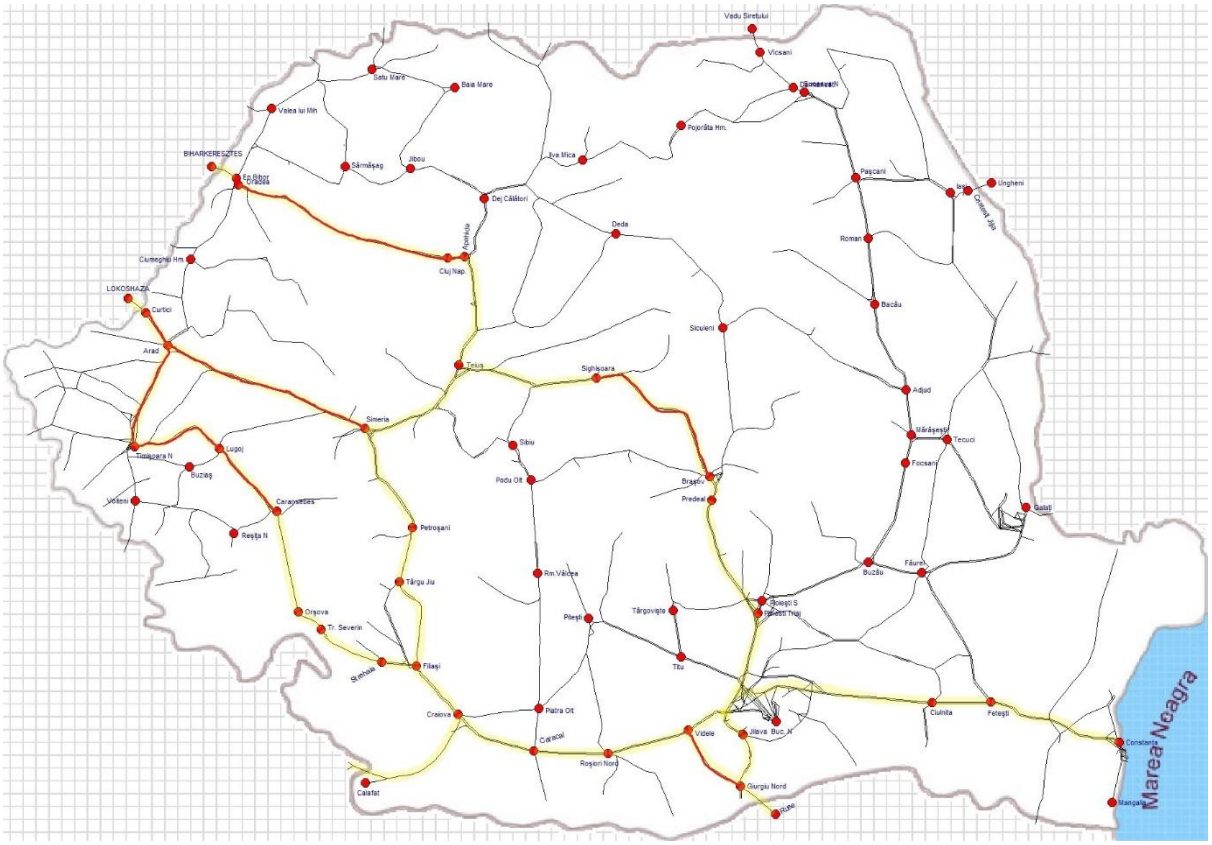

Figure 3: The sections on which the rehabilitation works are to be completed up to Timetable 2029 are shown in red

1.1 Additional Available Capacity

List of completed projects:

Segment	Description	Effect	Quantification of the effects (additional capacity)*	Approved project	Financed project
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

* 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).

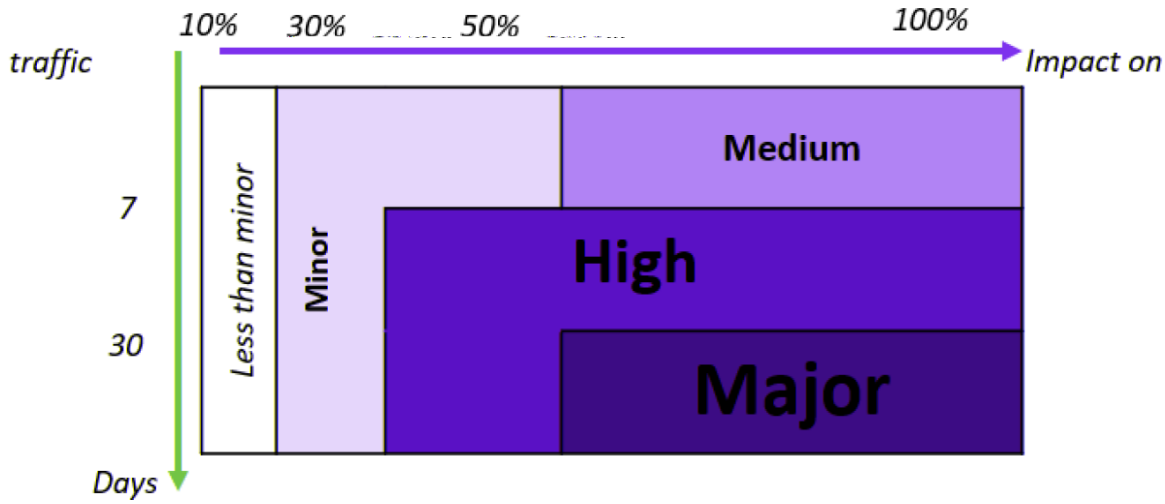

Figure 4: Categories of Temporary Capacity Restrictions in accordance with Annex VII to Directive 2012/34 - TCR (source: RNE)

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 on the alternative routes.

2.1.2 Connected areas where TCRs shall not be planned simultaneously

The Episcopia Bihor – Biharkeresztes Border shall not be closed simultaneously with the Curtici – Lokoshaza Border.

The Valea lui Mihai – Niyrabrany 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 Golenţi – Vidin borders.

2.1.3

2.1.4 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.

2.1.5 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.

2.1.6 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.

2.1.7 Process of settling the disagreements between the involved stakeholders

The disagreement coordination and settlement procedure can be found at:

https://cfr.ro/files/ddr/EN%202026/Annex%2020.a.pdf

https://cfr.ro/files/ddr/EN%202026/Annex%2020.b.pdf

2.2 Pre-Announcement of Major Impact TCRs

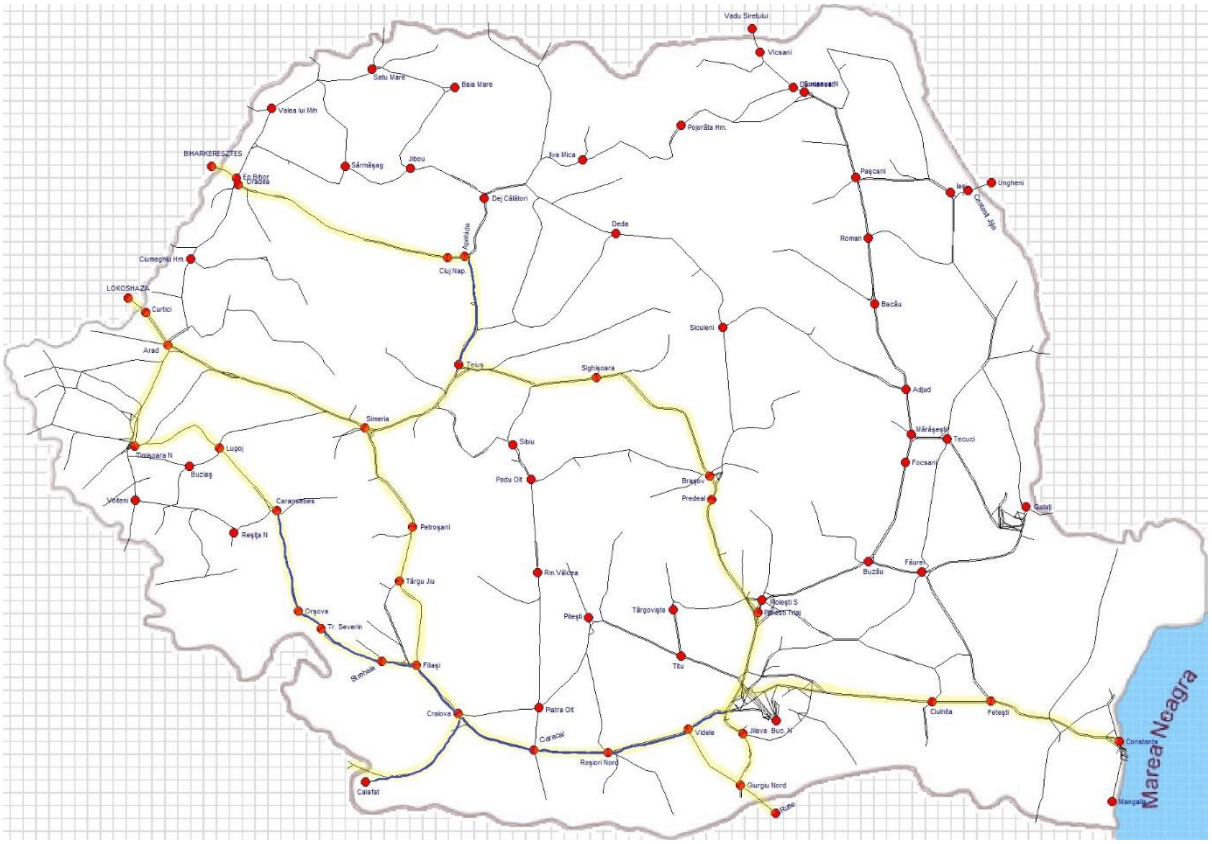

Figure 5: The sections on which there are to be performed in 2027 major impact rehabilitation works involving major impact capacity restrictions are shown in blue

Segment	Purpose	Time of execution	Line impact	Impact to passenger & freight trains	Project approved by the CFR management	Financing secured
Craiova – Caransebeș	modernization	2025-2029	Total closure	Replacement by buses + traffic re-routed to alternative routes	Yes	Yes
Giurgiu Nord-Jilava	modernization	2026-2029	alternatively, total closures with partial closures (one track)	Replacement by buses + traffic re-routed to alternative routes	Yes	Yes
Gara de Nord	modernization	2027-2030	closures of 2 lines at a time	Traffic re-routed	Yes	Yes

CFR and MAV agreed that the railway infrastructure maintenance works to be performed on the MAV network, and on the Arad - Curtici Section (involving the Curtici - 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

Maximum technical parameters for the freight trains per routes:

ROUTE	TRAIN LENGTH	WAGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Curtici - Simeria; Simeria - Curtici	750	3 000	80	50	
	700	1 600	120	72	
	600	1 000	100	95	
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	2 000	50	50	Pushing locomotive: Giurgiu Nord -Stănesti in single traction 1 000 tons
Giurgiu Nord - Ruse; Ruse - Giurgiu Nord	600	2 000	60	50	
Simeria - Craiova - Videle	620	1 500	60	50	Pushing locomotive: Pui - Banita in single traction 1 000 tons
Videle - Craiova - Simeria	620	2 000	60	50	Pushing locomotive: Targu Jiu -Banita in single traction 1 400 tons
Chitila - Constanta	700	3 000	80	50	Pushing locomotive: Fetesti - Saligny in single traction 2200 tons
	700	1 600	120	72	
	600	1 000	100	95	
Constanta - Chitila	700	2 900	80	50	Pushing locomotive: Saligny - Fetesti in single traction 2 200 tons
	700	1 600	120	72	
	600	1 000	100	95	

ROUTE	TRAIN LENGTH	WAGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Craiova - Golenti	600	1 960	60	50	Double traction: Podari - Sălcuţa in single traction 1 200 tons
Golenti - Craiova	600	1 850	60	50	Pushing locomotive: in single traction 1 110 tons
Golenti - Vidin; Vidin - Golenti	570	1 800	60	50	Double traction
Lőkösháza - Curtici, Curtici - Lőkösháza	750	2 500	80	50	
Chitila - Malina	650	2 200	80	50	Diesel: Barbosi - Malina
Malina - Chitila	650	2 900	80	50	Diesel: Barbosi - Malina
Chiajna-Craiova and return	700	3 000	80	50	
Chitila-Braşov	640	2 000	80	50	Pushing locomotive: Câmpina-Predeal
Braşov-Chitila	640	1 550	80	50	Pushing locomotive: Braşov-Predeal
Braşov-Simeria-Sighişoara and return	700	3 000	80	50	
	700	1 600	120	72	
	600	1 000	100	95	
Craiova - Timisoara - Curtici	717	2 000	80	55	Pushing locomotive: Mehadia N. - Poarta in single traction 1 000 tons; Pushing locomotive: Prunişor - Balota, in single traction 1 300 tons
Curtici - Timisoara - Craiova	717	2 000	80	50	Pushing locomotive: Vălişoara - Poarta in single traction 1 000 tons
Biharkeresztes - Episcopia; Episcopia - Biharkeresztes	700	2 500	80	50	
Episcopia Bihor - Oradea Vest - Simeria and return	700	2 500	80	50	

ROUTE	TRAIN LENGTH	WAGON WEIGHT	SPEED	MINIMUM BRAKED MASS PERCENTAGE	OTHER
Cluj Napoca Est - Simeria Triaj and return	650	3 000	70	50	Cojocna – Campia Turzii: 1 600 tons; Pushing locomotive: Câmpia Turzii - Călărași Turda, in 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 2025, given as a number of trains/day, are described in the table below:

Passenger		**Freight**		↓	SECTION	↑	**Passenger**		**Freight**	
IR	R	Max. No.	Average No.				IR	R	Max. No.	Average No.
9	0	23	14		Lökösháza-Curtici		9	0	24	14
9	4	21	11	Curtici - Simeria	Curtici – Arad	Curtici - Simeria	9	4	21	11
7	5	20	17		Arad - Glogovăț		7	5	18	8
0	0	20	8		Aradu Nou-Glogovăț		0	0	12	5
7	5	22	7		Glogovăț-Radna		7	5	22	7
7	4	22	7		Radna-Ilia		7	4	22	7
8	5	18	8		Ilia-Mintia		8	4	19	7
8	2	19	9		Mintia-Simeria		8	2	18	9
8	2	15	5	Simeria - Brașov	Simeria-Vinţu de Jos	Simeria - Brașov	8	2	16	6
6	4	15	5		Vinţu de Jos-Coșlariu		6	4	16	5
6	6	21	7		Coșlariu-Blaj		6	6	21	8

Passenger		Freight		↓	SECTION	↑	Passenger		Freight	
IR	R	Max. No.	Average No.				IR	R	Max. No.	Average No.
6	6	21	7		Blaj- Copșa Mică		6	6	21	8
6	15	21	7		Copșa Mică-Mediaș		6	15	20	7
6	7	21	7		Mediaș-Sighișoara		6	9	20	7
6	7	18	9		Sighișoara - Vânători		6	9	21	9
6	4	18	9		Vânători-Brașov		6	6	21	8
26	17	26	14	Brașov - Bucharest	Brașov- Predeal	Brașov - Bucharest	26	17	26	13
26	17	25	13		Predeal-Câmpina		26	17	25	11
26	17	20	11		Câmpina-Buda		26	17	22	10
26	27	21	11		Buda-Ploiești Vest		26	27	22	10
24	19	22	11		Ploiești Vest-Brazi		25	19	22	11
41	39	24	12		Brazi-Chitila		41	39	24	12
0	0	27	12		Chitila- Chiajna		0	0	24	14
3	0	18	8		Chitila-Băneasa		3	0	18	9
1	0	18	10		Chiajna-Băneasa		1	0	16	9
30	9	23	14	Bucharest - Constanța	Băneasa-Pantelimon	Bucharest-Constanța	31	9	24	15
30	9	27	16		Pantelimon-Pasărea		31	8	25	15
30	9	27	16		Pasărea-Lehliu		31	8	25	15
30	9	29	17		Lehliu-Ciulnița		31	8	28	16
30	10	29	16		Ciulnița Fetești		31	12	28	16
35	10	39	29		Fetești-Medgidia		36	10	39	27
36	10	41	30		Medgidia-Dorobanțu		35	12	41	33
35	10	45	30		Dorobanțu-Palas		36	12	44	30
14	13	33	14	Bucharest - Craiova	Chiajna -Videle	Bucharest - Craiova	15	14	33	14
12	12	33	15		Videle-Rosiori Nord		13	15	32	15
13	8	28	14		Roșiori Nord - Carcal		12	10	28	15
13	10	27	14		Caracal-Craiova		12	10	28	12

Passenger		Freight		↓	SECTION	↑	Passenger		Freight	
IR	R	Max. No.	Average No.				IR	R	Max. No.	Average No.
0	4	7	2	Bucharest - Giurgiu	Chiajna- Jilava	Bucharest - Giurgiu	0	4	6	3
2	4	14	8		Videle-Giurgiu Nord		2	4	14	7
0	4	0	0		Jilava-Giurgiu Nord		0	4	0	0
2	0	16	9		Giurgiu Nord-Ruse		2	0	16	9
0	3	4	2		Craiova - Golenți		0	3	4	2
0	1	3	1		Golenți - Vidin		0	1	3	1
11	13	26	18	Craiova- Caransebeș	Craiova-Filiași	Craiova- Caransebeș	11	13	26	18
7	3	22	14		Filiași-Gura Motrului		7	3	20	12
7	3	21	14		Gura Motrului-Strehaia		7	3	19	13
7	3	17	12		Strehaia- Balota		7	3	16	9
7	3	26	14		Balota-Dr. Tr. Severin		7	3	24	14
6	0	15	9		Dr.Tr. Severin - Orșova		6	0	15	9
6	2	18	8		Orșova - Caransebeș		6	2	18	9
6	8	13	8	Caransebeș-Timișoara	Caransebeș-Lugoj	Caransebeș-Timișoara	6	9	14	8
6	8	15	10		Lugoj-Timișoara Est		6	9	15	9
6	13	16	9		Timișoara Est-Timișoara Nord		6	14	16	9
9	10	12	6	Timișoara-Arad	Timișoara Nord-Ronaț Tj.	Timișoara-Arad	9	11	11	5
9	15	12	6		Ronaț Tj.-Sânandrei		9	15	11	6
9	11	14	7		Sânandrei-Aradu Nou		9	11	14	7
9	17	15	9		Aradu Nou - Arad		9	16	14	8
3	6	9	6	Filiasi-Simeria	Filiași–Cărbunești	Filiași-Simeria	4	6	9	5
3	6	9	6		Cărbunești – Tg. Jiu		4	6	9	5
2	4	6	4		Gura Motrului-Turceni		1	5	6	4
2	5	11	5		Turceni-Amaradia		1	4	11	6

Passenger		Freight		↓	SECTION	↑	Passenger		Freight	
IR	R	Max. No.	Average No.				IR	R	Max. No.	Average No.
2	5	12	7		Amaradia – Tg. Jiu		1	4	12	7
4	5	19	9		Tg. Jiu - Petroșani		4	5	17	8
4	2	21	12		Petroșani - Pui		4	3	19	12
4	2	16	8		Pui- Călan Băi		4	3	16	10
4	2	16	9		Călan Băi- Simeria Triaj		4	3	19	10
0	0	17	8		Călan Băi Simeria Triaj - Simeria		0	0	19	10
9	9	14	7	Coșlariu-Cluj	Teiuș - Războieni	Coșlariu-Cluj	9	9	14	7
10	12	15	9		Războieni- Apahida		10	11	16	9
12	41	11	6		Apahida- Cluj Napoca		12	35	12	7
0	0	0	0	Cluj- Episcopia	Cluj Napoca - Poieni	Cluj- Episcopia	0	0	0	0
0	0	0	0		Poieni - Aleșd		0	0	0	0
0	4	4	2		Aleșd - Oradea		0	3	4	2
2	17	8	4		Oradea – Episcopia Bihor		2	18	8	4
0	5	8	2		Episcopia Bihor- Biharkeresztes		0	5	8	2

Expected capacity in TT 2028/2029

SECTION	Distance	Passenger		Freight 2025	Total train paths 2025	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR 2025	R 2025				
	Lökösháza-Curtici	18	0	28	46	135	89

SECTION	Distance	Passenger		Freight 2025	Total train paths 2025	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR 2025	R 2025				
Curtici-Simeria	Curtici – Arad	18	8	22	48	288	240
	Arad - Glogovăț	14	10	25	49	288	239
	Aradu Nou-Glogovăț	0	0	13	13	288	275
	Glogovăț- Radna	14	10	14	38	288	250
	Radna-Ilia	14	8	14	36	288	252
	Ilia-Mintia	16	9	15	40	288	248
	Mintia-Simeria	16	4	18	38	288	250
Simeria-Brașov	Simeria-Vinţu de Jos	16	4	11	31	288	257
	Vințu de Jos-Coșlariu	12	8	10	30	288	258
	Coșlariu-Blaj	12	12	15	39	288	249
	Blaj- Copșa Mică	12	12	15	39	288	249
	Copșa Mică- Mediaș	12	30	14	56	288	232
	Mediaș- Sighișoara	12	16	14	42	288	246
	Sighișoara - Vânători	12	16	18	46	288	242
	Vânători- Brașov	12	10	17	39	288	249
Bucharest - Brașov	Brașov- Predeal	52	34	27	113	216	103
	Predeal- Câmpina	52	34	24	110	288	178
	Câmpina-Buda	52	34	21	107	288	181
	Buda-Ploiești Vest	52	54	21	127	288	161
	Ploiești Vest-Brazi	49	38	22	109	288	179
	Brazi-Chitila	82	78	24	184	288	104
	Chitila- Chiajna	0	0	26	26	230	204
	Chitila-Băneasa	6	0	17	23	82	59
	Chiajna- Băneasa	2	0	19	21	50	29
Bucharest -Constanța	Băneasa-Pantelimon	61	18	29	108	288	180
	Pantelimon-Pasărea	61	17	31	109	288	179
	Pasărea-Lehliu	61	17	31	109	288	179
	Lehliu-Ciulnița	61	17	33	111	288	177
	Ciulnița Fetești	61	22	32	115	288	173
	Fetești-Medgidia	71	20	56	147	288	141
	Medgidia- Dorobanțu	71	22	63	156	288	132

SECTION	Distance	Passenger		Freight 2025	Total train paths 2025	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR 2025	R 2025				
	Dorobanțu-Palas	71	22	60	153	288	135
Chiajna- Craiova	Chiajna -Videle	29	27	28	84	288	204
	Videle – Roșiori Nord	25	27	30	82	288	206
	Roșiori Nord-Caracal	25	18	29	72	288	216
	Caracal- Craiova	25	20	26	71	288	217
Bucharest - Giurgiu	Chiajna- Jilava	0	8	5	13	288	275
	Videle-Giurgiu Nord ****	4	8	15	27	86	59
	Jilava-Giurgiu Nord *	0	8	0	0	x	x
	Giurgiu Nord-Ruse	4	0	18	22	57	35
	Craiova - Golenți*	0	6	4	10	10	0
	Golenți - Vidin*	0	2	2	4	52	48
Craiova-Caransebeș	Craiova-Filiași	22	26	36	84	86	2
	Filiași-Gura Motrului	14	6	26	46	114	68
	Gura Motrului-Strehaia	14	6	27	47	74	27
	Strehaia- Balota	14	6	21	41	x	x
	Balota-Dr. Tr. Severin	14	6	28	48	x	x
	Dr. Tr. Severin - Orșova*	12	0	18	30	x	x
	Orșova - Caransebeș*	12	4	17	33	x	x
Caransebeș- Timișoara	Caransebeș-Lugoj	12	17	16	45	288	243
	Lugoj-Timișoara Est	12	17	19	48	288	240
	Timișoara Est-Timișoara Nord	12	27	18	57	288	231

SECTION	Distance	Passenger		Freight 2025	Total train paths 2025	Section capacity Ce (no. of paths in both directions)	Paths for multiannual planning by propagation and ad-hoc paths
		IR 2025	R 2025				
Timișoara-Arad	Timișoara Nord- Ronaț Tj.	18	21	11	50	288	238
	Ronaț Tj.- Sânandrei	18	30	12	60	288	228
	Sânandrei-Aradu Nou	18	22	14	54	288	234
	Aradu Nou - Arad	18	33	17	68	288	220
Filiași-Simeria	Filiași - Cărbunești	7	12	11	30	76	46
	Cărbunești – Tg. Jiu	7	12	11	30	74	44
	Gura Motrului- Turceni	3	9	8	20	288	268
	Turceni- Amaradia	3	9	11	23	66	43
	Amaradia – Tg. Jiu	3	9	14	26	68	42
	Tg. Jiu - Petroșani	8	10	17	35	68	33
	Petroșani - Pui	8	5	24	37	288	251
	Pui- Călan Băi	8	5	18	31	288	257
	Călan Băi- Simeria Triaj	8	5	19	32	288	256
	Călan Băi- Simeria Triaj- Simeria	0	0	18	18	288	270
Teius-Cluj	Teiuș - Războieni	18	18	14	50	288	238
	Războieni- Apahida	20	23	18	61	288	227
	Apahida- Cluj Napoca	24	76	13	113	288	175
Cluj- Episcopia	Cluj Napoca -Poieni	0	0	0	0	288	288
	Poieni-Aleșd	0	0	0	0	88	88
	Aleșd- Oradea	0	7	4	11	288	277
	Oradea – Episcopia Bihor	4	35	8	47	288	241
	Episcopia Bihor- Biharkeresztes	0	10	4	14	57	43

Comment: * *On the single-track traffic sections on which there will be carried out modernization works and no line doubling works, the modernization works shall be carried out by total traffic closures, and during the relevant periods of time there shall be offered no infrastructure capacity for TT 2028/2029, and the train traffic shall be re-routed to alternative routes.*

Depending on the information that CFR will have at its disposal, the capacity progress estimate may undergo changes to be made public together with the updates that will be published in the period of time until the entry into force of TT 2028/2029.

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 the period of time September - October 2025.

- MAV/VPE – CFR
- NRIC – CFR

Annex 2 - Outlook

Infrastructure modernization projects in different stages of preparation:

- electrification and modernization of the Constanța – Mangalia Section
- electrification and modernization of the Bucharest - Pitești – Craiova Section

- modernization of the Apahida - Ilva Mică – Suceava Section
- modernization of the Constanta Port